

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1413493-1

Total Deleted Page(s) = 37

Page 3 ~ Referral/Direct;
Page 4 ~ Referral/Direct;
Page 5 ~ Referral/Direct;
Page 6 ~ Referral/Direct;
Page 7 ~ Referral/Direct;
Page 8 ~ Referral/Direct;
Page 9 ~ Referral/Direct;
Page 10 ~ Referral/Direct;
Page 11 ~ Referral/Direct;
Page 12 ~ Referral/Direct;
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(01/26/1998)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 08/23/2001

To: Investigative Services

Attn: [REDACTED]

b6
b7C

From: Investigative Services

IOB/IOU I/Room 7458

Contact: [REDACTED]

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: [REDACTED] (Pending)

b3
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Title: TWA FLIGHT 800

Synopsis: Request to close captioned case.

Details: Letter rogatory was sent to the National Traffic Safety Board for response. As this is not a Federal Bureau of Investigation matter, it is therefore requested that this case be closed.

♦♦

*Close
Snc 8/24/01*

INDICIES [] NEGATIVE [] SEE BELOW

Subjects name and Aliases

Bomb Threat on Aircraft;
TWA Flight to Tel Aviv;

Character of Case

164

Complainant Protect Source []

Complaint Received [] Pers. [] Telephone

Date 3-14-89 Time 11:23 AM

Address of Subject

Complainants Address and Telephone

Description of Subject

Race

Sex

Height

Build

Birth Date and Birthplace

Age

Eye

Weight

Hair

Social Security Number

Facts of Complaint

C advised that at 00:55 AM, 3-14-89, the TWA reservations office in St. Louis (believed to have been contacted through a New York 800 number) was called by [redacted]

[redacted] And stated he overheard 3 Arabic speaking men talking in a Brooklyn grocery store and they said a bomb was to be put in a suitcase and placed on a TWA flight to Tel Aviv on 3-14-89.

C stated TWA has a flight leaving JFK at 8:20 PM, 3-14-89, flight # 800, for Tel Aviv.

SSA [redacted] DTTF notified 11:26 AM (referred to IT-1)

PAPD, JFK, Office [redacted] notified 11:41 AM

USSS, SA [redacted] notified 11:57 AM

SSA [redacted] BQ, notified 12:23 PM

1 - DTTF

① - IT-1

1 - C-20

1 - JFK RA

1 - SSA-OPC

1 - Duty Agent Log Book

SA [redacted]

INITIALIZED	FILED
MAR 16 1989	
Block Stamp	

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b7Cb3
b6
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FBI

TELETYPE

IMMEDIATE

UNCLAS

3/14/89

10.601
corrected
P3
4pm
1x dx
P2+3
4pm

0057

/IMMEDIATE/

NEW YORK [redacted] () (IT-1)

/IMMEDIATE/

DIRECTOR FBI () ()

/IMMEDIATE/

WMFO () ()

BT

UNCLAS

UPDC
3/16/89

OPEN
SUSP

4
4/1/89

- ① - New York
- 1 - Supervisor IT-1
- LM:axp028V2
- (2) AXP IT-1

[redacted]

Approved: F/Qu Transmitted 023/131 Per MM

NOTE: AFTER APPROVAL, PLEASE ROUTE THIS DOCUMENT BACK TO THE WORD PROCESSING SUPERVISOR, NOT TO THE TELETYPE ROOM.

WP Initials: DL

M-E km

CITE: //3540//

SUBJECT: UNSUBS; POSSIBLE THREAT AGAINST TWA FLIGHT 800, NEW YORK.
TO TEL AVIV, MARCH 14, 1989, OO:NEW YORK.

ON MARCH 14, 1989, [REDACTED] NEW YORK, NY, b6
b7C

CONTACTED NYOSA AND ADVISED AS FOLLOWS:

ON MARCH 14, 1989 AT 12:55 AM, AN INDIVIDUAL IDENTIFYING
HIMSELF AS [REDACTED] TEL NO [REDACTED] CALLED TWA'S ST. LOUIS
RESERVATION OFFICE AND ADVISED AS FOLLOWS:

[REDACTED] CLAIMED TO BE A [REDACTED] WHO OVERHEARD

THREE MEN SPEAKING ARABIC IN A GROCERY STORE ~~STATED~~ ^{STATING} THAT A BOMB IN A SUITCASE WAS GOING TO BE PLACED ON A TWA FLIGHT ON MARCH 14, 1989 TO TEL AVIV WHICH DEPARTS AT 8:00 PM.

[] CONFIRMED THAT TWA FLIGHT 800 DEPARTS JFKIA ON MARCH 14, 1988 AT 8:20 PM DESTINED FOR TEL AVIV.

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COLES CRISS-CROSS DIRECTORY INDICATED THAT [] IS LISTED TO []

BROOKLYN, NY

[] STATED THAT TWA FLIGHT 800 TO TEL AVIV WILL NOT BE CANCELLED AND THAT SECURITY MEASURES WOULD BE ENHANCED.

NYO INDICES WERE NEGATIVE REGARDING



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OUTBOX HAS 1 DOCUMENT

OUTBOX.1 (#2706)

TO: HQ1 @ EMH1, WMFO @ EMH1

FROM: NY @ EMH1

SUBJECT: 073/131 IMMEDIATE

DATE: 15 MAR 89 00:57:50 GMT

CC:

TEXT: VZCZCNY0131

OO HQ WMFO

DE NY #0131 0732410

ZNY UUUUU

O 142354Z MAR 89

FM FBI NEW YORK [REDACTED]

TO DIRECTOR FBI/IMMEDIATE/

WASHINGTON METROPOLITAN FIELD OFFICE/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

SUBJECT: UNSUBS; POSSIBLE THREAT AGAINST TWA FLIGHT 800, NEW YORK.

TO TEL AVIV, MARCH 14, 1989, 00:NEW YORK.

ON MARCH 14, 1989, [REDACTED] NEW YORK, NY,
CONTACTED NYOSA AND ADVISED AS FOLLOWS:

ON MARCH 14, 1989 AT 12:55 AM, AN INDIVIDUAL IDENTIFYING
HIMSELF AS [REDACTED] TEL NO [REDACTED] CALLED TWA'S ST. LOUIS
RESERVATION OFFICE AND ADVISED AS FOLLOWS:

[REDACTED] CLAIMED TO BE A [REDACTED] WHO OVERHEARD
THREE MEN SPEAKING ARABIC IN A GROCERY STORE STATING THAT A BOMB IN

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[REDACTED]

[Handwritten signature]
[Handwritten signature]

PAGE TWO DE NY 0131 UNCLAS

A SUITCASE WAS GOING TO BE PLACED ON A TWA FLIGHT ON MARCH 14, 1989
TO TEL AVIV WHICH DEPARTS AT 8:00 PM.

[REDACTED] CONFIRMED THAT TWA FLIGHT 800 DEPARTS JFKIA ON MARCH
14, 1988 AT 8:20 PM DESTINED FOR TEL AVIV.

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BROOKLYN, NY.

[REDACTED] STATED THAT TWA FLIGHT 800 TO TEL AVIV WILL NOT BE
CANCELLED AND THAT SECURITY MEASURES WOULD BE ENHANCED.

NYO INDICES WERE NEGATIVE REGARDING [REDACTED]

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FEDERAL BUREAU OF INVESTIGATION
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ZNR UUUUU

FM FBI NEW YORK (265A-NY-259028) (RAPID START)

ALL FBI FIELD OFFICES/IMMEDIATE/

BT

CITE: //3540//

8-1-96

T - EOD;
 Case inadvertently
 opened due to
 instructions set
 by SSA Case
 closed when
 error noted.
 7-23-96
 8/1/96
 OCA
 ACT-IT-EOD
 (W:NY)

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265A-BA-5394-1
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AS REPORTED THROUGHOUT THE MEDIA, THE AIRCRAFT WITHOUT WARNING, DISAPPEARED FROM THE RADAR SCREEN A SHORT TIME AFTER TAKEOFF.

MANIFESTS FOR FLIGHT 800 HAVE BEEN OBTAINED AND ARE BEING REVIEWED TO DETERMINE BACKGROUND AND PREVIOUS TRAVEL ARRANGEMENTS OF ALL PASSENGERS ON BOARD. MANIFESTS FOR CONNECTING FLIGHTS RELATED TO FLIGHT #800 ARE BEING PULLED AND REVIEWED. INVESTIGATIONS ARE BEING CONDUCTED AT THOSE AIRPORTS OF ORIGIN, WHEN IDENTIFIED.

A NUMBER OF CRISIS RESPONSE COMMAND POSTS HAVE BEEN ESTABLISHED THROUGHOUT THE NEW YORK CITY AREA. ERT TEAMS FROM NEW YORK AND NEIGHBORING FIELD DIVISIONS ARE ON THE SCENE. FBIHQ DISASTER SQUAD ARRIVED, JULY 18, 1996 AND IS WORKING CLOSELY WITH ASSOCIATED LAW ENFORCEMENT ENTITIES. SA [REDACTED]

[REDACTED] IS AT EASTERN LONG ISLAND, IN THE VICINITY OF THE CENTER MORICHES CRIME SCENE AND IS PROCESSING EVIDENCE. STORAGE IS AT A GRUMAN FACILITY HANGAR ON EASTERN LONG ISLAND. ADIC [REDACTED] SAC PICKARD, AND SAC SCHILLIRO TRAVELLED TO THE CRASH SITE, APPROXIMATELY 9 1/2 MILES OFFSHORE, AND OBSERVED A LONG TRAIL OF DEBRIS.

LOCAL RADAR REVEALS A SEQUENCE OF ACTIVITY WHICH

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DISCLOSES AN UNIDENTIFIED OBJECT RAPIDLY APPROACHING FLIGHT 800 JUST PRIOR TO THE FLIGHT DISAPPEARANCE FROM THE RADAR SCREEN. THIS IS BEING REVIEWED BY FAA SPECIALISTS.

INDEPENDENT INVESTIGATION REVEALS AN INDIVIDUAL ON LONG ISLAND, RESIDING IN THE VICINITY OF THE CRASH SITE, WHO, WHILE OUT ON A ROUTINE WALK, OBSERVED WHAT HE DESCRIBED AS A "FIREWORKS LIKE" OBJECT ASCEND INTO THE AIR. HE OBSERVED A "WHITE PUFF" EMERGE AND THEN BREAK IN TWO, GENERATING A FIREBALL, DESCENDING FROM THE SKY. THIS INDIVIDUAL IS BEING THOROUGHLY DEBRIEFED AND HAS TAKEN INVESTIGATING AGENTS TO THE LOCATION WHERE HE BELIEVES THE PROJECTILE ORIGINATED.

NEW YORK IS CONDUCTING INVESTIGATION IN THIS REGION IN AN EFFORT TO DISCOVER ANY EVIDENCE REMAINING, SCORCH MARKS OR PARTS CONSISTENT WITH THE FIRING OF A MISSILE FROM THAT LOCATION. A CANVAS IS BEING CONDUCTED TO DETERMINE IF ANY INDIVIDUALS SAW, OR HEARD, ANYTHING UNUSUAL DURING THE PRECEDING EVENINGS. ADDITIONAL LEADS ARE BEING GENERATED CONCERNING BOATING ACTIVITY IN THE AREA AND STOLEN OR MISSING CRAFTS.

INTERVIEW WITH DEFENSE INTELLIGENCE AGENT

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[REDACTED] STATES THAT A SHOULDER FIRED ROCKET, KNOWN AS A
MANPAD, WOULD FUNCTION CONSISTENT WITH THIS EYEWITNESS'
ACCOUNT.

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A 1-800-TIPS NUMBER HAS BEEN ESTABLISHED TO ACCEPT LEADS.

ALL MEDIA BROADCASTS ARE BEING MONITORED TO ASCERTAIN
ADDITIONAL RELATED INFORMATION.

NAVY VESSELS EQUIPPED WITH SONAR ARE BEING BROUGHT IN TO
ASSIST IN BLACK BOX RECOVERY EFFORTS. CONTRARY TO MEDIA
REPORTS, THE BLACK BOX RELATED TO FOR THIS FLIGHT HAS NOT BEEN
RECOVERED.

FBI HEADQUARTERS IS IN RECEIPT OF FAXES GENERATED FROM
CAIRO CLAIMING CREDIT.

THERE IS A MEETING SCHEDULED FOR 9 PM 7/18/96 BETWEEN
NTSB STAFF AND FBI INVESTIGATORS TO COORDINATE INVESTIGATIVE
EFFORTS.

ADMINISTRATIVE:

ONE OF THE CREW ON BOARD FLIGHT 800, WORKING AS A FLIGHT
ATTENDANT, WAS [REDACTED]
OF THE NEW YORK DIVISION.

INVESTIGATION AT NEW YORK CONTINUING.

BT

PAGE FIVE DE FBINY 0007 UNCLAS

#0007

NNNN

12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: PRIORITY

Date: 02/04/1997

To: New York

Attn: ADIC JAMES K. KALLSTROM

From: [REDACTED]

TWA /I-46

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Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB (S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996
AOT-IT-EID

Synopsis: Outline of TWA flight 800 briefing/tour for approximately one hundred and fifty victim family members.

Administrative:

Briefing of victim family members

Background of investigation

Each of you are here because you lost a loved one on TWA flight 800 almost six months ago. I know you must be thinking, why this plane, why my loved one? Each of you deserve an answer - an answer we have been unable to give you. We will, however, never give up and never stop searching for the whys. What you will see here today are the efforts being made to find out how this happened. Our hearts and best resources are committed to this case. Every conceivable scenario is being investigated. The efforts here in this facility center around the collection of evidence from the remains of the aircraft and its contents. Although these efforts do not comprise the majority of our investigation, the results of the forensic examinations are critically important in establishing the scenario by which the theories of what happened are proposed. In addition to testing the various theories, the forensic evidence is important in steering the investigation in the most probable direction. To date, the combined resources and skills of the FBI and NTSB and outside experts, have yet to determine a definitive cause of that tragic evening. At this time we have not seen enough evidence to clear the board of the three most likely theories, that being: mechanical failure, missile and bomb.

265A-NY-259028-SUB 1376

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SERIALIZED	FILED
FBI - NEW YORK	

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To: New York From:
Re: 265A-NY-259028, 02/04/1997

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We have interviewed over 4,000 people. Among those interviewed were airport personnel at both John F. Kennedy International Airport and Athens international airport, Greece. We also interviewed passengers and crew on TWA Flight 881. In addition, TWA Flight 800 victims' families interviews were conducted here in the United States as well as throughout Europe. An interview team is currently in France completing the last of the family interviews.

Bomb theory: Regarding laboratory examinations relative to the possibility that an explosive device (home-made bomb) was the cause of the crash, the materials recovered from the aircraft have been subjected to many types of examinations. These examinations have included explosive residue analysis, detailed visual and microscopic analysis of the aluminum skin and support frames, carpet, seats, and flooring for evidence of explosive damage. Many of these items have been transported to the FBI laboratory for more detailed testing. However, as of yet no evidence of a bomb has been found.

Missile theory: There has been nothing found in the salvaged remains of TWA flight 800 which would indicate that it was engaged and destroyed by a shoulder-fired missile. The FBI has been assisted in its examination by a number of government agencies to include the United States Navy's Air Warfare Center and the Defense Intelligence Agency's Missile and Space Intelligence Center. Despite a wealth of circumstantial evidence indicating that the aircraft was struck by a missile fired from a sea-borne platform, the exact cause of the explosion remains a mystery.

To date there is no evidence of **sabotage**. The **mechanical** failure theory is still being pursued. We know the center fuel tank exploded, however we don't know the exact cause. Other Boeing 747's currently in service are being closely examined to see if conditions exist that could possibly explain what happened to TWA flight 800.

Hanger Tour

Family members will board buses at 1:00 p.m. to Calverton for the tour of two hangers: the exterior reconstruction hanger (the fuselage) and the interior

To: New York From:
Re: 265A-NY-259028, 02/04/1997

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reconstruction hanger (cabin area). The tour will be divided into groups and presentations will be given by NTSB personnel at both the exterior reconstruction hangar and the cabin reconstruction area. The groups will further be divided into smaller groups of ten. Each group of ten will have one FBI escort and one Red Cross representative. Each hangar tour will last about one and a half hours, for a total of three hours at the hangars. Also, family members will only be able to walk around the perimeter of the reconstruction which will be clearly marked for preservation of a crime scene. We ask that you not take photos in the hangars.

When finished, you will be bused back to the hotel for a question and answer session that will start at 6:30 p.m. A lounge in the hotel will be available to the families throughout the day Friday and Saturday, and a buffet dinner will be given on Saturday evening.

Security will be enforced by the FBI, hotel personnel and Suffolk County police. EMS and mental health personnel will be available at the hangar and the hotel. A designated area for the press will be established outside of the hotel and out of sight of the buses.

(Please note that some victims' families have previously inquired as to the condition of the plane's engines. Particularly families where the victims were sitting in first class and whose bodies were never recovered. Therefore, requests to see the airplane's engines can be anticipated.)

Exterior hanger

- * Condition of plane: Plane in fragments-largest piece is the wing
- * Center fuel tank is being assembled on scaffold. It is a methodical process where we analyze as we proceed. Currently, we are analyzing the area that is most suspect. As a modern plane is constructed the parts and wiring are numbered. Although this numbering system has been of assistance to those reconstructing the TWA aircraft, a large number of the pieces in this case are too small to identify using the numbering system. Therefore the reconstruction of the plane

To: New York From: [redacted]
Re: 265A-NY-259028, 02/04/1997

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has proved to be a monumental task.

- * No reconstruction activity will be in progress during the tour. However, during the week following the tour there will be major reconstruction of the wing area.

Interior Cabin

- * Interior section of plane to include seating. Some seats are being reconstructed on wooden stands. Many of the seats have been taken apart in the process of examining them for traces of evidence.

The debris fields are still being culled by four pacific coast trawlers. This part of the investigation has resulted in the successful recovery of debris of the smallest size.

cc: SAC JOHN P. O'NEILL

ASAC [redacted]

SSRA [redacted]

SSRA [redacted]

SA [redacted]

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 06/24/1997

To: Laboratory

Attn: SSA [redacted]
Room 3971

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b7C

From: New York

FBI Command Post, Calverton

Contact: SA [redacted] (516) 369-3313

Approved By: [redacted] *AFM*

Drafted By: [redacted]:bsm

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD
OO: NEW YORK

Synopsis: Submits four evidence items, 1B483-1B486, to the FBI Lab for chemical residue tests.

Package Copy: Being forwarded under separate cover are four New York office evidence items 1B483 through 1B486.

Details: One of the hypotheses in the crash of TWA Flight 800 is that an over pressure from a fuel-air deflagration occurred in the Wing Center Section (WCS) causing catastrophic structural failure. The ignition source, however, remains elusive. Consequently, much attention has been placed on the structure in and around the WCS to discover clues of the ignition.

An observation has been made regarding soot patterns on the underside forward left surface of the WCS. The pattern suggests that there was a low velocity, non-turbulent flow of soot before the WCS fractured apart. An explanation for this phenomenon is being sought from various possibilities. Considering the possibility that this pattern resulted from an initiating, criminal event, chemical analysis for explosive and volatile accelerant residue is necessary.

CC: SAC John O'Neill
SSA [redacted]
SSA [redacted]
SSRA [redacted]
SA [redacted]
Det [redacted]
I-46 Rotor

265A-NY-259028-SUB

1557

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[redacted] *11/11*

[redacted] *AFM*
11/11

Chem 2 cc

To: Laboratory From: New York
Re: 265A-NY-259028, 06/24/1997

Several swabs were taken from four sites in and just forward of the underside left surface of the WCS. These swabs comprise the following evidence items:

- 1) 1B-483 (Samples 1 and 2); Swabs taken from two sites on the left side fuselage piece identified as LF5;
- 2) 1B-484 (Samples 3 and 4); Swabs taken from two sites on the left side fuselage piece identified as LF89;
- 3) 1B-485 (Samples 5, 6, and 7); Swabs taken from three sites on the left side pressure web piece identified as LF55B;
- 4) 1B-486 (Samples 8, 9, and 10); Swabs taken from three sites on the left front keel beam piece identified as LF14A.

LEAD (s):

Set Lead 1:

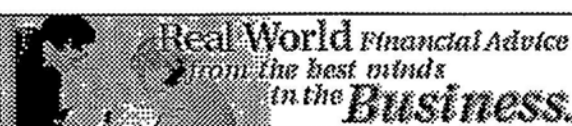
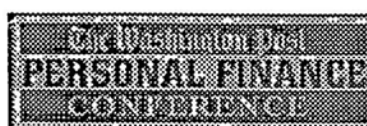
LABORATORY

FBI Laboratory Chemistry Unit is requested to conduct necessary examinations for the presence of explosive residue and volatile accelerant. Please provide a laboratory report of findings to the New York case squad, I-46, and:

FBI Command Post
Attn: SSRA
Naval Weapons Industrial Reserve Plant
4026 Grumman Blvd.
Calverton, NY 11933

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FBI Role in TWA Case Draws Senate Scrutiny

By Michael Grunwald
 Washington Post Staff Writer
 Thursday, November 26, 1998; Page A01

In September 1996, two months after TWA Flight 800 exploded off the Long Island shore, an FBI agent led a woman in cutoff jeans into the high-security hangar where the wreckage was stored. She surveyed the debris, then announced her conclusion: A bomb hidden in a suitcase near the left wing had destroyed the plane.

She was wrong: A two-year investigation ultimately concluded that mechanical failure, not sabotage, downed TWA 800. But her error, according to Senate investigators reviewing the FBI's \$20 million probe, was not surprising, considering her area of expertise. She was a self-described psychic.

The decision to call in a soothsayer was apparently a one-time mistake by a low-level agent, but according to several National Transportation Safety Board officials and a former high-ranking FBI scientist, it was not the bureau's only error. The critics have told Senate investigators that the FBI mishandled evidence and mistreated the safety board during the TWA probe. They will testify at a Judiciary subcommittee hearing this winter, the first public airing of the tensions that simmered between the two agencies.

An even larger problem, according to witnesses cooperating with the inquiry by Sen. Charles E. Grassley (R-Iowa), was that FBI officials made a near-rush to judgment, setting out to find evidence of a bomb or missile instead of setting out to find the truth.

FBI officials angrily reject the allegations. They see the massive TWA investigation as a model for the future, noting that even though they suspected at the outset that terrorists brought down Flight 800, they conducted a thorough and open-minded probe that eventually reached the right conclusion. James K. Kallstrom, the former head of the FBI's New York office, said conspiracy theorists have accused the FBI of suppressing, not promoting, evidence that a bomb or missile killed all 230 people aboard the Boeing 747.

"We never went off half-cocked -- it was the absolute opposite of

that," said Kallstrom, who led the TWA 800 investigation and is now director of security for a national credit card firm. "What a crazy notion. Let me tell you something: I'm looking forward to this hearing."

"Oh, it's easy to criticize us now," Kallstrom added. "Just remember: We got it right."

But several NTSB officials -- along with William Tobin, the FBI's former chief metallurgist -- have told Grassley's investigators that the bureau came close to getting it wrong. They allege that FBI officials were convinced terrorists had targeted the plane, and often scoffed at their suggestions that a mechanical malfunction could have ignited fumes in the jumbo jet's center fuel tank. The critics also say the bureau's hasty assumptions about TWA 800 may have helped fuel the conspiracy theories, such as the Navy missile scenario proposed by Oliver Stone for a special that was rejected by ABC after complaints by the NTSB and some ABC reporters.

The federal officials have criticized the FBI on many issues, from a barrage of early media leaks suggesting sabotage to its refusal to let NTSB investigators photograph evidence to a supervisor's destruction of a piece of evidence. Some argue that the problems with the investigation reflected broader problems at the bureau: a dismissive attitude toward science, a preoccupation with turf, a reluctance to cooperate.

"When the premier federal law enforcement agency fights the truth, innocent people can get hurt," said Grassley, a longtime FBI critic who chairs the Judiciary subcommittee on administrative oversight and the courts. "This is the ugly side of the FBI that people don't see."

Memories of the World Trade Center and Oklahoma City bombings were still fresh when Flight 800 exploded on July 17, 1996, and investigators from the FBI and the NTSB initially assumed someone had attacked the New York-to-Paris flight. In the days after the explosion, Kallstrom publicly vowed to bring those responsible to justice. But while dozens of subsequent news media reports quoted unnamed sources suggesting the FBI had evidence of sabotage, citing discoveries of "explosive residue" and "blast damage in the forward landing gear," there was never an official declaration of a criminal act.

After conducting more than 7,000 interviews and chasing more than 3,000 tips from the public, the FBI ultimately concluded in November 1997 that there was no evidence of any criminal wrongdoing. The NTSB then took sole control of the investigation, but has yet to determine exactly what caused the fuel tank explosion. Nevertheless, it has been the most exhaustive and expensive investigation in aviation history, prompting tighter security guidelines and new NTSB recommendations to prevent explosions in fuel tanks.

The culture clash between the two agencies was an open secret during the investigation, even though NTSB officials never complained about it publicly. Now, though, NTSB metallurgists Frank Zakar and Michael Marx and supervisor Hank Hughes are cooperating with Grassley's investigators.

Zakar, Marx and Hughes will not comment publicly until the hearing, but NTSB managing director Peter Goelz acknowledged in an interview that the safety board had problems with the FBI.

"Inevitably, there's going to be elbowing back and forth in an investigation like this," Goelz said. "In our opinion, some of the FBI's actions may have prolonged the investigation, and they may have given rise to some of the conspiracy stuff out there. But they certainly didn't ruin the investigation."

The skirmishing over turf began almost as soon as the plane exploded. That night, amid widespread fears that terrorists might strike again, the FBI dispatched 400 agents all over Long Island. NTSB investigators did not arrive until dawn and it quickly became evident that their staff levels, resources and equipment were paltry compared with the FBI's. So the FBI took control of the crash site, even though legally the safety board was supposed to be in charge until it was clear a crime had been committed.

NTSB officials have told Grassley's investigators they felt intimidated by the phalanx of FBI agents with guns, but Kallstrom called those complaints ludicrous. "We took a dominant role because we had a dominant mission," he said. "The NTSB didn't even have people ready to go. What the hell was I supposed to do, wait around for them to get ready?"

For months, the bureau controlled access to witnesses, specimens and the crash scene, and did not allow NTSB investigators to photograph evidence or copy reports of FBI interviews. In many cases, the board's investigators said they had to reinterview witnesses about air safety issues after they realized that FBI agents had asked them only criminal investigative questions. "If anything's going to give rise to grassy knoll theories, that's it," Goelz said. "We should have had access to everything."

In a series of memos to his FBI supervisors reviewed by The Washington Post, Tobin complained about an internal atmosphere of intimidation, "a bias toward sabotage" and "the tendency to try to fit the evidence or data to a particular theory." Tobin, who also criticized the FBI during the highly publicized investigation of its crime laboratory and recently retired as chief FBI metallurgist, wrote that he "felt like a salmon swimming upstream" on Long Island, surrounded by FBI explosives experts unwilling to consider the possibility of an

accident.

"In the near hysteria that existed, my continual urgings of prudence and caution in interpretation of events were not well received in some quarters in light of what was considered obvious and overwhelming 'forensic evidence,' " Tobin wrote on Sept. 15, 1996. "My repeated judgments that the material damage and deformity was not consistent with blast damage was considered heresy in the law enforcement community. . . . The last time I brought the subject up, it was brusquely indicated to me that mechanical failure was not possible."

Kallstrom denied those allegations, saying that in fact it was Tobin who jumped to conclusions, pressuring Kallstrom to announce that mechanical failure caused the disaster far earlier than he should have.

Tobin and the NTSB scientists also have alleged several FBI procedural foul-ups, all of which Kallstrom either denied or said he could not recall. Some were goofy but inconsequential, like the psychic who was summoned to the high-security hangar, or the "military officer" who helped oversee helicopter landings near the hangar until he was exposed as a fraud in a costume. Other allegations were more serious, from poor documentation of forensic evidence such as seat covers and poor training of FBI technicians to a failure to use global satellite positioning for victim recovery and the expertise of the Bureau of Alcohol, Tobacco and Firearms for explosives analysis.

In one misstep, according to NTSB witnesses, the FBI tried to store bloodstained clothing and other physical evidence in a refrigerated truck. But the refrigeration unit ran out of fuel over a hot September weekend, and the evidence baked for more than two days in 90-degree heat. By the time the problem was fixed, mold had grown all over it.

The witnesses also reported that an FBI agent hammered two pieces of wreckage together in the hangar, and an FBI supervisor ripped metal fragments out of a seat cushion during an argument about their trajectory. The two FBI employees in question were both transferred out of the explosives unit last year after they were accused of mistakes in earlier cases by the Justice Department's inspector general.

Tobin argues in his memos that the explosives unit was part of the problem on Long Island. In one, Tobin complained of bomb team specialists saying things like "only a bomb could have caused this damage" without offering scientific proof, often "in an intimidating tone."

"The cowboys were in control, not the scientists," said attorney David K. Colapinto, who represents Tobin as well as former FBI chemist Frederic Whitehurst, whose allegations of misconduct launched the lab investigation. "That's been the big problem at the FBI."

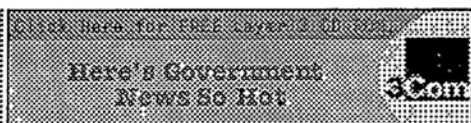
Grassley's hearing could revive fading memories of Inspector General Michael R. Bromwich's stinging 1997 report on the bureau's crime lab. The lab has a new director and recently passed muster with the national accreditation body for the first time. The explosives unit, which was reconstituted under a new supervisor, has earned praise for its recent work in the U.S. embassy bombings in Kenya and Tanzania.

In any case, FBI officials say they have put the past behind them. After Swissair Flight 111 crashed off Nova Scotia on Sept. 2, killing all 229 people aboard, an FBI spokesman noted the next day that "preliminary indications show absolutely no sign of a criminal act." The investigation -- which the FBI did not lead -- ultimately confirmed that.

"Things have changed," said Donald Kerr, the assistant FBI director who runs the lab. "It's very clear that the role of science is more important at the FBI than it ever was in the past."

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Washington Post	NEWS		STYLE	SPORTS	CLASSIFIEDS		MARKETPLACE		
PRINT EDITION	TOP NEWS	WORLD	NATION	POLITICS	METRO	BUSINESS	WASHTECH	OPINION	WEATHER



0103 MRI 01470

PP RUCNFB TRACF

DE FBINY #0029 0242057

ZNR UUUUU

P 242053Z JAN 97

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

TO DIRECTOR FBI/PRIORITY/

BT

UNCLAS

SECTION TWO OF TWO SECTIONS

CITE: //3540//

PASS: FBIHQ FOR LABORATORY DIVISION, SECTION CHIEF RANDALL S

MURCH; EXPLOSIVE UNIT FOR SSA [REDACTED] NSD, RFU FOR SSA

[REDACTED]

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b7C

SUBJECT: UNSJB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

TEXT CONTINUES:

ELECTRONIC COMMUNICATION, DATED SEPTEMBER 9, 1996,

DRAFTED BY SA [REDACTED] REQUESTED THE FBI LABORATORY TO
CONDUCT APPROPRIATE EXAMINATIONS OF SIX (6) PIECES OF LEATHER

b6
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PAGE TWO DE FBINY 0029 UNCLAS

TO DETERMINE IF THE LEATHER PIECES ARE DEBRIS FROM CAPTIONED
MATTER.

ELECTRONIC COMMUNICATION, DATED SEPTEMBER 11, 1996,
DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEMS #1 - SURFACE OF WING RIB;
#2 - BLACK BACK PACK, #3 - GRAY PLASTIC CHILD'S CAR SEAT, #4 -
TAN BAG MADE FOR YORK LUGGAGE, #5 - FRAGMENTED PIECE OF
LUGGAGE, #6 - FRAGMENTED PIECE OF SILVER COLORED METAL AND
#8 - FRAGMENTED PIECE OF SILVER COLORED METAL, FOR THE
PRESENCE OF EXPLOSIVES AND OTHER MATERIALS. ITEM #7 - WHITE
POWDER, WAS TO BE EXAMINED TO IDENTIFY THE NATURE OF THE
SUBSTANCE.

THE COMMUNICATION ALSO REQUESTED MATERIALS AND ANALYSIS
UNIT TO CONDUCT SCANNING ELECTRON MICROSCOPE (SEM)
EXAMINATIONS AND METALLURGICAL EXAMINATIONS OF ITEM #6 AND #8,
TO DETERMINE TYPE OF METAL AND CHARACTERIZATION OF THE SMALL
HOLES THEREON.

ELECTRONIC COMMUNICATION, DATED SEPTEMBER 12, 1996,
DRAFTED BY SA [REDACTED] REQUESTED CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEM #41 - ONE (1) PIECE OF BLUE
CARPET, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

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PAGE THREE DE FBINY 0029 UNCLAS

ELECTRONIC COMMUNICATION; DATED OCTOBER 4, 1996, DRAFTER BY SA [REDACTED] REQUESTED CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEMS #42 - ONE (1) PIECE OF GRAY CARPET APPROXIMATELY 4" X 9 1/2" AND #43 - ONE (1) PIECE OF GRAY CARPET APPROXIMATELY 7" X 14", FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

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ELECTRONIC COMMUNICATION; DATED NOVEMBER 8, 1996, DRAFTED BY SA [REDACTED] REQUESTED MATERIALS ANALYSIS UNIT TO CONDUCT SCANNING ELECTRON MICROSCOPE (SEM) EXAMINATIONS AND OTHER APPROPRIATE METALLURGICAL EXAMINATIONS ON ITEM #45 - ONE (1) "L-SHAPED" PIECE OF METAL APPROXIMATELY 3 1/2' BELIEVED TO BE A SECTION OF WING, TO DETERMINE FAILURES AND WHETHER THIS ITEM SUFFERED EXPLOSIVE DAMAGE OF ANY TYPE.

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THE COMMUNICATION ALSO REQUESTED CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE #45 AND CONDUCT APPROPRIATE ANALYSIS INCLUDING, BUT NOT LIMITED TO, TESTS FOR EXPLOSIVE RESIDUE.

ELECTRONIC COMMUNICATION, DATED NOVEMBER 13, 1996, DRAFTED BY SA [REDACTED] REQUESTED CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEMS #46 - LOWER LEFT BACK OF SEAT 2 ROW 19, #47 - UPPER LEFT CORNER BACK OF SEAT 6 ROW 18, #48 -

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PAGE FOUR DE FBINY 0029 UNCLAS

UPPER RIGHT CORNER BACK OF SEAT 7 ROW 19, #49 - UPPER LEFT
CORNER BACK OF SEAT 8 ROW 17, #50 - UPPER RIGHT CORNER BACK OF
SEAT 9 ROW 26, #51 - UPPER RIGHT CORNER BACK OF SEAT 6 ROW 24,
#52 - TOP CENTER SECTION BACK OF SEAT 2 ROW 27, FOR EXPLOSIVE
RESIDUE AND IDENTIFY THE PRESENCE OF ANY OTHER MATERIALS,
PARTICULARLY THOSE NOT NORMALLY ASSOCIATED WITH ADHESIVES.

THE COMMUNICATION ALSO REQUESTED MATERIALS AND ANALYSIS
UNIT TO EXAMINE THE ITEMS TO IDENTIFY ALL KNOWN SUBSTANCES.

ELECTRONIC COMMUNICATION, DATED NOVEMBER 19, 1996,
DRAFTED BY SA [REDACTED] REQUESTED CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEM #LF-5 - TWO (2) JARS; ONE OF
SWABBINGS OF THE OUTSIDE OF SKIN OF LF-5 AND ONE CONTAINING A
SAMPLE OF THE SOLVENT USED, FOR THE PRESENCE OF EXPLOSIVES AND
OTHER MATERIALS.

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OO P12 AFO FBIWF ALO CASE3 FBINY

DE FBINY #0015 2612206

ZNR UUUUU

O 172019Z SEP 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SSA

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO SEPTEMBER 17, 1996.

AS OF 3:00 P.M. ON SEPTEMBER 17, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED: 213

CT-3
No Immediate
Action Needed
AGW

FILE

SEP 17 6 41 PM '96

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265A-NY-259028

SEARCHED _____	INDEXED _____
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SEP 17 1996	
FBI — WASHINGTON	

PAGE TWO DE FBINY 0015 UNCLAS

TOTAL POSITIVE IDS: 212

TOTAL POSITIVE IDS WITH

FAMILY NOTIFICATION: 212

AT THE PRESENT TIME, THE GRAPPLE IS MOORED IN RECOVERY AREA ONE AND THE TRENTON HAS REPLACED THE OAK HILL. THE MARION SEA HAS REPLACED THE PIROUETTE IN CONDUCTING SIDE SCANNING SONAR OPERATIONS.

GRUMMAN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION REPORTED:

I. RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

THE FOLLOWING ITEMS OF AIRCRAFT WRECKAGE/EVIDENCE WERE RECEIVED AT THE GRUMMAN COMMAND POST:

FOR THE DATE OF SEPTEMBER 16, 1996, A TOTAL OF 4 "LOTS" OF WRECKAGE/EVIDENCE WERE RECEIVED.

TWO WERE TRUCKLOADS FROM SHINNECOCK. AMONG THESE ITEMS WERE FUSELAGE AND WING PORTIONS.

OTHER LOTS WERE ITEMS WHICH HAD WASHED UP ON LOCAL BEACHES.

II. ITEMS OF INTEREST:

IT HAS BEEN DECIDED THAT A TEMPORARY HALT WILL BE MADE TO THE SWABBING OF THE CENTER FUEL TANK UNTIL ADDITIONAL

METALLURGICAL EXAMINATIONS ARE CONDUCTED. THESE EXAMINATIONS WILL OCCUR OVER THE NEXT COUPLE OF DAYS. SWABBING FOR EXPLOSIVE RESIDUE IS EXPECTED TO CONTINUE ON FRIDAY.

DUE TO THE RESIDUE FOUND ON THE CURTAIN BETWEEN THE AFT CARGO BIN AND THE BULK CARGO HOLD, THE RECONSTRUCTION OF THIS AREA OF THE FUSELAGE IS BEING CONSIDERED. THE REASON FOR THIS IS DUE TO THE CONDITION OF THE BODIES AND SEATS FOUND IN THAT AREA. FINAL DECISION TO RECONSTRUCT THIS AREA WILL BE MADE AFTER STUDYING PERTINENT PHOTOS AND DRAWINGS.

IN WASHINGTON, DC, NTSB IS CONDUCTING LABORATORY TESTS ON THREE ITEMS: THE SURGE TANK FROM THE RIGHT WING, FUEL PROBES FROM THE CENTER TANK, AND THE TITANIUM BLEED AIR DUCT FLANGE FROM THE VICINITY OF THE AIR RECYCLING MACHINERY.

METALLURGICAL AND CHEMICAL EXAMINATIONS OF ALL DEBRIS SET ASIDE ARE ONGOING.

III. ITEMS OF LEAD VALUE:

NONE NEW.

IV. ITEMS TO BE SENT TO THE LAB:

NONE NEW.

V. PENDING DELIVERIES FROM RECOVERY EFFORT:

DIVE OPERATIONS HAVE CEASED DUE TO WEATHER.

VI. ADMINISTRATIVE:

THE OVER-PRESSURIZATION PRESENTATION GIVEN IN WASHINGTON, DC, BY BOEING, WILL BE GIVEN AT THE NEW YORK DIVISION ON SEPTEMBER 26, 1996, AT 9:00 A.M.

BOMB TECHS AND EXPLOSIVES EXAMINERS ARE BEGINNING A REASSESSMENT OF ALL WRECKAGE RECEIVED TO DATE TO SELECT ITEMS TO BE SENT TO THE LAB FOR ADDITIONAL MICROSCOPIC EXAMINATION. THE INITIAL FOCUS FOR THIS WILL BE IN THE AREA OF THE CENTER FUEL TANK.

THE INITIAL METALLURGICAL EXAMINATION OF THE DEBRIS REMOVED FROM THE BODIES OF THE VICTIMS HAS BEEN COMPLETED. THE RESULTS OF THIS WERE NEGATIVE FOR EVIDENCE OF PATENTLY OBVIOUS EXPLOSIVE DAMAGE. THE IDENTIFICATION OF THE ORIGIN OF THIS DEBRIS WILL BE DONE NEXT. FOLLOWING THAT, ITEMS WILL BE SELECTED FOR FURTHER MICROSCOPIC EXAMINATION AT THE LAB.

TWA IS CONSIDERING SUPPLYING A 747-100 AIRCRAFT FOR EXAMINATION AT THE CALVERTON FACILITY. THE RUNWAYS AT CALVERTON WILL SUPPORT THE AIRCRAFT ALTHOUGH A QUESTION REMAINS AS TO THE CONDITION OF THE TAXIWAYS. IF THE PLANE CANNOT BE TOWED CLOSE TO THE RECONSTRUCTION HANGAR, IT CAN BE

PAGE FIVE, DE FBIN 0015 UNCLAS

TEMPORARILY STORED IN ONE OF THE LARGE VACANT HANGARS ON THE
FLIGHT LINE. IF THIS OPTION IS CONSIDERED, THE DIFFERENT
PARTIES OF THE INVESTIGATION MAY HAVE TO SHARE IN THE COST.

BT

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0016 MRI 01514

OO P12 AFO FBIWF ALO CASE3 FBINY

DE FBINY #0006 2672045

ZNR UUUUU

O 232024Z SEP 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SSA

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO SEPTEMBER 21-23, 1996.

AS OF 3:00 P.M. ON SEPTEMBER 23, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED: 213

FILE

FILE

*No links
at WFO*

A/c -

265A-NY-259028

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 24 1996	

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no call needed*

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TOTAL POSITIVE IDS: 212

TOTAL POSITIVE IDS WITH

FAMILY NOTIFICATION: 212

GRUMMAN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION

REPORTED:

I. RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

ON SEPTEMBER 20, 1996, THIRTY-FOUR (34) "LOTS" OF WRECKAGE/EVIDENCE WAS RECEIVED. LOTS 1-32 WERE DELIVERED FROM THE RED BANK, NEW JERSEY RA AND CONSISTED OF MISCELLANEOUS DEBRIS, LOT 33 WAS TWO (2) TRUCKS DELIVERED FROM SHINNECOCK AND CONSISTED OF LARGE METAL DEBRIS, AND LOT 34 WAS OBTAINED FROM FISHING VESSEL "NEPTUNE", HOME PORT NEW BEDFORD, MASSACHUSETTS, DELIVERED VIA UNITED STATES COAST GUARD THUNDER BAY, PORTLAND, MAINE.

ON SEPTEMBER 21, 1996, EIGHT (8) "LOTS" OF WRECKAGE/EVIDENCE WAS RECEIVED. LOTS 1-8 WERE DELIVERED IN ONE TRUCK FROM SHINNECOCK CONSISTING OF THREE NETS OF DEBRIS.

ON SEPTEMBER 22, 1996, TWO (2) "LOTS" OF WRECKAGE/EVIDENCE WERE RECEIVED. LOTS 1-2 WERE DELIVERED IN TWO (2) TRUCKS FROM SHINNECOCK CONSISTING OF FOUR (4) NETS OF DEBRIS.

II. ITEMS OF INTEREST:

ON SEPTEMBER 20, FROM LOT 33, A LARGE, HEAVY CYLINDRICAL OBJECT NUMBERED AR1054, BELIEVED TO BE AN ENGINE PART, WAS RECOVERED. THIS OBJECT IS THE ONLY ONE FROM THE FOUR (4) ENGINES TO BE RECOVERED TO DATE. ALSO FROM LOT 33, THREE (3) PIECES OF FUEL PROBE(S) WERE RECOVERED. FROM LOT 34, A TRAY TABLE AND FOAM RUBBER WAS RECOVERED.

ON SEPTEMBER 21, FROM LOT 1, THE FOLLOWING ITEMS WERE RECOVERED: ONE (1) THREE (3) FOOT SECTION OF AIRCRAFT SKIN, ONE (1) FUEL PROBE, ONE (1) OXYGEN BOTTLE, ONE (1) GASKET, ONE (1) SINK, PIPE(S) WITH THE SERIAL NUMBER TWA15201SN237, ONE (1) HUMAN SKULL FRAGMENT, ONE (1) HUMAN BONE, AND MISCELLANEOUS DEBRIS. THE HUMAN REMAINS WERE TRANSPORTED DIRECTLY TO THE MEDICAL EXAMINER'S OFFICE FROM SHINNECOCK. LOTS 2-8 CONSISTED OF MISCELLANEOUS DEBRIS.

ON SEPTEMBER 22, FROM LOT 1 THE FOLLOWING ITEMS WERE RECOVERED: MISCELLANEOUS DEBRIS, CARPET, TWO (2) PASSENGER SEATS, THREE (3) ARM RESTS, ONE (1) LONG CYLINDER, ONE (1) FUEL PROBE, ONE (1) FUEL PIPE, ONE (1) FUEL FILTER SERIAL #65B80213-5, ONE PIPE SERIAL #69B41076, ONE (1) SEVEN (7) FOOT

PAGE FOUR DE FBINY 0006 UNCLAS

SECTION OF WING STRUT SERIAL #65B067617, AND ONE (1) FOUR (4) FOOT SECTION OF WING STRUT. LOT 2 CONSISTS OF A SMALL PIECE OF INSULATION RECOVERED AT JONES BEACH FIELD SIX (6) AND WAS DELIVERED BY THE NEW YORK STATE POLICE.

METALLURGICAL AND CHEMICAL EXAMINATION OF ALL DEBRIS SET ASIDE ARE ONGOING.

III. ITEMS OF LEAD VALUE:

ON SEPTEMBER 22, 1996, OF THE MISCELLANEOUS DEBRIS, ONE (1) PIECE OF METAL WAS BELIEVED TO BE AN ENGINE PART SHOWING TWISTING DAMAGE THOUGHT TO BE UNIQUE. SUBSEQUENT EVALUATION BY NTSB AND FBIHQ BOMB TECH ELIMINATED SAME AS RELEVANT AT THIS TIME.

IV. ITEMS TO BE SENT TO THE LAB:

NONE AT THIS TIME.

V. PENDING DELIVERIES FROM RECOVERY EFFORT:

DIVE/SALVAGE OPERATIONS ARE IN FULL SWING. TWO (2) NETS CONSISTING OF SMALL DEBRIS ARE EXPECTED TO ARRIVE BY HELICOPTER AT GRUMMAN AT 5:00 P.M. SOME CONTENTS ARE BELIEVED TO BE PARTS OF THE FUEL SYSTEM INCLUDING PUMP(S) AND PROBE(S).

VI. ADMINISTRATIVE:

ADIC KALLSTROM AND SSA [REDACTED] MET WITH REPRESENTATIVES

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PAGE FIVE DE FBINY 0006 UNCLAS

OF NTSB, US NAVY, FAA, AND ATF RELEVANT TO THE MEDIA DISCOVERY
THAT A TRAINING EXERCISE WITH VARIOUS EXPLOSIVES WAS CONDUCTED
ON THE AIRCRAFT FIVE (5) WEEKS BEFORE THE EXPLOSION OF TWA
FLIGHT 800, WHICH MAY BE THE CAUSE FOR THE POSITIVE CHEMICAL
RESIDUE RESULTS.

BT

#0006

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0030 MRI 01669

OO P12 AFO FBIWF ALO CASE3 FBINY

DE FBINY #0014 2641955

ZNR UUUUU

O 201943Z SEP 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SSA

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO SEPTEMBER 20, 1996.

AS OF 3:00 P.M. ON SEPTEMBER 20, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED: 213

*Called CT-3
No leads
9/20/96
FILE*

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SEP 20 4 46 PM 1996

265A-259028.

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 23 1996	
FBI — WASHINGTON	

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TOTAL POSITIVE IDS: 212

TOTAL POSITIVE IDS WITH
FAMILY NOTIFICATION: 212

BOAT OPERATIONS RESUMED ON SEPTEMBER 20, 1996. NYPD I HAVE RETURNED TO EAST MORICHES AND IS OPERATIONAL. NYPD II HAS NOT RETURNED FROM NEW YORK ASSIGNMENT. EVIDENCE WAS TRANSPORTED BY MIKE BOAT AND RECEIVED AT SHINNECOCK ON SEPTEMBER 19, 1996. AS OF 12:00 P.M. TODAY THE GRAPPLE AND TRENTON REPORT WRECKAGE, WHICH WILL BE TRANSPORTED TO SHINNECOCK ON THE AFTERNOON OF SEPTEMBER 20, 1996. DIVING OPERATIONS HAVE ALSO RESUMED.

GRUMMAN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION REPORTED:

I. RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

FOR THE DATE OF SEPTEMBER 19, 1996, ONE (1) "LOT" OF WRECKAGE/EVIDENCE WAS RECEIVED. IT CONSISTED OF TWO TRUCKLOADS FROM SHINNECOCK. AMONG THESE ITEMS WERE FUSELAGE PORTIONS, A WING PORTION, A FUEL PROBE AND PIECES FROM THE CENTER FUEL TANK.

II. ITEMS OF INTEREST:

THE PORTION FROM THE CENTER WING TANK IS FROM SPAN WISE

BEAM #1, JUST LEFT OF THE CENTER LINE. IT IS APPROXIMATELY 4' X 3'. IT DOES NOT HAVE A GREAT DEAL OF APPARENT CHARRING OR DAMAGE. THE FUEL PROBE APPEARS TO BE FROM AN OUTER WING AREA.

METALLURGICAL AND CHEMICAL EXAMINATIONS OF ALL DEBRIS SET ASIDE ARE ONGOING.

III. ITEMS OF LEAD VALUE:

NONE NEW.

IV. ITEMS TO BE SENT TO THE LAB:

ITEM #2 - A BLACK BACKPACK, AND ITEM #4 - A TAN BAG, ARE BEING RE-SUBMITTED TO THE LAB FOR SCANNING ELECTRON MICROSCOPE EXAMINATION (SEM).

BOTH OF THESE HAVE BEEN PREVIOUSLY EXAMINED AT THE LAB FOR CHEMICAL RESIDUE ONLY, AND RETURNED TO GRUMMAN. SSA

[REDACTED] HAS DIRECTED THAT THEY BE SENT BACK DOWN FOR THE SEM.

V. ADMINISTRATIVE:

THE OVER-PRESSURIZATION PRESENTATION BY BOEING IS SCHEDULED TO BE GIVEN TO THE NEW YORK DIVISION ON SEPTEMBER 27, 1996, AT 1:30 P.M., IN THE ADIC'S CONFERENCE ROOM.

NTSB HAS REQUESTED THAT THE BOMB TECHS AND EXPLOSIVES EXAMINERS ASSIST IN A PROJECT ASSESSING ALL FUEL PIPING

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PAGE FOUR DE FBINY 0014 UNCLAS

RECEIVED TO DATE FOR EVIDENCE OF ELECTRICAL ARCING.

SSA [] RETURNED TO WASHINGTON AND IS EXPECTED
BACK WEDNESDAY, SEPTEMBER 25, 1996, IN THE MORNING.

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SSA [] HAS LEFT FOR TRIAL TESTIMONY AND IS EXPECTED
BACK TUESDAY, SEPTEMBER 24, 1996, IN THE MORNING.

SSA [] IS EXPECTED BACK AT GRUMMAN SATURDAY,
SEPTEMBER 21, 1996.

UNIT CHIEF [] IS EXPECTED IN THE NEW YORK
DIVISION FOR THE BOEING BRIEFING ON SEPTEMBER 27, 1996.

BT

#0014

NNNN

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: WMFO

Attn: ADIC (Acting) Bill Megary

From: New York

JTTF/I-46

Contact: SA [REDACTED]

(212) 384-8276

Approved By: [REDACTED] *NEH/p.d.*

Drafted By: [REDACTED]

cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

SAC Muzlock
SSA

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Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

265A-NY-259028

1-SA
1-SA
1-SA

2 Interviews

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 21 1996	
FBI - WASHINGTON	

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b7C

To: WMFO From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]
Address: [Redacted]
Telephone Number: [Redacted]
Victim: David Harry Hogan.

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To: WMFO From: New York
Re: 265A-NY-259028, 10/16/1996

[redacted]

Address: [redacted]

Telephone Number: [redacted]

Victims: Eleanor Johnson [redacted] and Leonard Johnson [redacted]

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To: WMFO From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

WMFO

at Tyson's Corner RA

Contact and interview

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DE FBINY #0028 2122101

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

SECTION ONE OF TWO SECTIONS

CITE: //3540//

PASS: FBIHQ FOR SIOC.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY AS IT PERTAINS TO JULY
29, 1996.

UNITED STATES ATTORNEY ZACHARY CARTER, EASTERN DISTRICT
OF NEW YORK (EDNY), BROOKLYN, NY, IN CONJUNCTION WITH NYO, ARE

265A-NY-259028

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FBI - NEW YORK	

PAGE TWO DE FBINY 0028 UNCLAS

FINALIZING A "PLAN FOR THE ANNOUNCEMENT OF THE CRIMINAL INVESTIGATION OF THE CRASH OF TWA FLIGHT 800". THIS WILL BE COORDINATED WITH THE DEPARTMENT OF JUSTICE ON A HEADQUARTERS LEVEL ON BEHALF OF THE VICTIMS.

LEGAT PARIS FORWARDED TO THE NYO DETAILS REGARDING THE IDENTIFICATION OF FRENCH NATIONALS ABOARD TWA 800. THIS HAS BEEN COORDINATED WITH SUFFOLK COUNTY MEDICAL EXAMINER'S OFFICE.

NYO, WITH THE CONCURRENCE OF FBIHQ LABORATORY, WILL ONLY SUBMIT THAT EVIDENCE OBTAINED RE CAPTIONED MATTER AT GRUMMAN (EVIDENCE RECOVERY OPERATION), LONG ISLAND, WHERE POSITIVE RESULTS ARE INDICATED IN BOTH TESTING PROCEDURES. (CHEMICAL/BOMB RESIDUE) TO DATE, ACCORDING TO FBI LABORATORY, ALL TESTS FOR EXPLOSIVES ON PANELS WERE NEGATIVE.

INVESTIGATION INTO THE CAUSE OF THE EXPLOSION AND CRASH OF TWA FLIGHT 800 HAS DETERMINED THAT THE NATIONAL WEATHER SERVICE (NWS) HAS RADAR RECORDS (TAPES) SHOWING THE FLIGHT OF SUBJECT AIRCRAFT. IT HAS ALSO BEEN DETERMINED THAT NWS SPECIALISTS CAN ALSO PERFORM ANALYSIS OF THOSE TAPES AND PROVIDE RELEVANT INFORMATION.

[REDACTED] OF THE NWS FACILITY AT MOUNT HOLLY,

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NEW JERSEY, PROVIDED THE INFORMATION THAT THE PARTICULAR TAPES SHOWING FLIGHT 800 ARE IN THE POSSESSION OF THE NWS NATIONAL CLIMATIC DATA CENTER, NASHVILLE, NORTH CAROLINA, (704) 271-4800. CONTACT WITH THAT FACILITY DETERMINED THAT [REDACTED] (704) 271-4800, EXT. [REDACTED] IS A SATELLITE SPECIALIST WHO CAN REVIEW THE TAPES AND PROVIDE ANY RELEVANT INFORMATION. IT HAS ALSO BEEN DETERMINED THAT [REDACTED] (704) 271-4800, EXT. [REDACTED] IS A RADAR SPECIALIST WHO CAN PERFORM THE SAME SERVICE REGARDING HIS FIELD.

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TO AID THESE INDIVIDUALS IN THEIR WORK, THE TIME FRAME THAT IS OF INTEREST IN THIS MATTER IS 7:00 P.M. TO 10:00 P.M. (EST) ON JULY 17, 1996. TWA FLIGHT 800 WAS LAST OBSERVED AT 00:31:08 ZULU JULY 18, 1996, (8:31:09 P.M. JULY 17, 1996), 40.38.75N LATITUDE, 72.41.20W LONGITUDE, ALTITUDE 13,700 FEET.

FBI CHARLOTTE HAS BEEN TASKED TO PHYSICALLY INTERVIEW [REDACTED] AND [REDACTED] AND REQUEST THEM TO PERFORM AN ANALYSIS OF THE DATA TAPES FOR RELEVANT INFORMATION. FBI CHARLOTTE IS REQUESTED TO OBTAIN COPIES OF THOSE TAPES AND FORWARD THEM TO FBI NEW YORK.

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[REDACTED] OF BALTIMORE, MARYLAND, CONTACTED FBI

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NEW YORK VIA THE INTERNET HOTLINE AND STATED SHE HAD OBSERVED THE EXPLOSION OF FLIGHT 800 WHILE SAILING HER BOAT TO BLOCK ISLAND. [] STATED SHE SAW THE FLASHES IN THE SKY AND HEARD THE SUBSEQUENT EXPLOSIONS (ONE LARGE AND HIGH, THE OTHER SMALLER, FURTHER NORTH AND LOWER). SHE DID NOT SEE ANY UPWARD MOVING VAPOR TRAILS.

[] GAVE HER TELEPHONE NUMBER AS [] (WORK) AND []

FBI BALTIMORE HAS BEEN TASKED TO INTERVIEW [] ABOUT HER OBSERVATIONS AND TO ADVISE NYO.

NYO IS INSTITUTING A DETAIL CANVASS OF MARINAS IN QUEENS, NY; BROOKLYN, NY AND STATEN ISLAND, NY FOR ANY ABANDONED CRAFTS, UNUSUAL ACTIVITY, BOATING VESSELS REPORTED STOLEN, ETC. ADDITIONAL INQUIRIES INTO COMMERCIAL FISHING AREAS TO DETERMINE UNUSUAL ACTIVITY OBSERVED (SINCE JULY 1, 1996) TO INCLUDE RECENT CASH PURCHASES.

ALAT ATHENS ADVISED NYO THAT THE 109 BOSNIAN PEOPLE ON BOARD THE TWA FLIGHT FROM ATHENS TO JFKIA (JULY 17, 1996) WERE BEING FULLY IDENTIFIED. RECORDS WERE BEING OBTAINED FROM TWA RE THESE PEOPLE AND ALSO IN ROME FROM THE INS BY LEGAT ROME.

THERE WERE SEVERAL GREEK SEAMEN ON BOARD AND TO DATE ALL

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BUT ONE HAS BEEN VERIFIED AS WORKING FOR A PARTICULAR AGENCY AND BEING LEGITIMATELY ON THE FLIGHT.

ALL OTHER GREEK CITIZENS THAT WERE ON TWA FLIGHT 881 ARE BEING LOCATED TO BE INTERVIEWED.

APPROXIMATELY 65 TWA PERSONNEL HAVE BEEN INTERVIEWED WITH NO INFORMATION OF SIGNIFICANCE BEING DEVELOPED.

CRIMINAL CHECKS RE ALL PASSENGERS OF TWA FLIGHT 881 ARE BEING CONDUCTED, HOWEVER, IN MANY INSTANCES MORE DESCRIPTIVE INFORMATION IS NEEDED FOR A THOROUGH SEARCH. IN THESE INSTANCES THE INFORMATION NEEDED IS BEING PURSUED PRIMARILY THROUGH CONTACT WITH THE INDIVIDUALS FAMILIES.

ACCORDING TO TWA OFFICIALS, CATERING BEING LOADED ONTO THE AIRCRAFT IN ATHENS IS CAREFULLY SCRUTINIZED BY TWA EMPLOYEES.

INTERVIEW OF ONE TWA EMPLOYEE (NOT FURTHER IDENTIFIED) ADVISED THAT APPROXIMATELY SIX MONTHS AGO HE OVERHEARD SOME FOOD HANDLERS COMPLAINING THAT THEY WERE EXPERIENCING PROBLEMS WITH TWA FLIGHTS OUT OF JFKIA. HE EXPLAINED THAT THEY WERE COMPLAINING ABOUT OBSERVING COCKROACHES IN THE FOOD CARTS WHEN THEY, IN FACT, WERE SUPPOSED TO BE SEALED.

ALAT CONCLUDED THAT RESULTS OF ALL INTERVIEWS WERE BEING
UPLOADED AND HARD COPIES SENT TO THE NYO.

THE FOLLOWING INFORMATION WAS REVIEWED BY NATIONAL
TRANSPORTATION SAFETY BOARD (NTSB) FOLLOWING SEVERAL DAYS OF
REVIEW OF TWA FLIGHT 800 RECORDING:

1. REVIEWED FOLLOWING RECORDINGS FOR COMPARATIVE VALUE:

A. AIR INDIA BOEING 747 RECORDING EXPLOSIVE DEVICE
(COPY) .

B. LOCKERBIE BOEING 747 RECORDING EXPLOSIVE DEVICE
(ORIGINAL) .

C. PHILIPPINES AIRLINES BOEING 737-300 FUEL AIR
EXPLOSION (COPY) .

D. UNITED BOEING 747 CARGO DOOR STRUCTURAL
FAILURE/DECOMPRESSION (COPY) .

E. AVIANCE BOEING 727 RECORDING EXPLOSIVE DEVICE (COPY) .

2. REVIEWED THE FOLLOWING LABORATORY TECHNICAL REPORTS:

A. TRIDENT EXPLOSION TRIALS ON CVR RECORDINGS. THIS
REPORT CONSISTED OF DOCUMENTING THE EFFECTS OF VARIOUS SIZES

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

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UNCLAS

CITE: //3540//

PASS: SIOC.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY AS IT PERTAINS TO JULY
27, 1996.

PORTION OF TWA FLIGHT 800 WAS TRANSPORTED VIA BUREAU
PLANE AND ACCOMPANIED BY UNIT CHIEF EXPLOSIVES
UNIT TO FBIHQ.

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265A-NY-259028

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ANALYSIS IS BEING CONDUCTED FOR DETERMINATION OF
CHEMICAL/BOMB RESIDUE. RESULTS ARE EXPECTED AS EARLY AS JULY
28, 1996.

NTSB IS BRINGING IN AN EXPERT FROM THE UNITED KINGDOM TO
DO COMPARISONS FROM HIS LIBRARY OF BOMB RECORDINGS AND THE
COCKPIT RECORDING OF TWA 800.

NYO IS COORDINATING WITH FBIHQ (DIRECTOR'S OFFICE), THE
U.S. ATTORNEY'S OFFICE, EDNY, AND SUFFOLK COUNTY MEDICAL
EXAMINER'S OFFICE CONCERNING NEXT OF KIN NOTIFICATION AS
COVERED UNDER THE WITNESS PROTECTION ACT.

A SUMMARY ANALYSIS ON FLIGHT DATA RECORDER OF TWA FLIGHT
800 IS BEING PROVIDED BY WMFO.

PRELIMINARY FINDINGS ALL WAS NORMAL UNTIL THE POWER WAS
CUT OFF. ABNORMALITIES AND GLITCHES IN SOME DATA WERE NOTED.

TWO MALE BODIES RECOVERED; ONE FEMALE BODY COMING IN FROM
SHIP AND AN ADDITIONAL BODY LOCATED AND WILL BE RECOVERED AS
SOON AS POSSIBLE.

AS OF THIS DATE:

TOTAL BODIES RECOVERED: 145

POSITIVE ID'S: 139

VICTIM FAMILIES NOTIFIED: 138

PAGE THREE DE FBINY 0001 UNCLAS

BODIES RELEASED TO FAMILIES: 125

HOTLINE RECEIVED 36 CALLS AND 1202 E-MAIL MESSAGES VIA
INTERNET.

ADMINISTRATIVE:

NYO CLOSELY COORDINATION INFORMATION FROM FORWARD COMMAND
POST IN MORICHES, NEW YORK AND CALVERTON, NEW YORK (EVIDENCE
RECOVERY).

ADIC JAMES K. KALLSTROM, NYO ATTENDED FUNERAL OF JANET
CHRISTOPHER [REDACTED]

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FM FBI NEW YORK (265A-NY-259028) (P) (I-46)
TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

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UNCLAS

SECTION ONE OF TWO SECTIONS

CITE: //3540//

PASS: HQ FOR SIOC.

SUBJECT: UNSUBS; EXPLOSION OF TWA FLIGHT 800, JULY 17, 1996;

AOT-IT-EID; OO: NY.

RETELCALLS OF SSA [REDACTED] NYO, TO FBIHQ AND

BOSTON, DATED AUGUST 10, 1996.

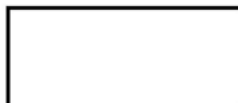
THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO AUGUST 10, 1996.

AS OF 3:00 PM ON AUGUST 10, 1996, THE SUFFOLK COUNTY

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TYSONS OFFICE
NO ACTION TAKEN
8/10/96
[Signature]

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FBI - WASHINGTON	

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MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED:	197
TOTAL POSITIVE IDS:	195
TOTAL POSITIVE IDS WITH	
FAMILY NOTIFICATION:	195
BODIES RELEASED:	195

THREE TRUCKLOADS OF EVIDENCE ARRIVED SINCE MIDNIGHT (AUGUST 10, 1996) AND ARE PRESENTLY BEING ANALYZED. THIS INCLUDES THE RECOVERY OF ONE ENGINE (7,500 POUNDS) AND THE ANTICIPATED "RAISING" OF TWO ADDITIONAL ENGINES SHORTLY.

RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

THE FOLLOWING ITEMS OF AIRCRAFT WRECKAGE/EVIDENCE WERE RECEIVED AT THE GRUMMAN COMMAND POST:

FOR THE DATE OF AUGUST 9, 1996, A TOTAL OF 39 "LOTS" OF WRECKAGE/EVIDENCE WAS RECEIVED. A "LOT" CAN BE COMPOSED OF ANYTHING FROM ONE PIECE RETRIEVED FROM A BEACH AND DELIVERED BY A PATROL CAR, TO A TRUCKLOAD FROM SHINNECOCK.

THREE OF THESE LOTS WERE TRUCKLOADS FROM SHINNECOCK WHICH ARRIVED AT GRUMMAN AT APPROXIMATELY 11:45 PM. THESE CONTAINED THE NO. 1 ENGINE (WHICH WAS RELATIVELY INTACT), COWLING PARTS,

PAGE THREE DE FBINY 0003 UNCLAS

FUSELAGE PIECES, A WING RUDDER AND A WING PIECE.

THE OTHER 36 LOTS WERE MISCELLANEOUS DELIVERIES OF ITEMS WHICH HAD WASHED UP ON LOCAL BEACHES.

ITEMS OF INTEREST:

NONE NEW RECEIVED.

THE HEAVY GAUGE PIECE OF ALUMINUM APPROXIMATELY 18" LONG AND 8" WIDE, WHICH HAS THE CURLING, STRETCHING AND "FINGERING" DAMAGE (MENTIONED IN AUGUST 9 SUMMARY) HAS BEEN TENTATIVELY IDENTIFIED AS COMING FROM A SPAR SUPPORT NEAR A BAFFLE IN THE FORWARD FUEL CELL. THIS IS THE FUEL CELL WITH THE RESIDUE WHICH IS BELIEVED TO HAVE EXPLODED. THE DAMAGE HAS BEEN PRELIMINARILY ASSESSED AS HAVING BEEN CAUSED BY A FUEL AIR EXPLOSION AND NOT A HIGH EXPLOSIVE. METALLURGICAL EXAMINATION IS STILL IN PROGRESS.

ITEMS OF LEAD VALUE:

AS PASSENGER SEATS CONTINUE TO BE RECOVERED, NONE HAVE YET BEEN FROM THE FAR RIGHT SIDE OF ROWS 22-25. THOSE THAT HAVE COME IN, FROM NEAR THESE SEATS, ARE EITHER EXTENSIVELY BURNED AND/OR DAMAGED. THESE TWO OBSERVATIONS ARE FOCUSING INTEREST TO THE RIGHT SIDE OF ROWS 21-28. THIS ENTIRE SECTION

ENCOMPASSES ROWS 17-28.

ITEMS TO BE SENT TO LAB:

ALL EXTRACTS OBTAINED FROM ACETONE SWABBINGS OF AIRCRAFT PARTS AND DEBRIS ARE BEING FORWARDED TO THE FBI LABORATORY FOR FURTHER TESTING.

PENDING DELIVERIES FROM RECOVERY REPORT:

IT HAS BEEN RELAYED TO THE GRUMMAN COMMAND POST THAT ONE ADDITIONAL ENGINE IS ON THE DECK OF THE GRASP AND ANOTHER IS READY TO BE RAISED FROM THE WATER.

ADDITIONAL REPORTS INDICATE THAT DIVING RECOVERY EFFORTS TODAY WILL BE CENTERED IN THE AREA OF A DEBRIS FIELD CONTAINING A LARGE AMOUNT OF SMALL AIRCRAFT PIECES.

AS OF 12:00 NOON TODAY (AUGUST 10, 1996), A NAVY "MIKE" BOAT FILLED WITH FOUR CARGO NETS OF SMALL DEBRIS IS EN ROUTE TO THE SHINNECOCK COAST GUARD STATION FOR UNLOADING.

IT IS ANTICIPATED THAT CONSTRUCTION OF THE NECESSARY SCAFFOLDING WILL BEGIN THIS COMING WEEK FOR THE PURPOSE OF RECONSTRUCTING THE AIRCRAFT.

NTSB (NATIONAL TRANSPORTATION SAFETY BOARD) AND THE

PAGE FIVE DE FBINY 0003 UNCLAS

BUREAU JOINTLY ANNOUNCED THERE WOULD BE NO FORMAL BRIEFING ON SATURDAY, AUGUST 10TH (TO RESUME ON AUGUST 11TH).

SEARCH OPERATION CONTINUES TO SCAN AND RETRIEVE WRECKAGE THAT REMAINS SUBMERGED, FOCUSING ON PIECES THOUGHT TO HAVE ORIGINATED FROM THE FORWARD CARGO BAGS TO THE REAR EDGE OF THE WINGS.

OVER A HALF DOZEN ENGINEERS FROM SEATTLE HEADQUARTERS OF THE BOEING COMPANY, THE PLANE'S MANUFACTURER, ARE ASSISTING FBI AND NTSB PERSONNEL.

NTSB ADVISED THAT THE LAY-OUT OF THE WING DEBRIS HAS BEEN COMPLETED ON THE HANGAR FLOOR. IT IS PLANNING ON CLOSELY EXAMINING THE FIRE DAMAGE AND SOOT PATTERNS ON THESE PIECES, IN PARTICULAR THE SECTION THAT HAS FUSELAGE AND PART OF THE CENTER FUEL TANK ATTACHED.

[REDACTED] NTSB, REPORTED ON THE BUILDING OF THE SCAFFOLDING FOR THE MOCK-UP. SOME PARTS ARE BEING SHIPPED OVERNIGHT FOR USE ON SATURDAY, WITH THE REMAINING STRUCTURE ARRIVING ON TUESDAY OR WEDNESDAY. TOTAL COST FOR THIS 54' BY 24' BY 12.5' SCAFFOLDING ERECTED WILL BE \$29,000.

NTSB FURTHER ADVISED THAT MEMBERS OF HIS SYSTEMS GROUP WENT TO JFK BUT WERE UNABLE TO GET INTO A 100 MODEL 747. THEY

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WERE, HOWEVER, ABLE TO TAKE PHOTOS OF SOME OF THE AREAS OF INTEREST. IT IS NOTED ALSO THAT THE PROPER TERM FOR THE AREA IMMEDIATELY IN FRONT OF THE CENTER FUEL TANK IS THE WATER TANK AND NOT THE DRY BAY. THIS TERM IS A HOLD-OVER OF THE DAYS WHEN EARLY MODELS HAD ENGINES WITH WATER INJECTION.

[REDACTED] OF PRATT AND WHITNEY, WORKING ON THE POWERPLANTS GROUP, REPORTED THAT THEY NOW HAVE REASON TO BELIEVE THAT ALL FOUR ENGINES HAVE BEEN LOCATED.

[REDACTED] NTSB, WORKING WITH THE MEDICAL EXAMINER'S GROUP, ADVISED THAT THE BODY COUNT REMAINS AT 197, WITH TWO REQUIRING IDENTIFICATION. HE NOTED THAT SINCE THE MEDICAL EXAMINER'S OFFICE HAS OTHER WORK TO HANDLE, THE OUTPUT FROM HIS GROUP MAY SLOW DOWN SLIGHTLY. HE WILL BE WORKING WITH TWO OTHER DOCTORS, BOTH OF THE FAA, AND WILL NOT AFFECT THE IDENTITY PROCESS.

LCDR [REDACTED] OF NAVAL SALVAGE, ADVISED THAT OTHER THAN THE ONE ENGINE, MOST OF THE DEBRIS RECOVERED

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FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218205-0

Total Deleted Page(s) = 15
Page 66 ~ Duplicate - Section 14;
Page 67 ~ Duplicate - Section 14;
Page 68 ~ Duplicate - Section 14;
Page 69 ~ Duplicate - Section 14;
Page 70 ~ Duplicate - Section 14;
Page 71 ~ Duplicate - Section 14;
Page 134 ~ Duplicate - Section 14;
Page 135 ~ Duplicate - Section 14;
Page 136 ~ Duplicate - Section 14;
Page 137 ~ Duplicate - Section 14;
Page 138 ~ Duplicate - Section 14;
Page 139 ~ Duplicate - Section 14;
Page 165 ~ Duplicate - Section 14;
Page 166 ~ Duplicate - Section 14;
Page 167 ~ Duplicate - Section 14;

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ZNR UUUUU

O 300230Z JUL 96

FM FBI NEW YORK (265A-NY-259208) (P) (I-46)

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

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UNCLAS

CITE: //3540//

PASS: HQ FOR SIOC.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY AS IT PERTAINS TO
JULY, 29, 1996.

ON JULY 29, 1996, THE EVIDENCE FACILITY AT GRUMMAN HAS
SHIPPED A TOTAL OF 8 PIECES OF METAL VIA BUREAU AIRPLANE TO
THE FBI LAB FOR ANALYSIS TO DETERMINE CHEMICAL/BOMB RESIDUE.

No PH Leads
RLP

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265A-NY-259208

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FBI-PHILADELPHIA	

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THE FBI LAB REPORTED ON 7/29/96, THAT A TEST OF THE 4
PIECES OF FLOOR BOARD THAT WERE SHIPPED TO THE LAB ON 7/28/96,
PROVIDED NEGATIVE RESULTS FOR BOMB RESIDUE.

SPECIAL PROJECT PERSONNEL FROM FBIHQ ARRIVED IN NEW YORK
ON INSTANT DATE, TO PREPARE MOCK-UPS OF THE PASSENGER SEATING,
CARGO INVENTORY AND THE AIRCRAFT.

AN INTERVIEW WAS CONDUCTED ON 7/29/96 OF AN INMATE AT MCC
OF GREEK EXTRACTION, PURSUANT TO INFORMATION THAT THIS INMATE
WAS DISCUSSING NOT FLYING ON AMERICAN AIRCRAFT, BASED ON INFO
HE OVERHEARD AT THE CORRECTIONAL FACILITY. DURING THE
INTERVIEW, HE ADMITTED TO FABRICATING THE ENTIRE STORY.

SAC'S PICKARD, CANTAMESSA, AND SCHILIRO MET WITH ASACS
AND SSA'S TO DISCUSS THE FLOW OF INFORMATION AND EXACT
RESPONSIBILITIES AT EACH FBI VENUE.

INFORMATION RECEIVED ON THE HOTLINE IDENTIFIED VICTIM
PASSENGER ALLAN ORMAN AS SUFFERING FROM MENTAL ILLNESS AND WAS
UNDER TREATMENT FOR SCHIZOPHRENIA. ORMAN, A HIGH SCHOOL
TEACHER IN NEW YORK CITY, WAS DESCRIBED BY A NEIGHBOR AS
DISTURBED AND POSSIBLY SUICIDAL. ORMAN'S LANDLORD WAS LOCATED
AND CONSENTED TO A SEARCH OF ORMAN'S APARTMENT. THE APARTMENT
LOCATED IN NEW HYDE PARK, WAS ENTERED BY NEW YORK SPECIAL

AGENTS AT 7:00 THIS MORNING.

A NASSAU COUNTY EXPLOSIVES DETECTING DOG WAS BROUGHT IN AND REACTED TO A SUITCASE IN THE FRONT CLOSET. SUBSEQUENT EXAMINATION BY EXPLOSIVE EXPERTS REVEALED THIS REACTION TO BE A FALSE ONE. ORMAN'S JOURNALS (DIARIES) WERE REMOVED FOR EXAMINATION AS WELL AS THE SUITCASE. ADDITIONAL INVESTIGATION WILL CENTER ON ORMAN'S MENTAL CONDITION AS WELL AS WHETHER OTHER REAL PROPERTIES ARE ASSOCIATED WITH HIM.

AS OF THIS DATE:

TOTAL BODIES RECOVERED:	166
POSITIVE IDENTIFICATION:	157
VICTIMS FAMILIES NOTIFIED:	155
RELEASED TO FAMILIES:	149

THE FOLLOWING INFORMATION WAS PROVIDED BY THE EAST MORICHES COMMAND POST ON 7/29/96.

THE FOLLOWING VESSELS WERE ON STATION TO CARRY OUT VICTIM RECOVERY AND SALVAGE OPERATIONS:

1. USS OAK HILL (NAVY COMMAND SHIP)
2. USS GRASP
3. USS PIROUETTE

4. NAVY I (DIVING PLATFORM)
5. NYPD #1 (DIVING PLATFORM)
6. NYPD #2 (DIVING PLATFORM)
7. SUFFOLK COUNTY PD "J" BOAT - (BODY RECOVERY)
8. SUFFOLK COUNTY PD "K" BOAT - (BODY RECOVERY)
9. FBI - NYO - SPECIAL OPERATIONS BOAT (RADIO
COMMUNICATION COORDINATION)
10. NASSAU COUNTY PD #1 - (VICTIM AND DEBRIS RECOVERY)
11. US NAVY WARPING TUG - (DEBRIS RECOVERY)
12. US NAVY "MIKE" BOAT - (TRANSPORT OF RECOVERED DEBRIS
TO SHORE)

ALL THE ABOVE VESSELS HAVE AN FBI SPECIAL AGENT ABOARD
EQUIPPED WITH SECURE DVP RADIO COMMUNICATION. STU III
TELEPHONE COMMUNICATIONS HAVE ALSO BEEN INSTALLED ABOARD THE
USS OAK HILL AND USS GRASP. UPON ARRIVAL OF THE USS GRAPPLER,
(THE USS GRASP'S SISTER SHIP), WHICH HAS AN ESTIMATED TIME OF
ARRIVAL (ETA) OF 6:00 PM TODAY, ADDITIONAL SECURE
COMMUNICATIONS AND FBI PRESENCE WILL BE ESTABLISHED ON THAT
VESSEL.

SEVERAL HEAVY PIECES OF AIRPLANE, ONE OF WHICH IS
BELIEVED TO WEIGH IN EXCESS OF 2,000 POUNDS HAVE BEEN

RECOVERED AND ARE EN ROUTE VIA THE WARPING TUG TO THE SHINNECOCK COAST GUARD STATION FOR OFFLOADING TO ITS ULTIMATE DESTINATION AT THE GRUMMAN COMMAND POST. IN ADDITION, ASSORTED DEBRIS INCLUDING SMALL PARTS OF FUSELAGE, PASSENGER SEATS, FLIGHT ATTENDANT LUGGAGE, PIECES OF WIRING AND INSULATION AND A DIPLOMATIC POUCH WERE RECOVERED AND RECEIVED BY THE EVIDENCE RESPONSE TEAM INTAKE STATION. ALL ITEMS HAVE BEEN PACKAGED AND ARE BEING FORWARDED TO THE GRUMMAN COMMAND POST.

NEW YORK CONTINUES TO INVESTIGATE REPORTED SIGHTINGS OF FLARES OR MISSILES, CHECKS WITH LOCAL REAL ESTATE AGENCIES COVERING SUSPICIOUS RENTALS OF PROPERTIES, CHECKS WITH LOCAL MARINAS REGARDING SUSPICIOUS BOATS AND/OR RENTALS OF BOATS AND CHECKS WITH LOCAL BOAT AND TACKLE SHOPS FOR THE PURPOSE OF IDENTIFYING LOCAL FISHERMAN WHO MAY HAVE WITNESSED THE EVENTS ON JULY 17, 1996.

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OO P12 AFO FBIPH ALO CASE3 FBINY

DE FBINY #0008 2110153

ZNR UUUUU

O 282129Z JUL 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: HQ FOR SIOC.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY AS IT PERTAINS TO JULY
28, 1996.

FOUR ADDITIONAL PORTIONS, DESCRIBED AS FLOOR PANELS,
OF TWA FLIGHT 800 WERE TRANSPORTED VIA FBIHQ BOMB VEHICLE TO
EXPLOSIVES UNIT AT FBIHQ.

*7/28/96 10¹⁵pm Spoke with SSA [redacted]
and read Pwr T-T- TO Him*

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265A-NY-259028

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 29 1996	
FBI-PHILADELPHIA	

[Signature]

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ANALYSIS IS BEING CONDUCTED FOR DETERMINATION OF
CHEMICAL/BOMB RESIDUE.

SHOULD IT BECOME NECESSARY TO NOTIFY THE VICTIMS' NEXT OF
KIN UNDER THE WITNESS PROTECTION ACT, IN ORDER TO FACILITATE
EFFECTIVE NOTIFICATION, COORDINATED EFFORTS HAVE BEEN MADE
BETWEEN NYO, SUFFOLK COUNTY MEDICAL EXAMINER'S OFFICE, AND THE
U.S. ATTORNEY'S OFFICE (EDNY), TO COMPILE THE MOST UP-TO-DATE
AND ACCURATE LISTING OF THE VICTIMS' NEXT OF KIN AND THEIR
CONTACT POINT.

AS OF THIS DATE: TOTAL BODIES RECOVERED: 153;
POSITIVE IDS: 149; VICTIMS FAMILIES NOTIFIED: 146; BODIES
RELEASED TO FAMILIES: 134.

ALSO REPORTED RECOVERED TODAY WAS A BAG FULL OF BODY
PARTS, SMALL DEBRIS AND A CARGO DOOR.

REPORT FROM FORWARD COMMAND POST:

AT APPROXIMATELY 11:00 AM, SSA [REDACTED] ADVISED
THAT RECENT VIDEO COVERAGE OF THE OCEAN FLOOR HAD PICKED UP A
58 TO 60 FOOT PIECE OF FUSELAGE WITH ADDITIONAL BODIES NOTED.

A 20 FOOT SECTION OF THE RIGHT WING, WHICH IS LOCATED
INBOARD THE ENGINES NEXT TO FUSELAGE WAS RECOVERED. INITIAL
INDICATIONS BY NTSP REVEAL THAT THE PIECE EXPERIENCED AN

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UPWARD BENDING FORCE (NOT FURTHER IDENTIFIED).

EFFORTS CONTINUING TO LOCATE AND IDENTIFY A BOAT THAT WAS OBSERVED IN THE AREA.

A 10:00 AM MEETING OF UPPER LEVEL MANAGEMENT WILL BE HELD ON MONDAY, JULY 29, 1996 AT THE GRUMMAN CALVERTON FACILITY TO IDENTIFY THE FOCUS OF THE INVESTIGATION.

[REDACTED] OF RANCE HETTLER, A STUDENT FROM PENNSYLVANIA, AND VICTIM OF THE TWA FLIGHT 800 EXPLOSION, WERE PRESENTED WITH A PLAQUE BY ADIC JAMES K. KALLSTROM DESIGNATING

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[REDACTED] AN HONORARY SPECIAL AGENT OF THE FBI.

HOTLINE RECEIVED 57 CALLS AND 1,233 E-MAILED MESSAGE VIA INTERNET, JULY 28, 1996 AS OF 1630.

BT

#0008

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0004 MRI 01148

OO P12 AFO FBIPH ALO CASE3 FBINY

DE FBINY #0006 2081419

ZNY EEEEE

O 261324Z JUL 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS E F T O

CITE: //3540//

PASS: FBIHQ FOR SIOC.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, JULY 17,
1996; AOT-IT-EID; OO:NY.

INVESTIGATION IN NEW YORK IS PROCEEDING AS SET FORTH
BELOW.

THE NYO LOCATED, IDENTIFIED, AND INTERVIEWED AN

WHO ADVISED THAT, ON JULY
9, 1996, HE DISCOVERED A FUEL LEAK ON TWA AIRCRAFT # 17119

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265A-NY-259028

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JUL 17 1996	
FBI-PHILADELPHIA	

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PAGE TWO DE FBINY 0006 UNCLAS E F T O

WHICH WAS THE AIRCRAFT SUBSEQUENTLY DESIGNATED TWA FLIGHT 800. HE FURTHER STATED THAT THE LEAK WAS NOT REPAIRED; HOWEVER, TWA FILLED THE OUTERMOST WING TANKS WITH SIGNIFICANTLY LESS FUEL, PRESUMABLY TO STOP THE LEAK. ADDITIONALLY, THE AIRCRAFT WAS PERMITTED TO FLY WITHOUT A FLAP COVER. HE ADMITTED PLACING ANONYMOUS CALLS TO BOTH THE FBI AND FAA ON JULY 19, 1996 CONCERNING THIS MATTER.

PRELIMINARY METALLURGICAL EXAMINATION COMPLETED READING EVIDENCE SUBMITTED TO THE FBI LABORATORY REVEALED NO CHARACTERISTICS INDICATIVE OF BLAST DAMAGE. THE OBSERVED SURFACE DAMAGE ON THE COMPONENTS IS CONCLUDED TO BE ATTRIBUTABLE TO CORROSION MECHANISMS, WITH THE EXCEPTION OF CERTAIN MANUFACTURING AND/OR SERVICE ANOMALIES. NO CHEMICAL RESIDUES CHARACTERISTIC OF EXPLOSIVES WERE DETECTED/IDENTIFIED ON EVIDENCE SUBMITTED.

INSTRUMENTAL ANALYSES EXAMINATIONS WERE CONDUCTED ON VARIOUS ITEMS AT THE GRUMMAN FACILITY. INSTRUMENTAL ANALYSES WERE PERFORMED USING TWO THERMEDICS DETECTION EGIS'S AND BARRINGER IONSCAN 400. EXAMINATIONS DONE ON JULY 25, 1996 INCLUDED A SECTION OF THE FUSELAGE AND ARTICLES FROM THE MEDICAL EXAMINER'S OFFICE. A BACKGROUND OF PERSONNEL AND

BUILDING FACILITIES WERE AGAIN CONDUCTED, INSTANT DATE. A TOTAL OF FORTY-TWO (42) EGIS RUNS AND TWENTY (20) IMS RUNS WERE PROCESSED THIS DATE. NO EXPLOSIVE RESIDUES WERE DETECTED ON TWA SPECIMENS. BACKGROUND RUNS RESULTED IN NO ALARMS ON PERSONNEL OR BUILDING FACILITIES.

EVIDENCE RECOVERED FROM THE ABANDONED PONTIAC GRAND PRIX AT JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFKIA) WILL BE SUBMITTED FOR LABORATORY ANALYSES AND INCLUDED A BLACK LEATHER PASSPORT TYPE MEN'S PURSE, A LETTER IN ARABIC, A GRATIS ROUNDTrip TICKET FROM AMMON, JORDAN TO NEW YORK, WITH RETURN TO AMMON, JORDAN VIA ROYAL JORDANIAN AIRLINES AND BAGGAGE TICKETS. FURTHER INVESTIGATION WILL BE CONDUCTED JULY 26, 1996 WITH ROYAL JORDANIAN AIRLINES. LETTER HAS BEEN SUBMITTED FOR TRANSLATION BY NYO LANGUAGE SPECIALISTS.

NEW HAVEN DIVISION HAS ADVISED THAT EXTREMELY PRELIMINARY ANALYSIS OF RADAR TAPES FROM SIKORSKY HELICOPTER CORPORATION (SHC) REVEALED THAT AT THE TIME OF THE EXPLOSION RADAR IMAGE SHOWS TWA 800 AND AN UNIDENTIFIED AIRCRAFT (NO TRANSPONDER NOR ALTITUDE INFORMATION) HAVING A CLOSE ENCOUNTER. UNIDENTIFIED AIRCRAFT PASSES TWA 800 ON TWA 800'S RIGHT SIDE. CLOSEST

PAGE FOUR DE FBINY 0006 UNCLAS E F T O

PASSAGE IS APPROXIMATELY ONE MILE, THOUGH DISTANCE MAY BE GREATER DUE TO THE VERTICAL SEPARATION OF TWA 800 AND THE UNIDENTIFIED AIRCRAFT. WITHIN SECONDS IMMEDIATELY FOLLOWING THIS ENCOUNTER, TWA 800 CHANGES ALTITUDE ASCENDING 500 FEET AND MAY DISPLAY ABRUPT TURN TO THE RIGHT THEN RESUMING COURSE. IMMEDIATELY FOLLOWING THE ABRUPT TURN AND COURSE RESUMPTION, TWA 800'S TRANSPONDER STOPS TRANSMITTING. TWA 800 THEN APPEARS TO BREAK INTO TWO PIECES. ONE PIECE IS PROPELLED FORWARD FURTHER THAN IT WOULD AT THE ORIGINAL SPEED. THE SECOND PIECE APPEARS TO FALL NEAR THE LAST TRANSPONDER READING.

THE ASSIGNMENT OF FBI PERSONNEL WAS MADE BY FBIHQ TO ATTEND THE NTSB MEETING FOR THE ANALYSIS OF THE FLIGHT DATA RECORDER (FDR) AND COCKPIT VOICE RECORDER (CVR). SSA [REDACTED] [REDACTED] AND TWO OTHER SA'S WILL ATTEND MEETING ON BEHALF OF THE FBI. THE MEETING IS TO BE HELD 9:00 AM, JULY 26, 1996 AT L'ENFANT PLAZA HOTEL, WASHINGTON, D.C. ADDITIONAL PARTICIPANTS WILL INCLUDE, AMONG OTHERS, BOEING, TWA AND FAA.

[REDACTED] NTSB ADVISED THE PRELIMINARY ANALYSIS OF THE CVR INDICATES THE UNIT WAS OPERATING NORMALLY WITH NORMAL RECORDED TRAFFIC FOR APPROXIMATELY ELEVEN AND ONE HALF MINUTES

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BEFORE ENDING ABRUPTLY WITH A "SOUND," THE ORIGIN OF WHICH, IS STILL UNDER ANALYSIS.

[] HAS FURTHER ADVISED ALL FOUR (4) CHANNELS ON THE CVR WAS OPERATING IN SPITE OF MODERATE DAMAGE SUSTAINED FROM THE EXPLOSION. ALL NINETEEN PARAMETERS ON THE FDR ARE PROVIDING DATA WHICH IS STILL IN THE PROCESS OF BEING RETRIEVED AND ANALYZED. OF NOTE, ALL RECORDED DATA IS EXPECTED TO BE RECOVERED.

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AIR TRAFFIC CONTROL GROUP HAS ADVISED THAT NEITHER THE DRUG ENFORCEMENT ADMINISTRATION (DEA) NOR U.S. CUSTOMS SERVICE HAD OPERATIONAL RADAR IN THE VICINITY AT THE TIME OF THE EXPLOSION. RADAR OPERATING AT ISLIP, (LONG ISLAND), NEW YORK WILL BE SECURED AND ANALYZED.

TENTATIVE IDENTIFICATION HAS BEEN MADE ON A DEPARTMENT OF DEFENSE (DOD) EMPLOYEE, CHARLES ROSS BEATTY, 1305 HICKORY COURT, FREDRICKSBURG, VA. THE VICTIM WAS RECOVERED WITH IDENTIFICATION IN HIS CLOTHING WHICH HAS NOT YET BEEN VERIFIED BY FINGERPRINTS. TO DATE, A TOTAL OF ONE HUNDRED THIRTY FOUR (134) VICTIMS RECOVERED, WITH ONE HUNDRED FIFTEEN (115) POSITIVELY IDENTIFIED.

PAGE SIX DE FBINY 0006 UNCLAS E F T O

THUS FAR, ONE THOUSAND EIGHTY ONE (1081) RESPONSES HAVE
BEEN RECEIVED FROM THE INTERNET. THE TOLL FREE HOTLINE
RECEIVED ONE HUNDRED FIFTY EIGHT (158) CALLS FOR THE PERIOD
3:00 PM TO 10:00 PM, JULY 25, 1996.

INVESTIGATION CONTINUING AT NEW YORK.

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DE FBINY #0002 2051456

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O 231057Z JUL 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS E F T O

CITE: //3540//

PASS: FBIHQ FOR SIOC.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, JULY 17,
1996; AOT-IT-EOD; OO:NY.

INVESTIGATION IN NEW YORK IS PROCEEDING AS SET FORTH
BELOW.

NTSB REPRESENTATIVE AL DICKERSON ADVISED THAT THREE MAIN
STRUCTURES OF TWA 800 HAVE BEEN LOCATED ON THE OCEAN FLOOR AS
OF 5:00 PM AND FOUR (4) BODIES RECOVERED. THIS TOTAL WAS

265A-NY-259028

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SERIALIZED	FILED
JUL 18 1996	
FBI-PHILADELPHIA	

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PAGE TWO DE FBINY 0002 UNCLAS E F T O

AMENDED BY END OF DAY TO EIGHT (8) BODIES RECOVERED. U.S. NAVY SHIP USS GRASP WILL BE ON STATION AND WILL COMMENCE OPERATIONS AS OF DAWN 7/23/96. FBI SA HAS BEEN ASSIGNED TO THE USS GRASP.

[REDACTED] LIAISON TO THE MEDICAL EXAMINER (ME) REPORTED THAT SIXTY-FOUR (64) VICTIMS HAD BEEN POSITIVELY IDENTIFIED WITH AN ADDITIONAL THIRTEEN (13) TENTATIVE IDENTIFICATIONS MADE. FIFTY-TWO (52) FAMILIES OF THE VICTIMS HAVE RECEIVED NOTIFICATION AND THIRTY-THREE (33) VICTIMS HAVE BEEN REMOVED BY FUNERAL DIRECTORS. ALL FOURTEEN (14) FLIGHT ATTENDANTS HAVE BEEN IDENTIFIED. IT APPEARS THAT ALL OF THE FLIGHT ATTENDANTS WERE SERVING PASSENGERS AT THE TIME OF THE EXPLOSION AS THE SEAT BELTS ON THEIR SEATS WERE UNBUCKLED.

[REDACTED] REPORTED THAT OPERATIONS AT THE GRUMMAN SITE CONTINUE. REPRESENTATIVES FROM THE ME WERE PHOTOGRAPHING PIECES TO MATCH WITH RESULTS OF THE AUTOPSIES.

THE REPRESENTATIVE OF TWA EXPRESSED APPRECIATION TO THE FBI FOR THE COURTESY SHOWN THE CEO OF THE COMPANY.

FBIHQ SIOC REQUESTED INFORMATION REGARDING CNN REPORT THAT CHEMICAL RESIDUE WAS FOUND ON THE WING TIP OF THE RECOVERED WING. PENTAGON, DEPARTMENT OF DEFENSE (DOD) REQUESTED VERACITY OF THIS INFORMATION. INITIAL FIELD TESTING

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PAGE THREE DE FBINY 0002 UNCLAS E F T O

INDICATED THIS WAS NEGATIVE AND THAT FURTHER TESTS ARE TO BE CONDUCTED AT FBIHQ.

FROM 3:00 PM JULY 22 THROUGH 6:00 A.M. JULY 23, 1996 TWO HUNDRED FORTY FIVE (245) CALLS WERE RECEIVED ON THE TOLL FREE NUMBER. INTERNET E-MAIL HAS SLOWED DOWN WITH AN APPROXIMATE TOTAL OF EIGHT HUNDRED (800) MESSAGES RECEIVED TO DATE.

INVESTIGATION CONTINUING AT NEW YORK.

BT

#0002

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Date 5/7/97

☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

00: 24

1B-435

Acquired From:

5/7/97

Grumman Hangar - Fairing Reconstruction Area

See Serial

Acquiring Agent	
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Case Agent

SA

SA [redacted], I-46 b6
b7C

☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules
of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 95 - Piece of composite material approximately 3.5" x 2.25" having a charred appearance. Piece was cut from fairing material that comprises the exterior of the aircraft below the wing center section; fairing material was marked with a recovery date of 7/19/96.

LAST ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGAR

Control Number: E1191367

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SERIALIZED _____	FILED _____
MAY 13 1997	
FBI-NEW YORK	

File Copy

CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
95	Signature <u>[Redacted]</u> Reason <u>evidence</u>	5/7/97	8:00 am	Signature _____ Reason _____		
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REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EODFILE NO. 265A-NY-259028OO: NY

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Fairing Reconstruction AreaTo Be Returned
☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA , I-46☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 96 - Piece of composite material measuring approximately
1.25" x 1", honeycomb construction. Piece was cut from a
fairing access hatch that comprises the exterior of the
aircraft below the wing center section.
END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191368

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MAY 13 1997	
FBI-NEW YORK	

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CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
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REMARKS _____

Date 5/7/97
☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence

☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Fairing Reconstruction Area1B-437

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA I-46 b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 97 - Piece of composite material measuring approximately 2" x 4" having a charred appearance. Piece was cut from fairing material, parabolically shaped, that comprises the exterior of the aircraft around the wing-fuselage junction.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191369

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CHAIN OF CUSTODY

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REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EODFILE NO. 265A-NY-259028OO: NY1B-438

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Fairing Reconstruction Area

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SAI-46b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 98 — Piece of composite material measuring approximately
1.5" x 2.5", with honeycomb construction and having a charred
appearance. Piece was cut from a fairing part identified
as RF-61, recovery date of 7/19/96.END ENTRYFOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191370

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MAY 13 1997	
FBI-NEW YORK	

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CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
98	Signature Reason <u>evidence</u>	8:00 <i>8:00</i> <i>5/7/97</i>	8:00 am	Signature _____ Reason _____		
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REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EODFILE NO. 265A-NY-259028OO: NY1B439

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Forward Spar ReconstructionTo Be Returned
☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SAI-46b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 99: Piece of fabric-like material measuring approximately 2" x 3" and having a charred appearance. Piece was cut from fabric-like material integral to inboard right wing leading edge structure. Structure has an NTSB tag annotated with "ILES 302-338".

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191371

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FBI-NEW YORK	

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CHAIN OF CUSTODY

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	Signature Reason <u>evidence</u>	5/7/97	8:15 am	Signature _____ Reason _____		
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MARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY1B-440

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Forward Spar Reconstruction

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SAI-46

b6

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☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 100 — Piece of Fabric-like material measuring approximately 2" x 4" and having a charred appearance. Piece was cut from fabric-like material integral to inboard right wing leading edge structure, which has an NTSB tag annotated with "ILES 302-338".

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191372

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SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
MAY 13 1997	
FBI-NEW YORK	

3File Copy

CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
1	Signature <u>[Redacted]</u> Reason <u>evidence</u>	<u>5/7/97</u>	<u>8:15 am</u>	Signature _____ Reason _____		
	Signature _____ Reason _____			Signature _____ Reason _____		
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MARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Burn Room

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA , I-46b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 101 - Piece of composite honeycomb material measuring approximately 1.5" x 2" and having a charred appearance. Piece was cut from an unmarked section of a control surface.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191373

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MAY 13 1997	
FBI-NEW YORK	

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CHAIN OF CUSTODY

m	Received by	Date	Time	Received by	Date	Time
	Signature Reason <u>evidence</u>	5/7/97	8:30 am	Signature _____ Reason _____		
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b7c

REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY1B-442

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Burn Room

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA , I-46 b6 b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 102 - Four pieces of a woven material that were adjacent layers and have a charred appearance. Pieces were cut from around the site of a penetrant in a section of air duct; marked with a recovery date of 7/19/96.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191374

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SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
MAY 13 1997	
FBI-NEW YORK	

File Copy

CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
02	Signature _____ Reason <u>evidence</u>	5/7/92	8:30 am	Signature _____ Reason _____		
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b7C

REMARKS _____

Date 5/7/97

☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028

00: 24

1B-443

Date Acquired

Acquired From:

5/7/97

Grumman Hangar - Left Wing Reconstruction.

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA

1, I-46

b6

_b7C

☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules
of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 103 - Piece of composite material measuring approximately 4"x5", includes honeycomb structure and has a charred appearance. Piece was cut from material comprising a control surface of the left wing that was identified as part LW-36.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGAR

Control Number: E1191375

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SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
MAY 13 1997	
FBI-NEW YORK	

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CHAIN OF CUSTODY

m	Received by	Date	Time	Received by	Date	Time
	Signature <u>[Redacted]</u> Reason <u>evidence</u>	<u>5/7/97</u>	<u>8:45 am</u>	Signature _____ Reason _____		
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b7c

MARKS _____

Date

5/7/97

☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028

OO: NY

1B-444

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Left Wing Reconstruction

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA

I-46 b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 104 - Piece of woven, layered material measuring approximately 1.5" x 1.25" with a charred appearance. Piece was cut from material comprising left wing leading edge control surface. The control surface structure was annotated with recovery number 8-9-96-37 and was imprinted with "AN10320" and "SN526".

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGAR

Control Number: E1191376

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MAY 13 1997	
FBI-NEW YORK	

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CHAIN OF CUSTODY

Item	Received by	Signature	Time	Received by	Signature	Date	Time
04	Signature <u>[Redacted]</u> Reason <u>evidence</u>	<u>5/7/97</u>	<u>8:45 am</u>	Signature _____ Reason _____			b6 b7C
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REMARKS _____

Date

5/7/97

☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028

OO: NY

1B-445

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Left Wing Reconstruction

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA

I-46

b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 105 - Piece of woven material measuring approximately 2.5" x 5.25" with a charred appearance. Piece was cut from material integral to a left wing leading edge control surface. The control surface structure was annotated with recovery number 8-9-96-37 and the words "Green Tag".

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGAR

Control Number: E1191377

BLOCKSTAMP

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SERIALIZED	FILED
MAY 13 1997	
FBI-NEW YORK	

File Copy

CHAIN OF CUSTODY

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REMARKS

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY1B-446

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Reconstruction AreaTo Be Returned
☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA , I-46b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 106 - Piece of composite material measuring approximately .75" x 2.25" with a honeycomb structure and a charred appearance. Piece was cut from right wing leading edge part identified as RW-30.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191378

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CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
106	Signature <u>[redacted]</u> Reason <u>evidence</u>	5/7/97	9:00 am	Signature _____ Reason _____		b6 b7C
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REMARKS:

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EODFILE NO. 265A-NY-259028OO: NY1B-447

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Reconstruction Area

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA , I-46b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 107 - Piece of woven material measuring approximately
1.75" x 2" with a charred appearance. Piece was cut
from material integral to a right wing trailing edge
control surface structure identified as RW-38.
END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191379

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CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
107	Signature Reason <u>evidence</u>	5/7/97	9:00 am	Signature _____ Reason _____		b6 b7C
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REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY1B-448

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Reconstruction Area

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA , I-46b6
b7C☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 108 - Piece of "feathered" metal approximately .75" long
cut from the web of a right wing trailing edge control
surface structure identified as RW-38.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191380

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SERIALIZED	FILED
MAY 13 1997	
FBI-NEW YORK	

File Copy

CHAIN OF CUSTODY

Item	Received by	Time	Received by	Date	Time
08	Signature <u>[Redacted]</u> Reason <u>evidence</u>	5/7/97 9:00 am	Signature _____ Reason _____		b6 b7C
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REMARKS _____

Date

5/7/97

☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028

OO: NY

1B-449

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Reconstruction Area

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA

Case Agent

SA

I-46

b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 109 - Piece consisting of a white elastic substance adhering to metal foil that measures approximately 1" x .75". Piece was cut from right wing leading edge web on part RW-4.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGAR

Control Number: E1191381

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SERIALIZED	FILED
MAY 13 1997	
FBI-NEW YORK	

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CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
109	Signature <u>[Redacted]</u> Reason <u>evidence</u>	5/7/97	9:00 am	Signature _____ Reason _____		b6 b7C
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REMARKS _____

Date 5/7/97

☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028

00: 24

1B-450

Acquired From:

5/7/97

Grumman Hangar - Right Wing Reconstruction Area

See Serial

Acquiring Agent

Case Agent

☐ Yes ☒ No

SA

SA

I-46

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b7C

☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

Item 110 - Piece of sheet metal, apparently sooted,
measuring approximately 2.5" x 1.5". Piece was cut
from the upper skin of a right wing outboard airtron.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS
INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGAR

Control Number: E1191382

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CHAIN OF CUSTODY

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10	Signature <u>[Redacted]</u> Reason <u>evidence</u>	<u>5/7/97</u>	<u>9:00 am</u>	Signature _____ Reason _____			b6 b7C
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REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body-Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. 265A-NY-259028OO: NY1B-451

Date Acquired

5/7/97

Acquired From:

Grumman Hangar - Right Wing Forward Spar Reconstruction

To Be Returned

☐ Yes ☒ No

See Serial

Acquiring Agent

SA [redacted]

Case Agent

SA [redacted], I-46b6
b7c☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

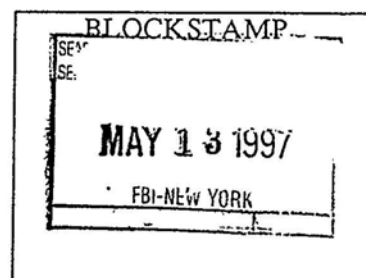
Description of Property (Be Specific)

Item 111 — Piece of woven material measuring approximately 1.5" x 2" with a charred appearance. Piece was cut from woven material integral to a right engine bleed air duct pass-through structure. Duct is annotated with recovery number 8-10-96-16.

END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

For Use By ECT:

Location of Property: HANGARControl Number: E1191383

File Copy

CHAIN OF CUSTODY

Item	Received by	Date	Time	Received by	Date	Time
111	Signature Reason <u>evidence</u>	5/21/97	9:15 am	Signature _____ Reason _____		b6 b7c
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REMARKS _____

Date 5/7/97☒ General Evidence ☐ Drug Evidence ☐ Valuable Evidence☐ Special Handling Requirement (i.e., FBI Lab Instructions Re Body Fluid Stains, Whole Blood, etc.)

Title and Character of Case

UNSUB(S);
EXPLOSION OF TWA 800;
7/17/96
AOT-IT-EOD

FILE NO. Z65A-NY-259028OO: NY1B-452

Date Acquired

Acquired From:

5/7/97Grumman Hangar - Right Wing Forward Spar Reconstruction

To Be Returned

See Serial

Acquiring Agent

Case Agent

☐ Yes ☒ NoDet. SA

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b7C

☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Property To Be Forfeited To The U.S. Government

Description of Property (Be Specific)

- 1) ~~Item~~ ^{Item} - Two chemical swabs (Samples #1 & 2) taken ^{from} ~~the~~ the interior, approximately one foot from the open end, of a titanium alloy engine bleed air duct. The duct is marked with recovery number 8-10-96-16.
- 2) An unused sample swab.
- 3) Gloves used to take the samples.
- 4) Swabs used to clean the gloves prior to taking samples.
- END ENTRY

FOR DRUG AND/OR VALUABLE EVIDENCE ONLY - NAMES OF TWO AGENTS INITIALLY VERIFYING AND SEALING:

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For Use By ECT:

Location of Property: HANGARControl Number: E1191384

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CHAIN OF CUSTODY

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b7C

REMARKS _____

- 1 -

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 8/13/96

[redacted] telephone [redacted] voluntarily appeared at the Philadelphia Office of the FEDERAL BUREAU OF INVESTIGATION (FBI). He provided the following information:

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[redacted] telephone [redacted] In his professional capacity, [redacted] studies the activity of the stock market. Following the crash of TWA Flight 800, [redacted] began tracking stocks related to explosive detection devices. He advised that there are four major companies that manufacture explosive detection devices for use in airports. The devices function in different manners. Some act as "sniffers" for detecting devices located in hand-held luggage. Another type of device finds molecules of explosives on clothing, body, shoes, etc. There are four major companies that manufacture these devices and sell them to airports. One such company trading on the American Stock Exchange is THERMEDICS. THERMEDICS manufactures a device known as Egis.

Of the four major companies that manufacture the explosive detection devices for airport use, none had significant stock trading activity from the period April 1, 1996, through July 30, 1996, according to [redacted]. The exception to this was THERMEDICS. [redacted] advised that 75 shares were traded on July 17, 1996, before 8:45 p.m., the time of the TWA 800 crash. In addition, 200 options were purchased for THERMEDICS stocks prior to the crash.

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[redacted] advised that the significance of this information is that an individual purchasing 200 stock options prior to the crash stands to make a substantial profit as the price of the stock rises. The stock price rises as investors purchase the stock speculating that the crash will result in additional sales of Egis type of equipment to airports worldwide.

Investigation on 7/31/96 at Philadelphia, PAFile # 265A-NY-259028 (SO. 11) - 1228 Date dictated 8/5/96by DET. [redacted]
SA [redacted] :mtjb6
b7C

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218205-0

Total Deleted Page(s) = 57

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205A-NY-259628 sub AAB-

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FBI - NEW YORK	
	<i>ja</i>

14

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Cleveland

Attn: SAC Van Harp

From: New York

JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *NEH*

Drafted By: [redacted]:cg

Case ID #: 265A-NY-259028 SUB AA8 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

(4)

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Cleveland From: New York
Re: 265A-NY-259028 SUB AA8, 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the

To: Cleveland From: New York
Re: 265A-NY-259028 SUB AA8, 10/15/1996

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Amy Miller [redacted]

b6
b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Sandra Hazelton [redacted]

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Eric Harkness [redacted]

To: Cleveland From: New York
Re: 265A-NY-259028 SUB AA8, 10/15/1996

LEAD (s):

Set Lead 1:

CLEVELAND
at Cleveland

Contact and interview

b6
b7C

Set Lead 2:

CLEVELAND
at Lima RA

Contact and interview

Set Lead 3:

CLEVELAND
at Akron RA

Contact and interview

♦♦

265A-NY-259028-SUB A48-15

UPLOADED (X)
WITH/TEXT ✓
WITH/OUT TEXT _____
BY R
DATE 6/17/96

SEARCHED _____	INDEXED _____
SERIALIZED <u>✓</u>	FILED <u>✓</u>
JUL 16 1996	
FBI - NEW YORK	
<u>C.D.</u>	

265A-NY-259028-SUB AA8-

16

UPLOADED 

WITH/TEXT _____
WITH/OUT TEXT _____
BY _____
DATE 10/17/96

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
OCT 16 1996	
FBI — NEW YORK	
C-A.	

265A-NY-259028-SUB AA8-



UPLOADED

WITH/TEXT ☒

WITH/OUT TEXT ☐

BY m
DATE 12/17/96

SEARCHED ☐	INDEXED ☐
SERIALIZED ☐	FILED ☐
OCT 18 1996	
FBI NEW YORK	
<u>P.D.</u>	

17

265A-NY-259028-SUB AA8

UPLOADED
WITH/TEXT X
WITH/OUT TEXT
BY
DATE 16/17/98

SEARCHED <u> / </u>	INDEXED <u> / </u>
SERIALIZED <u> / </u>	FILED <u> / </u>
JUN 16 1998	
FBI — NEW YORK	
<u> C.D. </u>	

18

265A-NY-259028-SUB A48-19

INDEXED
WIL. E. ✓
WITH OUT LIT
BY m
DATE 10/11/96

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 18 1996	
FBI — NEW YORK	
C.D.	

265A-NY-259028-SUB A48-

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 18 1966	
FBI — NEW YORK	
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20

(X)

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10/17/96

⊕ ✓

m 10/17/96

265A-NY-259028-SUB 448-21

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1996	
FBI - NEW YORK	
C.D.	

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1986	
FBI - NEW YORK	
C. G.	

22

~~UNLOADED~~

WIRE
WIRE
10/17/86

265A-NY-259028-SUB *AA8-*

~~UPLOADED~~
✓
W/OUT
W/OUT
BY *m*
DATE *10/17/96*

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1996	
FBI — NEW YORK	

C.H.

23

268A NY-259028 sub AA8

43	FILL
CT 1 6 1996	
	NEW YORK

24

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205A-NY-259828 sub AAS

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 16 1996	
FBI - NEW YORK	
	PC

25

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Kansas City

Attn: SAC David M. Tubbs

From: New York
JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *NEH/RAK*

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID



Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Kansas City
York

From: New

Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Kansas City
York

From: New

Re: 265A-NY-259028 , 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Daniel Gaetke [redacted]

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b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Stephanie Gaetke [redacted]

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Jay (Jule) Anderson [redacted]

[redacted]
Address: [redacted]
[redacted]
Telephone Number: [redacted]
Victim: Brenna and Chrisha Siebert [redacted]
(Also kin to Gaetke)

To: Kansas City
York
Re: 265A-NY-259028 , 10/15/1996

From: New

LEAD (s):

Set Lead 1:

KANSAS CITY
at Kansas City

Contact and interview

[REDACTED]

[REDACTED]

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b7C

Set Lead 2:

KANSAS CITY
at Jefferson City RA

Contact and interview

and

[REDACTED]

[REDACTED]

♦♦

2057-NV-259028 SLD AAS

INDEXED	
FILED	
JUN 16 1996	
FBI - [redacted]	
[redacted]	[redacted] <i>MA</i>

26

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b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Las Vegas

Attn: SAC Robert L. Siller

From: New York
JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *NE/PA*

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

(Handwritten mark)

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Las Vegas
From: New York
Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Las Vegas
From: New York
Re: 265A-NY-259028 , 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Daniel Gaetke.
Stephanie Gaetke

b6
b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: James Hull [redacted]

To: Las Vegas
From: New York
Re: 265A-NY-259028 , 10/15/1996

LEAD (s):

Set Lead 1:

LAS VEGAS
at Las Vegas

Contact and interview

b6
b7C

Set Lead 2:

LAS VEGAS
at Reno RA

Contact and interview

205A NY-259028 sub AAS

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 16 1996	
FBI - NEW YORK	
	APC

27

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Detroit Attn: SAC Joseph martinolich

From: New York
JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *JS/JS*

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

(X)

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Detroit
From: New York
Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Detroit
From: New York
Re: 265A-NY-259028 , 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Ghassan Haurani
Nina Haurani

b6
b7c

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Courtney Johns [redacted]

To: Detroit
From: New York
Re: 265A-NY-259028 , 10/15/1996

LEAD (s):

Set Lead 1:

DETROIT
at Detroit

Contact and interview

b6
b7c

Set Lead 2:

DETROIT
at Oakland County RA

Contact and interview

265A-NY-259028 sub AAD

INDEXED	INDEXED
SERIALIZED	FILED
JUL 16 1996	
FBI - NEW YORK	
	PR

28

b6
b7C

265A-NY-2157828 sub AAs

SEARCHED <i>6/5</i>	INDEXED
SERIALIZED <i>6/5</i>	FILED
JUN 16 1996	
FBI NEW YORK	
	<i>He</i>

29

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: St. Louis Attn: SAC Wiley D. Thompson III

From: New York
JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *Wiley*

Drafted By: [redacted]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

(X)

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: St. Louis

From: New York

Re: 265A-NY-259028

, 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

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The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the

To: St. Louis From: New York
Re: 265A-NY-259028 , 10/15/1996

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Oliver Krick [redacted]

b6
b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Patricia Anderson [redacted]
also kin to [redacted]

To: St. Louis

From: New York

Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

ST. LOUIS

at St. Louis

Contact and interview

b6
b7C

205A-NY-259028 sub AAB

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 16 1996	
FBI - NEW YORK	

20

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Houston Attn: SAC Don K. Clark

From: New York
JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *MAJ/K*

Drafted By: [redacted] :cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims. *Q*

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Houston

From: New York

Re: 265A-NY-259028

, 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the

To: Houston

From: New York

Re: 265A-NY-259028

, 10/15/1996

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Miriam Bellazoug [redacted]

b6
b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Pamela Lychner [redacted]
Katie Lychner [redacted]
Shannon Lychner [redacted]

To: Houston

From: New York

Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

HOUSTON

at Houston

Contact and interview

b6
b7C

265A-MY-259028 sub AAG

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1996	
FBI - New York	
	PPA

31

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Little Rock Attn: SAC Ivian C. Smith

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *JEH*

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims. (X)

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Little Rock
Re: 265A-NY-259028

, 10/15/1996

From: New York

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the

To: Little Rock
Re: 265A-NY-259028

, 10/15/1996

From: New York

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Charles Hank Grey III [redacted]

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To: Little Rock
Re: 265A-NY-259028

, 10/15/1996

From: New York

LEAD (s):

Set Lead 1:

LITTLE ROCK

at Fayetteville RA

Contact and interview

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210SA-NY-259028 SUB A48

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 1 6 1996	
FBI - NEW YORK	
	WAC

32

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205A-MY-259028 sub AAB

SEARCHED <i>W</i>	INDEXED
SERIALIZED <i>W</i>	FILED
MAY 16 1996	
FBI - N.Y.	
	<i>PR</i>

33

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265A-NY-257028 sub AAB

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 16 1996	
FBI - NEW YORK	
	PK

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210SA-NY-1259028 sub A48

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1996	
FBI - NEW YORK	
PAC	

35

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FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 12/04/1996

To: Las Vegas
New York
Philadelphia

Attn: [redacted]
Attn: SA [redacted]
Attn: Domestic Terrorism
Supervisor

b6
b7C

From: Las Vegas
Squad 7/Reno RA
Contact: SA [redacted] (702) 323-7143

Approved By: [redacted]

Drafted By: [redacted]:ack

Case ID #: 265A-NY-259028 Sub 302 (Pending)

Title: UNSUB (S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT - IT - EID

Synopsis: To provide results of set lead at Reno, Nevada and set forth lead for Philadelphia Field Office. Reno considers this lead complete.

Enclosures: Two copies of an FD-302 reflecting results of interview of [redacted] for NYFO one 1A envelope containing handwritten notes, and for Philadelphia one packet containing background information for interview.

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Details: On 12/3/96, SA [redacted] interviewed [redacted] per set lead. [redacted] advised he knew of no threats against [redacted] Jimmy Hull or of any enemies. [redacted] provided answers to all questions provided by New York which are reflected in attached FD-302. [redacted] suggested that FBI contact victim's [redacted] at Southampton, Pennsylvania for additional information.

Photographs of tan bag were shown to [redacted] advised that he did not think [redacted] would own or use a bag like that. [redacted] indicated that airline personnel generally only have carry on luggage. This luggage is described as black or dark blue with wheels to facilitate transport of the luggage.

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[redacted] was very cooperative and is willing to re-contacted if necessary.

For Philadelphia:
Las Vegas is providing Philadelphia with interviewing packets which include information of TWA Victims, one set of photographs of an unidentified tan bag, and a copy of interview.

176
AA8 -
265A-NY-259028-Sub B-1393

To: Las Vegas From: Las Vegas
Re: 265A-NY-259028 (Pending) 12/04/1996

questions for victim's families/friends. Additional information can be obtained from the New York Field Office SA [redacted] (212) 384-8262.

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New York has reminded all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York has left the phrasing of the questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

The enclosed photographs depict a tan bag found amongst the wreckage of the TWA Flight 800 by U.S. Navy divers. The bag is labeled Item #14 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of this bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph to the victims' family is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was close to the proximity of an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

To: Las Vegas From: Las Vegas
Re: 265A-NY-259028 (Pending) 12/04/1996

Lead (s):

Set Lead 1:

PHILADELPHIA

At Southampton, Pennsylvania:

Contact and interview [REDACTED]

[REDACTED]
Southampton, Pennsylvania, 19866 between 6:30pm and 9:00pm EST.

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: PRIORITY

Date: 02/06/1997

To: New York
Pittsburgh

Attn: SA [redacted]
Domestic Terrorism
Attn: Squad 4
Domestic Terrorism

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b7C

From: Las Vegas
Squad 7/Reno RA
Contact: SA [redacted] (702) 323-7143

Approved By: [redacted]

Drafted By: [redacted]:ack

Case ID #: 265A-NY-259028 ^{Sub B} (Pending)

Title: UNSUB (S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT - IT - EID

Synopsis: To set lead for Pittsburgh to interview [redacted]
[redacted] Reno considers this lead complete.

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Reference: 265A-NY-259028 EC from New York to Las Vegas dated 10/15/96 and teletype to all Field Offices from New York dated 10/21/96.

Details: On 12/3/96, SA [redacted] interviewed [redacted] of victim, James Hull, per lead set by New York. New York lead requested that receiving offices contact next of kin to attempt to identify unidentified baggage which was found by Navy divers among the wreckage of TWA Flight 800. [redacted] advised that he would not know what type of luggage [redacted] carried on July 17, 1996. However, [redacted] advised that an associate, identified as [redacted] was one of the last individuals to see James Hull before he boarded Flight 800 on July 17, 1996.

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[redacted] advised that [redacted] is a TWA employee residing at [redacted] Pittsburgh, Pennsylvania, telephone number [redacted]

[redacted] advised that [redacted] and James Hull exchanged foreign currency prior to James Hull's departure. [redacted] might recall the clothing that James Hull was wearing and the luggage he carried.

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New York requests that if additional interviews need to be conducted, that interviewing Field Offices set forth any leads as necessary and advise New York accordingly. All interviews are to be set up telephonically in order to set up [redacted]

265A-NY-259028-SUB
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FILED
JAN 13 1997
FBI - NEW YORK

AA8 -
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(X)

To: New York From: Las Vegas
Re: 265A-NY-259028, 02/06/1997

for the interview.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victim's family member and/or other relatives feeling as though they are aiding the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Important to this investigation is the fact that a tan, canvas bag was found by Navy divers. The bag is described as being an "LL Bean" type canvas bag with leather interior and leather piping on the outside. This bag sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of this bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. This bag may have been a carry on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, it does not appear on the cargo manifest and is of a size consistent with a carry on type bag.

If Pittsburgh has never received a photo of this bag, contact FBI New York SA [redacted] (212) 384-8262 in order to obtain a copy of the photos of this bag. New York has advised that Pittsburgh should be in receipt of these photos from an earlier lead set by New York for Pittsburgh Field Office.

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For information of the interviewing Agent, displaying the photograph of the bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not found inside this bag.

Investigation was determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of the explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its' owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

To: New York From: Las Vegas
Re: 265A-NY-259028, 02/06/1997

The questions to be asked are as follows:

GENERAL:

Verify full name, address, employment, government clearances, date/place of birth, SSAN, and passport number, previous military or criminal history, education, etc.

Insurance policies taken out? By whom, company amount, beneficiaries (since this is a difficult question to ask, it is suggested that interviewer asks, in a non-accusatory manner, who might have taken out insurance policies on victim, ie business partner, associate, former spouse, etc.)

TRAVEL:

Obtain purpose for the trip, and itinerary.
Were they meeting someone abroad? Who? Why?
Obtain information regarding overseas travel.
Any unusual events prior to the trip that they might have mentioned?
Any incidents to note while traveling?
Any new acquaintances they met while traveling?
Traveling alone or with someone?

PERSONAL:

Marital status?
Have they ever received any threats?
Any enemies that would want to see them killed?
Harassment?
Been witness to a crime?
Been victim or witness in a trial?
Any personal problems, ie affairs, mental problems, medication use/abuse, financial problems?
Can we speak to other friends or relative who would know more?
Any strong political viewpoints, affiliation?

LUGGAGE:

Type of luggage used?
What did suitcases look like?
How was it packed?
Was it sealed or locked?
Any carry on luggage?
Curbside check-in?
What were contents - electrical devices, walkman,

To: New York From: Las Vegas
Re: 265A-NY-259028, 02/06/1997

laptop, phone, beeper?
Were they asked to transport anything for anyone else?
What?
Did they pack their own bags?

MISCELLANEOUS:

When was the last time you spoke to the deceased?
Any additional information we have not asked?

To: New York From: Las Vegas
Re: 265A-NY-259028, 02/06/1997

LEAD (s):

Set Lead 1:

PITTSBURGH

AT PITTSBURGH, PENNSYLVANIA

Contact and interview [REDACTED]

[REDACTED] Pittsburgh, Pennsylvania, telephone number

[REDACTED] Provide New York with results of interview.

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AA
265A-NY-259028-SUB 8

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 02 1997	
FBI NEW YORK	

354

Charlotte

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 9/2/1997

To: National Security
Charlotte

Attn: SAC William E. Perry

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

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Approved By: [REDACTED]

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Office set forth any appropriate leads as necessary and advise New York accordingly.

Interviewee is to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: A packet containing a set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division is an interviewing packet containing questions to be asked when interviewing the victims' families and/or other relations. New York conducted appropriate record checks on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

To: National Security Charlotte From: New York
Re: 265A-NY-259028, 9/2/1997

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Victims: Eleanor Johnson [redacted] and Leonard Johnson [redacted]

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To: National Security Charlotte From: New York
Re: 265A-NY-259028, 9/2/1997

LEAD (s):

Set Lead 1:

CHARLOTTE

at Greensboro RA

Contact and interview

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FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218205-0

Total Deleted Page(s) = 14

Page 190 ~ Duplicate - Section 13;
Page 191 ~ Duplicate - Section 13;
Page 192 ~ Duplicate - Section 13;
Page 193 ~ Duplicate - Section 13;
Page 194 ~ Duplicate - Section 13;
Page 195 ~ Duplicate - Section 13;
Page 196 ~ Duplicate - Section 13;
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Page 198 ~ Duplicate - Section 13;
Page 203 ~ Duplicate - Section 13;
Page 204 ~ Duplicate - Section 13;
Page 205 ~ Duplicate - Section 13;
Page 206 ~ Duplicate - Section 13;
Page 207 ~ Duplicate - Section 13;

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Albany
Baltimore
Boston
Buffalo
New Haven
Newark
Philadelphia

Attn: SAC Victor Gonzales
Attn: SAC Timothy McNally
Attn: SAC Richard Swensen
Attn: Acting SAC Virgil Wooley
Attn: SAC Merrill S. Parks Jr.
Attn: SAC Barry W. Mawn
Attn: SAC Bob C. Reutter

From: New York

JTTF/I-46

Contact: SA [REDACTED]

(212) 384-8294

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b7C

Approved By: [REDACTED] *[Signature]*

Drafted By: [REDACTED]

Case ID #: 265A-NY-259028 SUB A ⁻³⁷⁴ (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members or relations need to be interviewed, that receiving offices set forth any appropriate leads as necessary and advise New York accordingly.

The enclosed record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members or other relations.

The enclosed questions are a guide for the interviewing agents. All offices are reminded of the strong emotional responses these questions may trigger. These interviews are to be conducted in a non-adversarial manner with the victims' family members or other relations being given the opportunity to aid in the investigation, not as though they are a subject. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing the results of record checks on TWA Flight 800 victims, multiple copies of four photographs of [REDACTED]

265A-NY-259028-SUB A

INDEXED	FILED
SERIALIZED	FILED
OCT 17 1996	
FBI - PHILADELPHIA	

*Assign P/H Records to [REDACTED]
" Leads to ARA, LRA, SRA, NSRA
+ WRA 10/17/96.
NRW*

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To: Albany From: New York
Re: 265A-NY-259028 , 10/15/1996

an unidentified tan bag, and a copy of interview questions for victims' families or other relations.

Details: Investigation in New York to determine the cause of the crash of TWA Flight 800 is continuing. Investigation to date has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion and whether it was the result of a mechanical malfunction, an explosive device aboard the plane, or a missile strike.

Photographs of a tan bag recovered with the wreckage of TWA Flight 800 by U.S. Navy divers have been enclosed for possible identification. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the event that caused the aircraft to catastrophically come apart. Identification of the approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

Displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not necessarily contained in the bag.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

0001 MRI 01247

OO P12 AFO FBIPH ALO FBINY

DE FBINY #0011 2790053

ZNR UUUUU

O 041957Z OCT 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SSA

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✓ comp. 265A-NY-259028
SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO OCTOBER 4, 1996.

AS OF 3:00 P.M. ON OCTOBER 4, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED: 213

265A-NY-259028-A
YMS
QD

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b7C

TOTAL POSITIVE IDS: 212

TOTAL POSITIVE IDS WITH

FAMILY NOTIFICATION: 212

GRUMMAN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION

REPORTED:

I. RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

ON OCTOBER 2, 1996, A TOTAL OF 3 "LOTS" OF WRECKAGE/EVIDENCE WERE RECEIVED. ONE WAS A HELICOPTER LOAD. AMONG ITEMS CONTAINED IN THIS LOAD WERE FUSELAGE PORTIONS AND PARTS FROM THE CENTER FUEL TANK.

ON OCTOBER 3, 1996, A TOTAL OF 6 "LOTS" OF WRECKAGE/EVIDENCE WERE RECEIVED. ONE WAS A HELICOPTER LOAD. AMONG ITEMS CONTAINED IN THIS LOAD WERE FUSELAGE PORTIONS AND PARTS FROM THE CENTER FUEL TANK.

ALL OTHER LOTS WERE ITEMS WHICH HAS WASHED UP ON LOCAL BEACHES.

II. ITEMS OF INTEREST:

NONE NEW.

METALLURGICAL AND CHEMICAL EXAMINATION OF ALL DEBRIS SET ASIDE ARE ONGOING.

III. ITEMS OF LEAD VALUE:

NONE NEW.

IV. ITEMS TO BE SENT TO THE LAB:

TWO PIECES OF CABIN CARPET, BOTH RECOVERED WITH LOT 9/24/96-16, HAVE EACH YIELDED POSITIVE INDICATORS FOR RDX ON ONE TEST MACHINE AND NOT THE OTHER. ONE OBTAINED A HIT ON THE EGIS MACHINE THAT THE ISM400 DID NOT CONFIRM. THE OTHER OBTAINED A HIT ON THE ISM400 AND NOT THE EGIS MACHINE.

BOTH ARE BEING TRANSPORTED TO THE LAB AT FBIHQ FOR FURTHER ANALYSIS.

V. PENDING DELIVERIES FROM RECOVERY EFFORT:

ONE OCTOBER 3-4, 1996, DUE TO ROUGH SEAS NO DIVE OPERATIONS ARE BEING CONDUCTED TODAY.

VI. ADMINISTRATIVE:

THE NAVY ADVISED THAT IT WILL BE ABLE TO COMPLETE ITS OPERATIONS IF IT IS AFFORDED SEVEN MORE DAYS OF GOOD WEATHER.

FUTURE RECOVERY METHODS ARE BEING CONSIDERED. THE MOST LIKELY OF THESE IS THE USE OF SCALLOP TRAWLING. USING A 30 FOOT WIDE RAKE AND NET OPENING, WHICH CAN PENETRATE THE SEABED 6 TO 12'", THIS METHOD CAN COVER THE ENTIRE 25 SQUARE MILE AREA 3 RECOVERY AREA IN 64 DAYS, AT A COST OF \$4,900.000.00.

PAGE FOUR DE FBINY 0011 UNCLAS

THE SIZE OF THE NET OPENINGS WILL BE 2 SQUARE INCHES. NAVY'S
SUPERVISOR OF SALVAGE WILL BE IN CHARGE OF THE OPERATIONS AND
OCEANEERING WILL REMAIN INVOLVED IN THE DATABASE PLOTTING.

BT

#0011

NNNN

0018 MRI 01970

OO P12 AFO FBIPH ALO CASE3 FBINY

DE FBINY #0020 2222220

ZNR UUUUU

O 092137Z AUG 96

FM FBI NEW YORK (265A-NY-259028-A) (P) (I-46)
TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SIOC.

✓ 265A-NY-259028-A *

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO AUGUST 9, 1996.

AS OF 3:00 P.M. ON AUGUST 9, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED: 196

TOTAL POSITIVE IDS: 194

Info only

265A-NY-259028-A

SEARCHED	INDEXED
SERIALIZED	FILED
1996	
FBI-PHILADELPHIA	



TOTAL POSITIVE IDS WITH

FAMILY NOTIFICATION: 194

BODIES RELEASED: 194

GRUMANN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION

REPORTED:

RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

BETWEEN 3:00 P.M. AUGUST 8, 1996, AND 1:00 P.M. TODAY,

THE FOLLOWING ITEMS OF AIRCRAFT WRECKAGE/EVIDENCE WERE

RECEIVED AT THE GRUMMAN COMMAND POST:

FOUR (4) TRUCKS CARRYING RECOVERED PIECES OF AIRPLANE PARTS AND PERSONAL EFFECTS ARRIVED ON AUGUST 8, 1996. THE RIGHT WING, WHICH HAD TO BE CUT PRIOR TO LOADING AT SHINNECOCK, WAS TRANSPORTED BY THREE (3) SEPARATE TRUCKS. THE FOURTH TRUCK CARRIED MISCELLANEOUS SMALL DEBRIS, LUGGAGE AND PERSONAL EFFECTS.

A SUBSEQUENT DELIVERY DURING THE NIGHT FROM SHINNECOCK INCLUDED THE FOLLOWING:

- 1) PART OF WING, "65B 10291 905," APPROXIMATELY 6' X 4'.
 - FLOW/PRESSURE SWITCH, WATER INJECTION ENGINE #1.
- 2) WING CENTER BOX SECTION (FUEL TANK)

3) MAIN ENTRY DOOR #3 RIGHT HAND (EMERGENCY DOOR - RIGHT SIDE OF AIRCRAFT OVER THE WING.)

LUGGAGE, INSULATION, PIECES OF FRAMING FROM KITCHEN GALLEY.

MISCELLANEOUS CARGO AND BELLY PIECES.

4) MISCELLANEOUS PERSONAL EFFECTS (ESTIMATED FROM 40+/INDIVIDUALS).

IN ADDITION, THE NEW YORK STATE POLICE DELIVERED SOME MISCELLANEOUS ITEMS WHICH WERE DEBRIS RECOVERED FROM LOCAL BEACH AREAS.

ITEMS OF INTEREST:

MAIN ENTRY DOOR #3L SHOWING EXTENSIVE BURNING DAMAGE - NO APPARENT EVIDENCE OF HIGH EXPLOSIVE.

FUEL TANK PORTION (MID SPAR AND UPPER CEILING AREA). EXTENSIVE BURNING DAMAGE - NO APPARENT EVIDENCE OF HIGH EXPLOSIVE.

A HEAVY GAUGE PIECE OF ALUMINUM APPROXIMATELY 18' LONG AND 8" WIDE - HAS CURLING STRETCHING AND "FINGERING" DAMAGE TO METAL - NOT CONSISTENT WITH BURNING DAMAGE, OR USUAL WITH FUEL EXPLOSIVE DAMAGE. ACCORDING TO FORENSIC EXAMINERS, THIS MARKS THE FIRST OCCASION THAT THIS TYPE OF DAMAGE HAS BEEN OBSERVED

ON THIS TYPE OF METAL. THIS PIECE HAS BEEN SHOWN TO BOEING AND NTSB REPRESENTATIVES AND HAS NOT YET BEEN IDENTIFIED. EXPLOSIVE RESIDUE NEGATIVE. METALLURGICAL EXAMINATION IS IN PROGRESS.

ALL OF THE ABOVE ITEMS OF INTEREST WILL UNDER GO FURTHER FORENSIC EXAMINATION.

ITEMS TO BE SENT TO LAB:

ITEM #30 FROM 1B127, EVIDENCE CONTROL #E1191108, WHICH IS "SPAN WISE BEAM NO. 2, BOEING #65B 12010-10" IS BEING PREPARED TO BE SHIPPED TO THE NTSB LAB FOR METALLURGICAL TESTING.

(NOTE: THIS PART IS FROM A LOCATION WITHIN THE FUEL TANK WHICH IS NOT DIRECTLY ACCESSIBLE DURING ANY USE OF THE AIRCRAFT.)

THIS EXAMINATION IS BEING COORDINATED WITH FBI METALLURGISTS.

IN ADDITION, AS OF 3:00 P.M., NAVY SHIP GRASP HAS RECOVERED ENGINE #1 WEIGHING 7500 POUNDS AND A WARPING TUG HAD A LARGE SECTION OF PLANES RUDDER.

THIRTEEN INTERVIEWS OF TWA EMPLOYEES WERE CONDUCTED THIS DATE. ONLY DEVELOPMENT OF INTEREST WAS A CARGO LOADER WHO PULLED A BAG OFF THE LOADING LINE THEN WAS TOLD BY A

PAGE FIVE DE FBINY 0020 UNCLAS

SUPERVISOR TO PUT IT BACK. WHEN DOING SO HE NOTICED THREE (3) ADDITIONAL BAGS WITH GREEN TAGS WHICH MEANT THEY WERE LATE ARRIVALS. HE PUT ALL THE BAGS ON THE AIRCRAFT. THIS IS BEING FOLLOWED.

SSA [REDACTED] ADVISED THAT THE PROCEDURE IN EFFECT FOR VICTIMS PERSONAL EFFECTS IS INSPECTION BY FBI ERT AND BOMB TECH PERSONNEL. ANYTHING OF EVIDENTIARY VALUE IS SET ASIDE. ALL OTHER PERSONAL EFFECTS THAT ARE DEEMED AS HAVING NO EVIDENTIARY VALUE ARE SNIFFED BY A BOMB DOG THEN PACKAGED FOR RELEASE. WHEN PERSONAL EFFECTS ARE LINKED TO A SPECIFIC DECEASED, THEY ARE RELEASED TO A TWA CONTRACTOR. PERSONAL EFFECTS ARE ONLY RELEASED AFTER CONSULTATION AND APPROVAL BY NTSB OFFICIALS.

BT

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FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218205-0

Total Deleted Page(s) = 20

Page 162 ~ Duplicate - Section 13;
Page 163 ~ Duplicate - Section 13;
Page 164 ~ Duplicate - Section 13;
Page 165 ~ Duplicate - Section 13;
Page 166 ~ Duplicate - Section 13;
Page 274 ~ Duplicate - Section 13;
Page 275 ~ Duplicate - Section 13;
Page 276 ~ Duplicate - Section 13;
Page 277 ~ Duplicate - Section 13;
Page 292 ~ Duplicate - Section 13;
Page 293 ~ Duplicate - Section 13;
Page 294 ~ Duplicate - Section 13;
Page 295 ~ Duplicate - Section 13;
Page 296 ~ Duplicate - Section 13;
Page 372 ~ b6; b7C;
Page 510 ~ b6; b7C;
Page 513 ~ Duplicate - Section 13;
Page 514 ~ Duplicate - Section 13;
Page 515 ~ Duplicate - Section 13;
Page 516 ~ Duplicate - Section 13;

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 09/20/1996

To: Laboratory

Attn: SAS, EU/BDC

From: New York
I-46

Approved By: [REDACTED]

Drafted By: [REDACTED]

ctv

Case ID #: 265A-NY-259028-A (Pending)
265A-NY-259028-FF1 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
07/17/96;
AOT - IT; EOD;

Synopsis: Transmittal of evidence to the Laboratory Division.

Package Copy: Being forwarded under separate cover is one package containing evidence seized in captioned matter. The below-listed items will be sent via Federal Express to the Laboratory Division. The evidence being submitted is described as follows:

Item 2 - 1B10 A black back pack
Item 4 - 1B12 A tan bag.

Details: The above listed items were recovered from the Atlantic Ocean following the crash of TWA Flight 800. Above items were previously submitted for chemical residue analysis only. They are being resubmitted for scanning electron microscope (SEM) examination to attempt determine characterization of damage or to locate any microscopic traces of material from the aircraft or from any possible explosive device.

UPLOADED

WITH TEXT

W/ 01/21/96

9/20/96

265A-NY-259028-SUB A -

351

SEARCHED	INDEXED
SERIALIZED	FILED
SEP 20 1996	
FBI-NEW YORK	

To: Laboratory From: New York
Re: 265A-NY-259028, 07/27/1996

LEAD (s):

Set Lead 1:

Laboratory Division, Scientific Analysis Section at
Washington, D.C.

Materials Analysis Unit is requested to conduct scanning electron microscope (SEM) examinations of Items 2 and 4 to determine characterization of damage or to locate any microscopic traces of material from the aircraft or from any possible explosive device.

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0002 MRI 01247

OO P12 AFO ALO FBINY

DE FBINY #0011 2782032

ZNR UUUUU

O 041957Z OCT 96

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

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SSA

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b7c

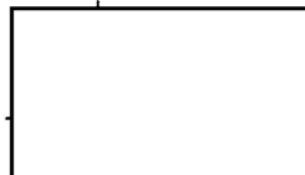
SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO OCTOBER 4, 1996.

AS OF 3:00 P.M. ON OCTOBER 4, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

TOTAL VICTIMS RECOVERED: 213

265A-NY-259028-A-366



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PAGE TWO DE FBINY 0011 UNCLAS

TOTAL POSITIVE IDS: 212

TOTAL POSITIVE IDS WITH

FAMILY NOTIFICATION: 212

GRUMMAN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION
REPORTED:

I. RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

ON OCTOBER 2, 1996, A TOTAL OF 3 "LOTS" OF
WRECKAGE/EVIDENCE WERE RECEIVED. ONE WAS A HELICOPTER LOAD.
AMONG ITEMS CONTAINED IN THIS LOAD WERE FUSELAGE PORTIONS AND
PARTS FROM THE CENTER FUEL TANK.

ON OCTOBER 3, 1996, A TOTAL OF 6 "LOTS" OF
WRECKAGE/EVIDENCE WERE RECEIVED. ONE WAS A HELICOPTER LOAD.
AMONG ITEMS CONTAINED IN THIS LOAD WERE FUSELAGE PORTIONS AND
PARTS FROM THE CENTER FUEL TANK.

ALL OTHER LOTS WERE ITEMS WHICH HAS WASHED UP ON LOCAL
BEACHES.

II. ITEMS OF INTEREST:

NONE NEW.

METALLURGICAL AND CHEMICAL EXAMINATION OF ALL DEBRIS SET
ASIDE ARE ONGOING.

III. ITEMS OF LEAD VALUE:

PAGE THREE DE FBINY 0011 UNCLAS

NONE NEW.

IV. ITEMS TO BE SENT TO THE LAB:

TWO PIECES OF CABIN CARPET, BOTH RECOVERED WITH LOT 9/24/96-16, HAVE EACH YIELDED POSITIVE INDICATORS FOR RDX ON ONE TEST MACHINE AND NOT THE OTHER. ONE OBTAINED A HIT ON THE EGIS MACHINE THAT THE ISM400 DID NOT CONFIRM. THE OTHER OBTAINED A HIT ON THE ISM400 AND NOT THE EGIS MACHINE.

BOTH ARE BEING TRANSPORTED TO THE LAB AT FBIHQ FOR FURTHER ANALYSIS.

V. PENDING DELIVERIES FROM RECOVERY EFFORT:

ONE OCTOBER 3-4, 1996, DUE TO ROUGH SEAS NO DIVE OPERATIONS ARE BEING CONDUCTED TODAY.

VI. ADMINISTRATIVE:

THE NAVY ADVISED THAT IT WILL BE ABLE TO COMPLETE ITS OPERATIONS IF IT IS AFFORDED SEVEN MORE DAYS OF GOOD WEATHER.

FUTURE RECOVERY METHODS ARE BEING CONSIDERED. THE MOST LIKELY OF THESE IS THE USE OF SCALLOP TRAWLING. USING A 30 FOOT WIDE RAKE AND NET OPENING, WHICH CAN PENETRATE THE SEABED 6 TO 12'", THIS METHOD CAN COVER THE ENTIRE 25 SQUARE MILE AREA 3 RECOVERY AREA IN 64 DAYS, AT A COST OF \$4,900.000.00.

PAGE FOUR DE FBINY 0011 UNCLAS

THE SIZE OF THE NET OPENINGS WILL BE 2 SQUARE INCHES. NAVY'S
SUPERVISOR OF SALVAGE WILL BE IN CHARGE OF THE OPERATIONS AND
OCEANEERING WILL REMAIN INVOLVED IN THE DATABASE PLOTTING.

BT

#0011

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Atlanta, GA

Attn: SAC David Johnson

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

EX-101A 3 000000

To: Atlanta From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]
Address: [Redacted]
Telephone Number: [Redacted]
Victims: Lamar Otis Allen [Redacted] and Ashton Allen [Redacted]

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To: Atlanta From: New York
Re: 265A-NY-259028, 10/16/1996

[redacted]
Address [redacted]
Telephone Number [redacted]
Victim: Rebecca Olsen [redacted]

b6
b7c

To: Atlanta From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

ATLANTA
at Atlanta

Contact and interview

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b7c

Set Lead 2:

ATLANTA
at Macon RA

Contact and interview

♦♦

265A-NY-259028-SUB A-
376

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JUN 13 1963	
FBI - NEW YORK	

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Birmingham

Attn: SAC G. Robert Langford

b6
b7C

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

Approved By: [REDACTED]

Drafted By: [REDACTED]

cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

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STAFF SECRETARY

To: Birmingham From: New York
Re: 265A-NY-259028, 10/16/1996

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The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted] (attorney)

Address: [redacted]

Telephone Number: [redacted]

Victims: Barbara Scott (power of attorney), Joseph Scott (power of attorney) and Michael Scott (power of attorney).

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To: Birmingham From: New York
Re: 265A-NY-259028, 10/16/1996

[redacted]
Address: [redacted]
Victims: Barbara Scott, Joseph Scott, Michael Scott and Brenda Privette.

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[redacted]
Address [redacted]
Telephone Number [redacted]
Victims: Brenda Privette [redacted] *also related to Barbara Scott, Joseph Scott and Michael Scott.

To: Birmingham From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

BIRMINGHAM
at Huntsville RA

Contact and interview

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265A-NY-259028-SUB A-

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FBI - NEW YORK	
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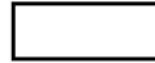
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WITH NO

BY

DATE

10/17/96



51

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Charlotte

Attn: SAC William E. Perry

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, three sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

SOFT COPY SENT TO [REDACTED]

To: Charlotte From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

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Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]

Victim: Charles Beatty [redacted]

Note: [redacted] of victim Charles Beatty, however, [redacted] was the listed "point of contact". Please inquire.

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b7C

To: Charlotte From: New York
Re: 265A-NY-259028, <10/16/1996

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b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victims: Joseph Carven Von Hedrich [redacted] and Paula Carven.

[redacted]
Address: [redacted]
Telephone Number [redacted]
Victim: Rick L. Verhaeghe [redacted]

[redacted]
Address: [redacted]
Telephone Number [redacted]
Victims: Ashton Allen [redacted] and Lamar Otis Allen [redacted]
Note: It has been requested by [redacted] of Lamar Otis Allen and
[redacted] of Ashton Allen) that SA [redacted] from the Wilmington RA
conduct the interviews of the female members of the family on account of the
sensitivity of the death of these family members.

To: Charlotte From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

CHARLOTTE
at Charlotte

Contact and interview [REDACTED]

Set Lead 2:

CHARLOTTE
at Greenville RA

Contact and interview [REDACTED]

b6
b7C

Set Lead 3:

CHARLOTTE
at Wilmington RA

Contact and interview [REDACTED]

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265A-NY-259028-SUB A-

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10/17/96

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SERIALIZED	FILED
OCT 16 1986	
FBI — NEW YORK	
CA	

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Columbia.s\

Attn: SAC R. Dodge Frederick

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

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Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

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COPIES TO: [REDACTED]

To: Columbia From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number [redacted] (fax);
Victims: Ashton Allen [redacted] and Lamar Otis Allen [redacted] Note: It has been requested by [redacted] that SA [redacted] from the Wilmington RA, Charlotte Division, conduct the interviews of the female members of the family on account of the sensitivity of the death of these family members.

b6
b7C

To: Columbia From: New York
Re: 265A-NY-259028, 10/16/1996

[redacted]
Address: [redacted]

Telephone Number [redacted]

Victim: Matthew J. Alexander [redacted]

b6
b7C

To: Columbia From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

COLUMBIA
at Columbia

Contact and interview

b6
b7c

Set Lead 2:

COLUMBIA
at Florence RA

Contact and interview

♦♦

265A-NY-259028-SUB

A-
379

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1955	
FBI - NEW YORK	
P. D.	

(2)

10/17/55

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Jacksonville

Attn: SAC Tom Murphy

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

31 NOV 1996

To: Jacksonville From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]
Address [Redacted]
Telephone Number [Redacted]
Victim: Angela Murta [Redacted]

b6
b7C

To: Jacksonville From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

JACKSONVILLE

at Fort Walton Beach RA

Contact and interview

b6
b7c

♦♦

265A-NY-259028-SUB A-

~~UNLOADED~~
WITH/TEXT ✓
WITH/CONTEXT ✓
BY 10/17/96
DATE 10/17/96

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 18 1996	
FBI - NEW YORK	

CS

74 380

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Miami

Attn: SAC Paul Philip

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] :cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

8 11 17 1996

To: Miami From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]
Address [Redacted]
Telephone Number [Redacted]
Victims: Dennis Price and Peggy Price.

b6
b7C

To: Miami From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

MIAMI

at Key West RA

Contact and interview

b6
b7C

♦♦

UPLOADED
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BY m
DATE 10/11/96

265A-NY-259028 SUB A - 381

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Richmond

Attn: SAC Stanley Klein

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

CC: [REDACTED]

To: Richmond From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]
Address: [Redacted]
Telephone Number [Redacted]
Victim: Charles Ross Beatty [Redacted]

b6
b7C

To: Richmond From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

RICHMOND

at Fredericksburg RA

Contact and interview

b6
b7c

♦♦

2/3

10/17/96

265A-NY-259028-SUB A

SEARCHED	INDEXED
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OCT 16 1996	
FBI — NEW YORK	
P.D.	

382

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/16/1996

To: Tampa

Attn: SAC Albert R. Robinson

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8276

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, three sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

NOV 1996

To: Tampa From: New York
Re: 265A-NY-259028, 10/16/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]	
Address:	[Redacted]
Telephone Number	[Redacted]
Victim: Michelle Becker	[Redacted]

b6
b7C

To: Tampa From: New York
Re: 265A-NY-259028, 10/16/1996

LEAD (s):

Set Lead 1:

TAMPA
at Pinellas RA

Contact and interview [REDACTED]
[REDACTED]

b6
b7c

Set Lead 2:

TAMPA
at Sarasota RA

Contact and interview [REDACTED]

Set Lead 3:

TAMPA
at Tampa

Contact and interview [REDACTED]

♦♦

265A-NY-259028-SUB A -

383

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WITH/OUT TEXT ☐
BY PM
DATE 10/17/96

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FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218205-0

Total Deleted Page(s) = 10

Page 90 ~ Duplicate - Sub A Section 1;
Page 91 ~ Duplicate - Sub A Section 1;
Page 92 ~ Duplicate - Sub A Section 1;
Page 93 ~ Duplicate - Sub A Section 1;
Page 94 ~ Duplicate - Sub A Section 1;
Page 95 ~ Duplicate - Sub A Section 1;
Page 96 ~ Duplicate - Sub A Section 1;
Page 97 ~ Duplicate - Sub A Section 1;
Page 98 ~ Duplicate - Sub A Section 1;
Page 99 ~ Duplicate - Sub A Section 1;

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205A-NY-259028/sibA

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SERIALIZED	FILED
OCT 16 1996	
FBI - NEW YORK	

385

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Denver Attn: SAC Joseph C. Johnson

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *NEW*

Drafted By: [REDACTED] cg

Case ID #: 265A-NY-259028 SUB AA8 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

pg 3

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Denver

From: New York

Re: 265A-NY-259028 SUB AA8, 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the

To: Denver

From: New York

Re: 265A-NY-259028 SUB AA8, 10/15/1996

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Douglas Eshleman

b6
b7c

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Arlene E Johnsen [redacted]

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Clara Ersoz [redacted]
Namik Ersoz [redacted]

To: Denver

From: New York

Re: 265A-NY-259028 SUB AA8, 10/15/1996

LEAD (s):

Set Lead 1:

DENVER

at Denver

Contact and interview

b6
b7C

Set Lead 2:

DENVER

at Grand Junction RA

Contact and interview

Set Lead 3:

DENVER

at Boulder RA

Contact and interview

♦♦

10/31/96

205A-NY-281628-SubA

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FBI - NEW YORK	

386

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Kansas City

Attn: SAC David M. Tubbs

From: New York
JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *RE/RA*

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

pg. 3

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Kansas City
York

From: New

Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Kansas City
York
Re: 265A-NY-259028 , 10/15/1996

From: New

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Daniel Gaetke [redacted]

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Stephanie Gaetke [redacted]

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Jay (Jule) Anderson [redacted]

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Brenna and Chrisha Siebert [redacted]

(Also kin to Gaetke)

b6
b7c

To: Kansas City
York

From: New

Re: 265A-NY-259028 , 10/15/1996

LEAD (s):

Set Lead 1:

KANSAS CITY
at Kansas City

Contact and interview

[redacted]

[redacted]

b6
b7c

Set Lead 2:

KANSAS CITY
at Jefferson City RA

Contact and interview

and

[redacted]

[redacted]

♦♦

UNLOADED

WITH/TEXT _____
WITH/OUT TEXT _____
BY _____
DATE 10/31/96

265A-NY-259028-806A

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[Signature]	

387

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Las Vegas

Attn: SAC Robert L. Siller

From: New York

JTTF/I-46

Contact: SA [redacted] (212) 384-8262

Approved By: [redacted] *NEV/OK*

Drafted By: [redacted]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

pg. 3

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

b6
b7c

To: Las Vegas
From: New York
Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Las Vegas
From: New York
Re: 265A-NY-259028 , 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Daniel Gaetke
Stephanie Gaetke

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b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: James Hull [redacted]

To: Las Vegas
From: New York
Re: 265A-NY-259028 , 10/15/1996

LEAD (s):

Set Lead 1:

LAS VEGAS
at Las Vegas

Contact and interview

b6
b7c

Set Lead 2:

LAS VEGAS
at Reno RA

Contact and interview

UPLOADED

WITH/TEXT ✓
WITH/OUT TEXT _____
BY on
DATE 10/31/96

2USA-NY-259028 sub A

SEARCHED <u>OB</u>	INDEXED <u>TH</u>
SERIALIZED <u>OB</u>	FILED <u>TH</u>
OCT 16 1996	
FBI - NEW YORK	
	<u>PR</u>

388

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Detroit Attn: SAC Joseph martinolich

From: New York
JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *SA/PA*

Drafted By: [REDACTED] cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

193

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

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To: Detroit
From: New York
Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Detroit
From: New York
Re: 265A-WY-259028 , 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Ghassan Haurani
Nina Haurani

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Courntey Johns [redacted]

b6
b7C

To: Detroit
From: New York
Re: 265A-NY-259028 , 10/15/1996

LEAD (s):

Set Lead 1:

DETROIT
at Detroit

Contact and interview

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b7c

Set Lead 2:

DETROIT
at Oakland County RA

Contact and interview

UPLOADED

WITH/TEXT ✓
WITH/OUT TEXT _____
BY m
DATE 10/31/96

265A-NY-259028 sub A

SEARCHED <u>AB</u>	INDEXED <u>TH</u>
SERIALIZED <u>AB</u>	FILED <u>TH</u>
OCT 16 1996	
FBI - NEW YORK	

389

ARC

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Chicago Attn: SAC Herbert L. Collins, Jr.

From: New York
JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *[Signature]*

Drafted By: [REDACTED]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

[Handwritten: 19.3]

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

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To: Chicago
From: New York
Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

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Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Chicago
From: New York
Re: 265A-NY-259028 , 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: non available
Victim: Leonie Bouhs

b6
b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Harry and Marit Rhoads [redacted]

To: Chicago

From: New York

Re: 265A-NY-259028 , 10/15/1996

LEAD (s):

Set Lead 1:

CHICAGO

at Chicago

Contact and interview

b6
b7c

UNLOCKED
VOLUME
WITHOUT TEXT
RE
DATE 12/31/95

26SA-NY-259028 sub A

SEARCHED <u>45</u>	INDEXED <u>111</u>
SERIALIZED <u>45</u>	FILED <u>111</u>
DEC 16 1996	
FBI - NEW YORK	
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390

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: St. Louis Attn: SAC Wiley D. Thompson III

From: New York

JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *WJH*

Drafted By: [redacted]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

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From: New York

, 10/15/1996

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To: St. Louis From: New York
Re: 265A-NY-259028 , 10/15/1996

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The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Oliver Krick [redacted]

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Patricia Anderson [redacted]

also kin to Jay and Seana Anderson

b6
b7C

To: St. Louis

From: New York

Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

ST. LOUIS

at St. Louis

Contact and interview

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26SA-NY-259028 sub A

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OCT 16 1996	
FBI - NEW YORK	

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10/31/96

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Houston Attn: SAC Don K. Clark

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *[Signature]*

Drafted By: [REDACTED] :cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

[Handwritten: pg 3]

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

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Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

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To: Houston

From: New York

Re: 265A-NY-259028

, 10/15/1996

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Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the

To: Houston

From: New York

Re: 265A-NY-259028

, 10/15/1996

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Miriam Bellazoug [redacted]

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[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Pamela Lychner [redacted]
Katie Lychner [redacted]
Shannon Lychner [redacted]

To: Houston

From: New York

Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

HOUSTON

at Houston

Contact and interview

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266A-NY-259AP8 sub A

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FBI - NEW YORK	

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2025 RELEASE UNDER E.O. 14176

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Little Rock Attn: SAC Ivian C. Smith

From: New York
JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *Red/PC*

Drafted By: [redacted] cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

13

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

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New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Little Rock
Re: 265A-NY-259028

, 10/15/1996

From: New York

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

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To: Little Rock
Re: 265A-NY-259028

, 10/15/1996

From: New York

cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Charles Hank Grey III [redacted]

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b7C

To: Little Rock
Re: 265A-NY-259028

, 10/15/1996

From: New York

LEAD (s):

Set Lead 1:

LITTLE ROCK

at Fayetteville RA

Contact and interview

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WITHOUT TEXT _____
DATE _____

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26SA-NY-259028 sub A

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OCT 31 1996	
FBI - NEW YORK	

393

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Minneapolis Attn: SAC Roger Wheeler

From: New York

JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *me/RC*

Drafted By: [redacted]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

pg 3

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

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To: Minneapolis
From: New York
Re: 265A-NY-259028

, 10/15/1996

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The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Minneapolis
From: New York
Re: 265A-NY-259028

, 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Jill Watson [redacted]

b6
b7C

To: Minneapolis
From: New York
Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

MINNEAPOLIS

at Minneapolis

Contact and interview

b6
b7C

2658-NY-25977-806A

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 16 1996	
FBI - NEW YORK	

394

10/31/96

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Phoenix **Attn:** SAC Bruce Gebhardt

From: New York
JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *redpac*

Drafted By: [redacted] cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

To: Phoenix
Re: 265A-NY-259028

From: New York

, 10/15/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]
Address: [Redacted]

Telephone Number: [Redacted]

Victim: Larkyn Dwyer [Redacted]

b6
b7C

To: Phoenix
Re: 265A-NY-259028

From: New York

, 10/15/1996

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Barbara Kwan [redacted]

b6
b7C

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Francis Gasq
~~Claire Gasq~~ [redacted]

To: Phoenix
Re: 265A-NY-259028

From: New York

, 10/15/1996

LEAD (s):

Set Lead 1:

PHOENIX

at Phoenix

Contact and interview [redacted] and

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b7C

UPLOADED

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WITH/OUT TEXT _____
BY PM
DATE 10/31/96

265A-NY-259028 sub A

SEARCHED <u>1/2</u>	INDEXED <u>1/2</u>
SERIALIZED <u>1/2</u>	FILED <u>1/2</u>
OCT 16 1996	
FBI - NEW YORK	
<u> </u>	<u> </u>

395

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Dallas Attn: Acting SAC James S. Adams

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *W. J. [unclear]*

Drafted By: [REDACTED] :cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims. *153*

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Dallas

From: New York

Re: 265A-NY-259028

, 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Dallas

From: New York

Re: 265A-NY-259028

, 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]
Telephone Number: [redacted]
Victim: Alicia Nelson [redacted]

b6
b7C

To: Dallas

From: New York

Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

DALLAS

at Plano RA

Contact and interview

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WITH/TEXT _____
WITH/OUT TEXT _____
BY h _____
DATE 60/31/96 _____

2USA-NY-259028 sub A

SEARCHED <u>1/5</u>	INDEXED <u>TH</u>
SERIALIZED <u>1/5</u>	FILED <u>TH</u>
OCT 16 1996	
FBI - NEW YORK	
<u>RA</u>	

396

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b7C

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Memphis Attn: SAC John Hancock

From: New York
JTTF/I-46

Contact: SA [redacted] (212) 384-8262

b6
b7C

Approved By: [redacted] *VER/*

Drafted By: [redacted]:cg

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions

To: Memphis
From: New York
Re: 265A-NY-259028 , 10/15/1996

could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft.

To: Memphis

From: New York

Re: 265A-NY-259028

, 10/15/1996

Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[redacted]
Address: [redacted]

Telephone Number: [redacted]

Victim: Lonnie Ingenhuett [redacted]

b6
b7C

To: Memphis

From: New York

Re: 265A-NY-259028

, 10/15/1996

LEAD (s):

Set Lead 1:

MEMPHIS

at Columbia RA

Contact and interview

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b7C

265A-NY-259028-SUB

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WITH/OUTTEXT ☒ ~~TCR~~
BY m
DATE 10/13/96

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SEARCHED	INDEXED
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FBI-NEW YORK	

265A-NY-259028-SUB

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265A-NY-259028-SUB A-400

UPLOADED

WITH TEXT _____
WITHOUT TEXT _____
BY _____
DATE 10/18/96

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 15 1996	
FBI - NEW YORK	

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Seattle **Attn:** SAC Burdena Pasenelli

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8274

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the Seattle Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks on any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families and associates.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate

To: Seattle From: New York
Re: 265A-NY-259028 10/15/1996

the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[Redacted]

Telephone Number: [Redacted]

Victims: Marit Rhoads [Redacted] & Harry Rhoads [Redacted]

[Redacted]

Victim: Sandra Meade

[Redacted]

Telephone Number: [Redacted] Victim: Katrina Rose [Redacted]

[Redacted] Telephone

Number: [Redacted] Victims: Francis Gasq [Redacted] &

Claire Gasq [Redacted]

b6
b7C

To: Seattle From: New York
Re: 265A-NY-259028 10/15/1996

LEAD (s):

Set Lead 1:

Seattle
at Everett RA

Contact and interview [redacted] and Mr. & Mrs.

b6
b7C

Set Lead 2:

Seattle
at Tacoma RA

Contact and interview [redacted]

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265A-NY-259028-SUB A-1

401

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OCT 15 1996	

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10/13/96
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FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Portland **Attn:** SAC Kathleen L. McChesney

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8274

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the Portland Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks on any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families and associates.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate

To: Portland From: New York
Re: 265A-NY-259028 10/15/1996

the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[redacted]
Telephone Number: [redacted] Victims: Susan Hill Houck [redacted]

b6
b7C

To: Portland
Re: 265A-NY-259028

From: New York
10/15/1996

LEAD (s):

Set Lead 1:

Portland
at Portland

Contact and interview

b6
b7C

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265A-NY-259028-SUB A-402

UPLOADED

WITH/TEXT ☒
WITH/OUT TEXT ☐
BY m ☒ TCF
DATE 10/18/96

SEARCHED	INDEXED
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OCT 15 1996	
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YORK	

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b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: San Francisco

Attn: SAC Jim Freeman

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212)384-8274

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the San Francisco Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks on any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families and associates.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate

To: San Francisco
Re: 265A-NY-259028

From: New York
10/15/1996

the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[Redacted]

Telephone Number: [Redacted]

Victim: Betty Ruth Martin [Redacted]

[Redacted]

Telephone Number: [Redacted] Victim: Cyril Grivet

[Redacted]

Telephone Number: [Redacted] Victim: Daniel Gabor [Redacted]

[Redacted]

[Redacted] Victims: Anneli Raili and Donald Gough.

b6
b7C

To: San Francisco
Re: 265A-NY-259028

From: New York
10/15/1996

[redacted] Telephone
Number: [redacted] Victim: Steven Graham [redacted]

b6
b7C

LEAD (s):

Set Lead 1:

San Francisco
at Concord RA

Contact and interview [redacted]

Set Lead 2:

San Francisco
at Oakland RA

Contact and interview [redacted]

b6
b7C

Set Lead 3:

San Francisco
at San Rafael RA

Contact and interview [redacted]

♦♦

265A-NY-259028-SUB A-403

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WITH/OUT TEXT _____
BY *12/17/96* _____
DATE _____

SEARCHED	INDEXED
SERIALIZED	FILED
OCT 15 1993	
[REDACTED]	
YORK	

b6
b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: San Diego **Attn:** SAC Robert Walsh

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212)384-8274

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the San Diego Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks on any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families and associates.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate

To: San Diego From: New York
Re: 265A-NY-259028 10/15/1996

the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[Redacted]
Telephone Number: [Redacted] Victims: Lani Warren [Redacted]

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b7C

To: San Diego
Re: 265A-NY-259028

From: New York
10/15/1996

LEAD (s):

Set Lead 1:

San Diego
at San Diego

Contact and interview

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265A-NY-259028-SUB A -

404

UPLOADED
WITH/TEXT _____
WITH/OUT TEXT _____
BY m _____
DATE _____

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SERIALIZED	FILED
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[Redacted Box]	
DRK	

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b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Sacramento **Attn:** SAC Richard Ross

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8274

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the Sacramento Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks on any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families and associates.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate

To: Sacramento
Re: 265A-NY-259028

From: New York
10/15/1996

the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[Redacted]	
Telephone Number:	[Redacted] Victims: Elias Luevano [Redacted]
[Redacted]	
Telephone Number:	[Redacted] Victims: Twyla Nelson [Redacted]
[Redacted]	
Telephone Number:	[Redacted] Victims: Melinda Torche.

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To: Sacramento
Re: 265A-NY-259028

From: New York
10/15/1996

LEAD (s):

Set Lead 1:

Sacramento
at Sacramento

Contact and interview

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b7C

Set Lead 2:

Sacramento
at Redding RA

Contact and interview

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265A-NY-259028-SUB A -

~~265A-NY-259028-SUB~~

405

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OCT 5 1996	
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YORK	

10/12/96

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FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Los Angeles **Attn:** SAC Tom McNally

From: New York

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8274

b6
b7C

Approved By: [REDACTED]

Drafted By: [REDACTED] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the Los Angeles Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel

To: Los Angeles
Re: 265A-NY-259028

From: New York
10/15/1996

tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[redacted]
Telephone Number: [redacted] Victim: Yondatan Rojany [redacted]

[redacted]
Telephone Number: [redacted] Victim: Dalila Lucien

[redacted]
Telephone Number: [redacted] Victim: Anamaria Shorter [redacted]

[redacted]
[redacted] Telephone Number: [redacted] Victim:
Ralph Kevorkian, Pilot [redacted]

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To: Los Angeles
Re: 265A-NY-259028

From: New York
10/15/1996

[redacted]; Telephone
Number: [redacted] Victim: Monique Chemtob [redacted]

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b7C

[redacted] Telephone
Number: [redacted] Victim: William Story [redacted]

[redacted]
Victim: Andrew Krukar [redacted]

[redacted]
Telephone Number: [redacted] Victim: Seana Anderson [redacted]

[redacted] Telephone
Number: [redacted]; Victim: Brent Richey [redacted]

To: Los Angeles
Re: 265A-NY-259028

From: New York
10/15/1996

LEAD (s):

Set Lead 1:

Los Angeles
at Los Angeles

Contact and interview [redacted] and

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Set Lead 2:

Los Angeles
at Redundo Beach RA

Contact and interview [redacted]

Set Lead 3:

Los Angeles
at Santa Ana RA

Contact and interview [redacted]

Set Lead 4:

Los Angeles
at Ventura RA

Contact and interview [redacted]

♦♦

UPLOADED

WITH/TEXT ✓
WITH/OUT TEXT _____
BY W
DATE 10/13/96

⊗ TCF

265A-NY-259028-SUB A -

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OCT 15 1996	
NEW YORK	

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FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/15/1996

To: Honolulu Attn: SAC John H. Schiman

From: New York

JTTF/I-46

Contact: SA [redacted] (212) 384-8274

b6
b7C

Approved By: [redacted]

Drafted By: [redacted] tf

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: Enclosed for the Honolulu Division are interviewing packets containing the necessary record checks and questions to be asked when interviewing the victims' families and associates. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks on any interviewees. New York requests that if additional victims' relations need to be interviewed, recipients set forth any appropriate leads as necessary and advise New York accordingly.

When conducting the interviews, New York cautions that the enclosed questions are delicate and could potentially trigger strong emotional responses. These interviews, therefore, should be handled in a non-adversarial manner. The victims' family and associates are to be afforded the opportunity to aid in the investigation; They are not to be made to feel as though they are the subject of the investigation. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

Enclosures: Packets containing information on TWA Flight 800 victims, four photographs of an unidentified tan bag, and a copy of interview questions for victims' families and associates.

Details: Investigation is continuing in New York to determine the cause of TWA Flight 800 en route to Paris, France from New York's Kennedy airport to catastrophically explode in midair. It is believed that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate

To: Honolulu From: New York
Re: 265A-NY-259028 10/15/1996

the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction, an explosive device aboard the plane or a missile strike.

A tan bag was found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. Photographs of this bag have been enclosed for possible identification by the interviewee. The bag is labeled as Item #4 from 1B12, evidence control #E1191005 and may have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

This bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for an explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage. Displaying the photograph of the bag to the interviewees is left to the discretion of the interviewing Agent. It is recognized that displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. The Agent should, therefore advise the interviewee that the bag was in close proximity to an explosive event, and that the damage to the bag is not necessarily the result of an explosive device.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to the cause of TWA Flight 800.

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) is as follows:

[Redacted]
Telephone Number: [Redacted]
Victims: Judith Yee [Redacted] and Patricia Loo [Redacted]

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b7C

To: Honolulu From: New York
Re: 265A-NY-259028 10/15/1996

LEAD (s):

Set Lead 1:

Honolulu
at Honolulu

Contact and interview

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b7C

UPLOADED

WITH/TEXT _____

WITH/OUT TEXT _____

BY _____

DATE _____

10/31/96

205A-NY-259628 sub A

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/23/1996

To: SAC, BIRMINGHAM

From: ADIC, NEW YORK

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *NEW/PC*

Drafted By: [REDACTED]:pc

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

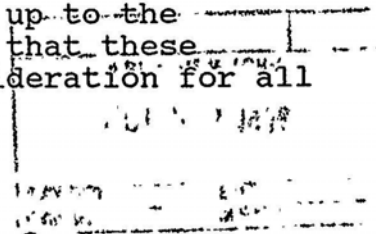
Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly. *193*

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division in an interviewing packet containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.



To: SAC, BIRMINGHAM From: ADIC, NEW YORK
Re: 265A-NY-259028 10/23/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

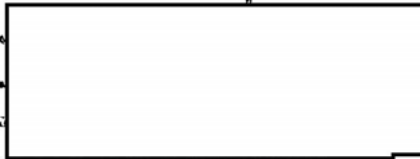
For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

To: SAC, BIRMINGHAM From: ADIC, NEW YORK
Re: 265A-NY-259028 10/23/1996

A list of person(s) to be interviewed and the
relationship to the victim(s) (if available) are as follows:



Victim: Thomas Weatherby



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To: SAC, BIRMINGHAM From: ADIC, NEW YORK
Re: 265A-NY-259028 10/23/1996

LEAD (s):

Set Lead 1:

BIRMINGHAM

at Huntsville RA

Contact and interview

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10/31/96

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b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/28/1996

To: LEGAT, ROME

From: ADIC, NEW YORK

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *[Signature]*

Drafted By: [REDACTED] pc

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims. *[Handwritten: 2/3]*

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices and legats set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, two sets of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division is an interviewing packet containing the necessary record checks (if available) and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

To: LEGAT, ROME From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no checked bag tag or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

To: LEGAT, ROME From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:

[Redacted]

Victim: Mirko Buttaroni

[Redacted]

Victim: Christine Dilonio-Barry
Pietro Dilonio

[Redacted]

Victim: Debra Diluccio

[Redacted]

Victim: Giuseppe Mercurio

[Redacted]

Victim: Monica Omicroni

[Redacted]

Victim: Mauro Tofani

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To: LEGAT, ROME From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

LEAD (s):

Set Lead 1:

ROME, ITALY

Contact and interview

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205A-NY-259628 sub A-432

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FBI NEW YORK	

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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/28/1996

To: LEGAT, BRUSSELS

From: ADIC, NEW YORK

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

b6
b7C

Approved By: [REDACTED] *[Signature]*

Drafted By: [REDACTED]:pc

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

[Handwritten: pg 3]

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices and legats set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packet containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division is an interviewing packet containing the necessary record checks (if available) and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all

[Handwritten: pg 3]

To: LEGAT, BRUSSELS From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no checked bag tag or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

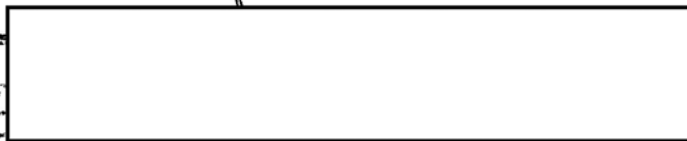
For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

To: LEGAT, BRUSSELS From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

A list of person(s) to be interviewed and the
relationship to the victim(s) (if available) are as follows:



Victim: Britta Lohan

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To: LEGAT, BRUSSELS From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

LEAD (s):

Set Lead 1:

Brussels, Belgium

Contact and interview

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bb

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: PRIORITY

Date: 10/25/1996

To: FBI Headquarters
Los Angeles
New York

Attn: SA [redacted]
JFFT - I-46

b6
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From: Denver

Squad 14

Contact: SA [redacted]

Approved By: [redacted]

Drafted By: [redacted]:tls

Case ID #: 265A-NY-259028-SUB A-⁴³³ (Pending)
265A-NY-259028-SUB AA-¹⁸⁷ (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT - IT - EID

Synopsis: Lead number TW3759 covered.

Enclosures: Enclosed for New York are investigative inserts regarding investigation at Laramie, Wyoming. Enclosed for Los Angeles are the original communication to Denver from New York, interview questions for TWA Flight 881 passengers and Denver's investigative inserts.

Details: New York EC requested that the Denver Division locate and interview passenger [redacted] DOB [redacted] visiting [redacted] Laramie, Wyoming. It was further requested that Denver conduct appropriate indices, CIFU, ELSUR and logical record checks, as well as NCIC and criminal checks on [redacted]. All record checks were negative regarding [redacted].

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Investigation conducted at Laramie, Wyoming revealed address [redacted] is a fourplex apartment building [redacted]. According to [redacted] resident of Apartment Number [redacted] the former residents of Apartment Number [redacted] (Last Name Unknown) (LNU), recently had a visitor. [redacted] related that [redacted] was an American citizen and was originally from [redacted] Wyoming. [redacted] believed that [redacted] was a Greek citizen.

[redacted] was contacted and related that the former

265A-NY-259028-SUB -A-433

73

To: FBI Headquarters

Los Angeles

New York From: SA

Re: 265A-NY-259028-SUB A, 10/25/1996

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renters of Apartment [redacted] were [redacted]
[redacted] It was [redacted] understanding that [redacted]
graduated from Wyoming State and was in the ROTC program. [redacted]
[redacted] joined the Air Force and is currently at an Air Force base
located near San Francisco, California. [redacted] had no further
information regarding past residents of Apartment [redacted]
[redacted]

Investigation determined that the closest Air Force
base to the Napa Valley would be Onizuka Air Force Base, address
Sunnyvale, California. On 10/23/1996, SA [redacted] contacted OSI on
Onizuka Base to verify whether [redacted] is, in fact, located
at that Air Force base, with negative results.

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On the same date, the World Wide Military Locator was
contacted, also with negative results regarding [redacted]
[redacted] from Travis Air Force Base, [redacted] an
Investigative Assistant with OSI was contacted regarding [redacted]
[redacted] with negative results.

On 10/24/1996, the Air Force ROTC at Wyoming University
stated that [redacted] was transferred effective July
1, 1996, to 381 Training Support Squadron, Vandenberg Air Force
Base, Lompoc, California 93437, telephone number [redacted]
ext. [redacted] Contact with Vandenberg Air Force Base revealed
that [redacted] is with the [redacted]
ext. [redacted]

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To: FBI Headquarters

Los Angeles

New York From: SA

Re: 265A-NY-259028-SUB A, 10/25/1996

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b7C

LEAD (s):

Set Lead 1:

LOS ANGELES

AT VANDENBERG AIR FORCE BASE

Locate and interview [redacted] regarding

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If [redacted] is still visiting [redacted]
interview utilizing enclosed questionnaire. Otherwise, obtain
detailed background and descriptive data on [redacted]
Forward information to New York.

CC: 1 - SA [redacted]

♦♦

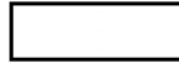
UPLOADED

WITH/TEXT ✓
WITH/OUT TEXT
BY
DATE 11/12/96

265A-NY-259028 Sub A-

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 4 1996	
FBI — NEW YORK	

com 436



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(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 10/31/1996

To: ATLANTA

From: NEW YORK

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

WZM
Approved By: [REDACTED]

Drafted By: [REDACTED]:cjm

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packets containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for Atlanta is an interviewing packet containing the necessary record checks and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost consideration for all parties involved.

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To: SAC, ATLANTA From: NEW YORK
Re: 265A-NY-259028 10/31/1996

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

To: SAC, ATLANTA From: NEW YORK
Re: 265A-NY-259028 10/31/1996

A list of person(s) to be interviewed and the relationship to the victim(s) (if available) are as follows:



Victim: Pamela McPherson

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For the information of the interviewing agent, the victim, Pamela McPherson, [redacted] of the Bronx, NY. At this time the New York Office is attempting to interview [redacted]. So far, attempts to contact him have met with negative results. Additionally, Pamela McPherson was living with [redacted] at the above listed address, at the time of the explosion. The reason for this is unknown. Further, it is not known whether [redacted] is the name of [redacted]. In addition, the [redacted] family was assigned an escort by TWA to help out after the tragedy. Their TWA escort was [redacted].

[redacted] It is highly recommended that the interviewing agent contact [redacted] before making contact with [redacted] has established a good rapport with [redacted] and is willing to assist the FBI in any manner necessary. [redacted] can also provide helpful insight into the [redacted] family's particular situation.

To: SAC, ATLANTA From: NEW YORK
Re: 265A-NY-259028 10/31/1996

LEAD (s):

Set Lead 1:

ATLANTA

at Atlanta

Contact and interview [redacted] at

[redacted]

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ⓧ
CTV

265A-NY-259028-SUB A-

SEARCHED	INDEXED
SERIALIZED	FILED

NOV 13 1996

FBI NEW YORK

454

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UPLOADED

WITH/TEXT ✓

WITH/OUT TEXT

BY MA

DATE 11/19/96

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 11/13/1996

To: Laboratory

Attn: SAS, EU/BDC

From: New York
I-46

Approved By: [REDACTED]

Drafted By: [REDACTED]:ctv

Case ID #: 265A-NY-259028-A (Pending)
265A-NY-259028-FF1 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
07/17/96;
AOT - IT; EOD;

Synopsis: Transmittal of evidence to the Laboratory Division.

Package Copy: Being forwarded under separate cover is one package containing evidence seized in captioned matter. The below listed items will be sent via Federal Express to the Laboratory Division. The evidence being submitted, was seized under 1B-270 and is described as follows:

- Item 46 - Lower left, back of seat 2 row 19
- Item 47 - Upper left corner, back of seat 6 row 18
- Item 48 - Upper right corner, back of seat 7 row 19
- Item 49 - Upper left corner, back of seat 8 row-17
- Item 50 - Upper right corner, back of seat 9 row 26
- Item 51 - Upper right corner, back of seat 6 row 24
- Item 52 - Top center section, back of seat 2 row 27

References: Reference discussion between SSA [REDACTED] and SSRA [REDACTED] on 11/12/96.

Details: As discussed in referenced conversation, above mentioned items are being sent to the Laboratory to determine the chemical makeup and/or reason for the discoloration along a transverse axis of the cabin interior of TWA 800 from port to starboard, rows 20-17. A distinct orange brownish color is present on the seat backs and table trays in these rows and not observed elsewhere in the aircraft.

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(12/31/1994) To: Laboratory From: New York
Re: 265A-NY-259028, 07/27/1996
FEDERAL BUREAU OF INVESTIGATION

Preliminary assessment by former FBI Lab materials analysis unit staff member indicates that the discoloration is present on the adhesive material used to glue the seat cushions to the seat back area. TWA personnel have advised that only a single type of adhesive is used throughout the aircraft for this purpose.

New York is obtaining the name and manufacturer of the adhesive and will forward that information to the Lab once learned.

Above items were bulky inventoried under 1B-270.

To: Laboratory From: New York
Re: 265A-NY-259028, 07/27/1996

LEAD (s):

Set Lead 1:

Laboratory Division, Scientific Analysis Section at
Washington, D.C.

Chemistry Toxicology Unit is requested to examine items marked #46-#52 for explosive residues and identify the presence of any other materials, particularly those not normally associated with adhesives.

Set Lead 2:

Laboratory Division, Scientific Analysis Section at
Washington, D.C.

Materials Analysis Unit is requested to examine these items to identify all known substances.

♦♦

~~SECRET~~

ALL FBI INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 02-09-2015 BY NSICG

FD-36 (Rev. 8-29-85)

FBI

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TRANSMIT VIA:

☒ Teletype
☐ Facsimile
☐ AIRTEL

PRECEDENCE:

☐ Immediate
☒ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☒ ~~SECRET~~
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☐ UNCLAS

Date 12/19/96

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

TO DIRECTOR FBI/PRIORITY/

LEGAT ATHENS/PRIORITY/

BT

~~SECRET~~

CITE: //3540//

PASS: FBIHQ FOR LABORATORY DIVISION, SSA [REDACTED]

EXPLOSIVES UNIT; SSA [REDACTED] CHEMISTRY-TOXICOLOGY

UNIT; FOR SSA [REDACTED]

(X)
b6
b7c
TC

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO:NY.

THIS COMMUNICATION IS CLASSIFIED "~~SECRET~~" IN ITS ENTIRETY
UNLESS OTHERWISE MARKED.

- 1 - New York
1 - Supv. I-46

TFC:emf
(2)

265A-NY-259028-SUB A-502

SEARCHED _____
SERIALIZED _____
INDEXED _____
FILED _____

Approved: JIKC/NEH Original filename: EMF001N.354

Time Received: _____ Telprep filename: EMF001SO.354

MRI/JULIAN DATE: 1332 / 354 ISN: 004

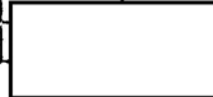
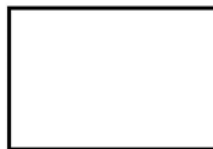
FOX DATE & TIME OF ACCEPTANCE: 1839

~~SECRET~~

265A-NY-259028-SUB 3

A

DEC 23 1996



TC

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~~SECRET~~

^PAGE 2 NY (265A-NY-259028)

~~SECRET~~

REFERENCE TECALL BETWEEN SSA [REDACTED] CTU,

RFU HEADQUARTERS AND DET. [REDACTED] NYO (I-46).

b6
b7C

(S)

b1
b3 per CIA

~~SECRET~~

~~SECRET~~

^PAGE 3 NY (265A-NY-259028)

~~SECRET~~

TATP IS A POWERFUL HOMEMADE EXPLOSIVE SUBSTANCE THAT CAN
BE MANUFACTURED BY [REDACTED]
[REDACTED] ~~ITS~~ ^{IT'S} VELOCITY OF DETONATION IS
[REDACTED] ~~IT DETONATES~~ AT 5500 METERS PER SECOND.

b7F

SSA [REDACTED] TOXICOLOGY UNIT, ADVISED A TRIAL
IS PRESENTLY ONGOING IN LONDON, ENGLAND, CONCERNING THE
BOMBING OF ^{The} ~~AN~~ ISRAELI CONSULATE IN 1994. TATP WAS AN
EXPLOSIVE MIXTURE USED IN THIS BOMBING.

b6
b7C

LEAD:

FBIHQ AT WASHINGTON, DC. [REDACTED]

(S)

b1
b3 per CIA

[REDACTED] (S)

DETERMINE ANY THREAT OR SOURCE REPORT CONCERNING TATP AND
AIRCRAFT. IF ^{Reporting} EXISTS CONCERNING THE USE OF TATP, PLEASE ADVISE
THE METHOD OF CONTAMINANT OR PLACEMENT ABOARD THE AIRCRAFT,
AND GROUP(S) RESPONSIBLE.

b1
b3 per CIA

[REDACTED] (S)

~~SECRET~~

^PAGE 4 NY (265A-NY-259028)

~~SECRET~~

LABORATORY DIVISION, EXPLOSIVES UNIT IS REQUESTED TO PROVIDE INFORMATION CONCERNING THE EXPLOSIVE NATURE OF TRIACETONE TRIPEROXIDE (TATP).

PROVIDED INFORMATION CONCERNING EXPLOSIVE RESIDUE/DAMAGE IF DETONATION OCCURRED AND THE POSSIBILITY OF THIS EXPLOSIVE MATERIAL'S ENTRY INTO THE CENTER WING FUEL TANK.

CHEMISTRY-TOXICOLOGY UNIT IS REQUESTED TO PROVIDE INFORMATION CONCERNING THE DIFFERENT ^{forms} OF TRIACETONE TRIPEROXIDE (TATP) AND WHETHER IT COULD DETONATE ~~in~~ FLUID FORM, POWDER FORM, ETC. PLEASE DETERMINE THE PROBABLE SHELF LIFE OF TATP IN THESE DIFFERENT FORMS.

PLEASE DETERMINE THE POSSIBILITY OF TATP BEING INGESTED IN TO THE CENTER WING TANK BY PLACEMENT IN THE WING IN A FLUID FORM, AND POSSIBLY DRYING IN THE CENTER FUEL TANK THEN DETONATING.

PLEASE PROVIDE POSSIBLE SCENARIOS, IF ANY, CONSISTENT WITH THE USE OF TATP AS A SOURCE OF DETONATION IN THE CENTER FUEL TANK.

PLEASE ASCERTAIN IF ANY RESIDUE WOULD REMAIN AFTER DETONATION OF TATP.

^PAGE 5 NY (265A-NY-259028)

~~SECRET~~

C BY G-3, D ON X1.

BT

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1218205-0

Total Deleted Page(s) = 6
Page 82 ~ Referral/Consult;
Page 83 ~ Referral/Consult;
Page 84 ~ Referral/Consult;
Page 85 ~ Referral/Consult;
Page 86 ~ Referral/Consult;
Page 87 ~ Referral/Consult;

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X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

Precedence: IMMEDIATE**Date:** 11/08/1996

To: Laboratory

Attn: SAS, EU/BDC

From: New York
I-46

Approved By:

Drafted By: :ctv

Case ID #: 265A-NY-259028-A (Pending)
265A-NY-259028-FF1 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
07/17/96;
AOT - IT; EOD;

Synopsis: Transmittal of evidence to the Laboratory Division.

Package Copy: Being forwarded under separate cover is the following item:

Item 1 - 1B 45 One "L-shaped" piece of metal approximately three and a half (3 1/2) to four (4) feet in length believed to be a section of wing

Details: For the information of the Bureau, the above listed item was recovered from the Atlantic Ocean during the most recent trawling operation. A preliminary assessment by bomb technicians at the Grumman Hangar indicates that this item may have been exposed to some sort of blast damage based upon the "feathering" characteristics exhibited as well as exposure to what appears to be impact with a foreign object at high velocity.

The above items were bulky inventoried under 1B 45.

265A-NY-259028-SUB **A-498**

✓
BY AL
DATE 12/24/96

SEARCHED	_____
SERIALIZED	_____ <u>m</u>
INDEXED	_____
FILED	_____ <u>r</u>

LEAD (s):

Set Lead 1:

AT WASHINGTON, D.C.

Materials Analysis Unit is requested to conduct scanning electron microscope (SEM) examinations and other appropriate metallurgical examinations to determine exact failures and whether this item suffered explosive damage of any type.

Chemistry Toxicology Unit is requested to analyze the enclosed item and conduct appropriate analysis including, but not limited to tests for explosive residue. It should be noted that no prior field testing for chemical residue has been conducted on this item.

19.3

UPLOADED

WITH/TEXT ✓
 WITH/OUT TEXT
 BY m
 DATE 1/21/97

legtlond.ec

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 13 1997	
FBI - NEW YORK	

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b7C

(12/31/1995)

FEDERAL BUREAU OF INVESTIGATION

Precedence: IMMEDIATE

Date: 1/14/1997

To: LEGAT, LONDON

From: ADIC, NEW YORK

JTTF/I-46

Contact: SA [REDACTED] (212) 384-8262

Approved By: [REDACTED]

Drafted By: [REDACTED] pc

Case ID #: 265A-NY-259028 (Pending)

Title: UNSUB(S);
EXPLOSION OF TWA FLIGHT 800;
JULY 17, 1996;
AOT-IT-EID

Synopsis: Lead to locate and interview next of kin and/or other relations of TWA Flight 800 victims.

Administrative: New York requests that if additional victims' family members and/or relations need to be interviewed, that the interviewing Field Offices and legats set forth any appropriate leads as necessary and advise New York accordingly.

All interviewees are to be contacted telephonically in order to set up a time and place for the interview.

Enclosures: Packet containing information on TWA Flight 800 victims, one set of photographs of an unidentified tan bag, and a copy of interview questions for victims' families/friends.

Details: Enclosed for your Division is an interviewing packet containing the necessary record checks (if available) and questions to be asked when interviewing the victims' families and/or other relations. These record checks were performed on the victims only. It is within the discretion of the interviewing Agent to conduct record checks for the victims' family members and/or other relations.

New York is reminding all offices/LEGATS of the delicacy in which some of these questions need to be asked as these questions could trigger very strong emotional responses. These interviews are to be conducted in a non-adversarial manner with the victims' family members and/or other relations feeling as though they are aiding in the investigation, not as a target of it. New York is thereby leaving the phrasing of these questions up to the expertise of the interviewing Agent and assumes that these interviews will be handled with the utmost

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2025 RELEASE UNDER E.O. 14176

To: LEGAT, LONDON From: ADIC, NEW YORK
Re: 265A-NY-259028 10/28/1996

consideration for all parties involved.

Also enclosed for Field Office are photographs of a tan bag found amongst the wreckage of TWA Flight 800 by U.S. Navy divers. The bag is labeled as Item #4 from 1B12, evidence control #E1191005. This bag may possibly have been a carry-on bag from one of the victims. The bag has no "checked bag tag" or name identification affixed to it. In addition, the bag does not appear on the cargo manifest and is of a size consistent with a carry-on type bag.

The bag has sustained shredding type damage that may be consistent with being near the initiation of the event that caused the aircraft to come apart. The approximate location of the bag will assist in accurately determining the location of the initial event. The bag has tested negative for explosive residue, however, it does not rule out the possibility that it may have sustained explosive damage.

The time of displaying the photograph of the bag to the victims' family members and/or other relations is left to the discretion of the interviewing Agent.

For information of the interviewing Agent, displaying the photograph of the shredded tan bag may suggest that an explosive device was contained inside the bag. Therefore, the Agent should advise the interviewee that the bag was in close proximity to an explosion, and that an explosive device was not contained in the bag.

Investigation has determined that a fuel explosion occurred in the center fuel tank of the victim aircraft. Investigators continue to evaluate the wreckage to determine the cause of that explosion, whether it is a result of a mechanical malfunction or an explosive device aboard the plane.

The identification and match of the bag to its owner, and the placement of the bag aboard the aircraft, may help facilitate a resolution to this unanswered question.

FBI

TRANSMIT VIA:

☒ Teletype
☐ Facsimile
☐ AIRTEL

PRECEDENCE:

☐ Immediate
☒ Priority
☐ Routine

CLASSIFICATION:

☐ TOP SECRET
☐ SECRET
☐ CONFIDENTIAL
☐ UNCLAS E F T O
☒ UNCLAS

Date 1/23/97

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

TO DIRECTOR FBI/PRIORITY/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR LABORATORY DIVISION, SECTION CHIEF RANDALL S
 MURCH; EXPLOSIVE UNIT FOR SSA [REDACTED] NSD, RFU FOR SSA

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SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
 1996; AOT-IT-EID; OO:NY.

REFERENCE NEW YORK EC TO FBIHQ LABORATORY DIVISION, DATED
 DECEMBER 10, 1996; TELCALL OF ADIC JAMES K. KALLSTROM, NYO, TO
 DEPUTY ASSISTANT DIRECTOR, LABORATORY DIVISION, DON THOMPSON,
 DATED JANUARY 16, 1997; AND TELCALL OF SSA [REDACTED]
 LONG ISLAND COMMAND POST, TO DEPUTY ASSISTANT DIRECTOR,
 LABORATORY DIVISION, DON THOMPSON, DATED JANUARY 16, 1997.

UPLOADED

WITH/TEXT

WITH/OUT TEXT

BY

DATE: 1/30/97

Original filename:

Time Received:

Telprep filename:

MRI/JULIAN DATE:

ISN:

FOX DATE & TIME OF ACCEPTANCE:

265A-NY-259028-SUB A 536

SEARCHED INDEXED
 SERIALIZED FILED

JAN 27 1997

FBI - NEW YORK

023

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1-NEW YORK
 1-SUPV. I #6
 NEH: EHF
 (2)

1469, 1470 28, 29
 2055, 2056

^PAGE 2 NY (265A-NY-259028) UNCLAS

THE NEW YORK OFFICE REQUESTS THE FOLLOWING WRITTEN REQUIREMENTS FROM FBIHQ, LABORATORY DIVISION: REPORTS ON THE RESULTS OF ALL TESTING DONE TO DATE, TO INCLUDE AN EXPLANATION OF THE TYPE OF TESTS CONDUCTED; A REPORT ON THE STATUS OF ALL REQUESTS NOT TESTED TO DATE; AND AN INVENTORY OF ALL EVIDENCE RECEIVED BY THE LABORATORY.

AS PREVIOUSLY STATED, IN REFERENCED EC, CAPTIONED INVESTIGATION REQUIRES AN ONGOING DIALOGUE WITH THE NATIONAL TRANSPORTATION SAFETY BOARD (NTSB). NTSB HAS AND CONTINUES TO REQUEST THESE RESULTS ON A TIMELY BASIS, AND SO FAR WE HAVE NOT BEEN ABLE TO COMPLY. THEREFORE, IT IS IMPERATIVE THAT NEW YORK RECEIVE ALL ABOVE REQUESTED REPORTS. DIRECT ANY AND ALL RESULTS TO SUPERVISORY SPECIAL AGENTS [REDACTED] (I-46, TWA SPECIAL) AND [REDACTED] CALVERTON, LONG ISLAND COMMAND POST.

ALSO, IT HAS BEEN NOTED, SOME EVIDENCE HAS BEEN RETURNED TO THE LONG ISLAND COMMAND POST AT CALVERTON, WITHOUT ACCOMPANYING DOCUMENTATION. IN THE FUTURE, ALL EVIDENCE SENT TO CALVERTON MUST HAVE DOCUMENTATION EXPLAINING THE STATUS AND RESULTS OF ANY TESTS CONDUCTED.

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^PAGE 3 NY (265A-NY-259028)

UNCLAS

THE FOLLOWING ARE SYNOPSIS OF COMMUNICATIONS REQUESTING EXAMINATIONS ON ITEMS SENT TO THE FBIHQ LABORATORY. AS OF THE DATE OF THIS COMMUNICATION, NEW YORK OFFICE HAS NOT RECEIVED THE RESULTING LABORATORY REPORTS.

LAB RECEIPT, DATED JULY 25, 1996, RECOGNIZES RECEIPT OF Q9 - ONE (1) STRIP OF COLOR 35MM (FUJI G-400) NEGATIVES (4 NEGATIVES EXPOSED 1A-4A).

ELECTRONIC COMMUNICATION, DATED JULY 27, 1996, DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEMS #11 - APPROXIMATELY 4' X 3' FLOOR PANEL #22, #12 - MAGNET FROM ROW 4, SEAT 5, #13 - FLOOR HATCH FORWARD CABIN EE COMPARTMENT AND #14 - FLOOR PANEL SECTION #20 FORWARD CABIN OF LUGGAGE, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

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ELECTRONIC COMMUNICATION, DATED JULY 28, 1996, DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEMS #15 - FLOOR PANEL #187, #16 - FLOOR PANEL #177, #17 - FLOOR PANEL #121 AND #18 - FLOOR PANEL #76, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

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ELECTRONIC COMMUNICATION, DATED JULY 28, 1996, DRAFTED BY
SA [REDACTED] REQUESTED MATERIALS AND ANALYSIS UNIT TO
CONDUCT SCANNING ELECTRON MICROSCOPE (SEM) EXAMINATIONS AND
METALLURGICAL EXAMINATIONS OF ITEM #20 - ONE (1) SILVER PIECE
OF METAL AND #21 - ONE (1) SILVER COLORED MEAL STRIP, TO
DETERMINE TYPE OF METAL AND CHARACTERIZATION OF THE SMALL
HOLES THEREON. (ITEM #19 WAS SUBMITTED FOR COMPARISON
PURPOSES) .

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ELECTRONIC COMMUNICATION, DATED JULY 29, 1996, DRAFTED BY
SA [REDACTED] REQUESTED MATERIALS AND ANALYSIS UNIT TO
CONDUCT SCANNING ELECTRON MICROSCOPE (SEM) EXAMINATIONS AND
METALLURGICAL EXAMINATIONS OF ITEM #22 - ONE (1) PIECE OF
SHINY, SILVER COLORED METAL STRIP, ITEM #23 - ONE (1) PIECE OF
CHARRED, PITTED, DULL, SILVER COLORED METAL, ITEM #24 - ONE
(1) PIECE OF CHARRED, PITTED, DULL, SILVER COLORED METAL, ITEM
#25 - ONE (1) PIECE OF CHARRED, CORRODED, DULL, SILVER COLORED
METAL, AND ITEM #26 - ONE (1) PIECE OF SHINY, SILVER COLORED
MEAL WITH AN EGG CRATE APPEARANCE, TO DETERMINE TYPE OF METAL
AND CHARACTERIZATION OF THE SMALL HOLES THEREON.

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^PAGE 5 NY (265A-NY-259028) UNCLAS

LAB RECEIPT, DATED JULY 30, 1996, RECOGNIZES RECEIPT OF Q25 - Q81 - VARIOUS TYPES OF CAMERAS, FILM, VIDEO CAMERAS AND VIDEO TAPES.

ELECTRONIC COMMUNICATION, DATED AUGUST 4, 1996, DRAFTED BY SA [REDACTED] REQUESTED MATERIALS AND ANALYSIS UNIT TO EXAMINE ITEM #27 - PIECE OF GLASS FRAGMENT IMBEDDED IN LAVATORY E LEFT OUTSIDE WALL PANEL, TO DETERMINE THE COMPOSITION OF THE GLASS AND POSSIBLE SOURCES OF THE SPECIMEN.

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ELECTRONIC COMMUNICATION, DATED AUGUST 14, 1996, DRAFTED BY SA [REDACTED] REQUESTED SPECIAL PHOTOGRAPHIC UNIT TO PROCESS AND PRINT ELEVEN (11) CAMERAS CONTAINING FILM, VARIOUS 135MM FILM AND TWO (2) TDK TC-30 VHS.

ELECTRONIC COMMUNICATION, DATED AUGUST 16, 1996, DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEM #31 - FLOOR PANEL WITH ATTACHED TAG BEARING NUMBER 815-21 AND IDENTIFIED LOT NUMBER 8/9/96-1, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

ELECTRONIC COMMUNICATION, DATED AUGUST 17, 1996, DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEM #32 - FLOOR PANEL WITH

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^PAGE 6 NY (265A-NY-259028) UNCLAS

ATTACHED TAG BEARING NUMBER 817-5 AND IDENTIFIED LOT NUMBER 8/5/96-70 AND ITEM #33 - THREE (3) VILES CONTAINING SCRAPINGS FROM FLOOR PANEL, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

ELECTRONIC COMMUNICATION, DATED AUGUST 26, 1996, DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEM #34 - CANVAS SHEET, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

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ELECTRONIC COMMUNICATION, DATED SEPTEMBER 7, 1996, DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND TOXICOLOGY UNIT TO EXAMINE ITEMS #35 - ONE (1) PIECE OF CARPETING 20 1/2" X 15', #36 - ONE (1) PIECE OF CARPETING 20 1/2" X 9'6", #37 - DAMAGED SECTION OF STARBOARD FUSELAGE NEAR SECTION 920, #38 - METAL FRAGMENT, #39 - FRACTURED DUCT FLANGE, #40 - SECTION OF DAMAGED FUEL PROBE, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

THE COMMUNICATION ALSO REQUESTED MATERIALS AND ANALYSIS UNIT TO CONDUCT APPROPRIATE METALLURGICAL EXAMINATIONS OF ITEMS #37 THROUGH #40, TO CHARACTERIZE THE DEFORMATION, THERMAL DAMAGE AND/OR FRACTURES.

ELECTRONIC COMMUNICATION, DATED SEPTEMBER 9, 1996,
DRAFTED BY SA [REDACTED] REQUESTED THE FBI LABORATORY TO
CONDUCT APPROPRIATE EXAMINATIONS OF SIX (6) PIECES OF LEATHER
TO DETERMINE IF THE LEATHER PIECES ARE DEBRIS FROM CAPTIONED
MATTER.

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ELECTRONIC COMMUNICATION, DATED SEPTEMBER 11, 1996,
DRAFTED BY SA [REDACTED] REQUESTED THE CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEMS #1 - SURFACE OF WING RIB,
#2 - BLACK BACK PACK, #3 - GRAY PLASTIC CHILD'S CAR SEAT, #4 -
TAN BAG MADE FOR YORK LUGGAGE, #5 - FRAGMENTED PIECE OF
LUGGAGE, #6 - FRAGMENTED PIECE OF SILVER COLORED METAL AND
#8 - FRAGMENTED PIECE OF SILVER COLORED METAL, FOR THE
PRESENCE OF EXPLOSIVES AND OTHER MATERIALS. ITEM #7 - WHITE
POWDER, WAS TO BE EXAMINED TO IDENTIFY THE NATURE OF THE
SUBSTANCE.

THE COMMUNICATION ALSO REQUESTED MATERIALS AND ANALYSIS
UNIT TO CONDUCT SCANNING ELECTRON MICROSCOPE (SEM)
EXAMINATIONS AND METALLURGICAL EXAMINATIONS OF ITEM #6 AND #8,
TO DETERMINE TYPE OF METAL AND CHARACTERIZATION OF THE SMALL
HOLES THEREON.

^PAGE 8 NY (265A-NY-259028) UNCLAS

ELECTRONIC COMMUNICATION, DATED SEPTEMBER 12, 1996,
DRAFTED BY SA [REDACTED] REQUESTED CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEM #41 - ONE (1) PIECE OF BLUE
CARPET, FOR THE PRESENCE OF EXPLOSIVES AND OTHER MATERIALS.

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ELECTRONIC COMMUNICATION, DATED OCTOBER 4, 1996, DRAFTER
BY SA [REDACTED] REQUESTED CHEMISTRY AND TOXICOLOGY
UNIT TO EXAMINE ITEMS #42 - ONE (1) PIECE OF GRAY CARPET
APPROXIMATELY 4" X 9 1/2" AND #43 - ONE (1) PIECE OF GRAY
CARPET APPROXIMATELY 7" X 14", FOR THE PRESENCE OF EXPLOSIVES
AND OTHER MATERIALS.

ELECTRONIC COMMUNICATION, DATED NOVEMBER 8, 1996, DRAFTED
BY SA [REDACTED] REQUESTED MATERIALS ANALYSIS UNIT
TO CONDUCT SCANNING ELECTRON MICROSCOPE (SEM) EXAMINATIONS AND
OTHER APPROPRIATE METALLURGICAL EXAMINATIONS ON ITEM #45 - ONE
(1) "L-SHAPED" PIECE OF METAL APPROXIMATELY 3 1/2' BELIEVED TO
BE A SECTION OF WING, TO DETERMINE FAILURES AND WHETHER THIS
ITEM SUFFERED EXPLOSIVE DAMAGE OF ANY TYPE.

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THE COMMUNICATION ALSO REQUESTED CHEMISTRY AND TOXICOLOGY
UNIT TO EXAMINE #45 AND CONDUCT APPROPRIATE ANALYSIS
INCLUDING, BUT NOT LIMITED TO, TESTS FOR EXPLOSIVE RESIDUE.

^PAGE 9 NY (265A-NY-259028) UNCLAS

ELECTRONIC COMMUNICATION, DATED NOVEMBER 13, 1996,
DRAFTED BY SA [REDACTED] REQUESTED CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEMS #46 - LOWER LEFT BACK OF SEAT
2 ROW 19, #47 - UPPER LEFT CORNER BACK OF SEAT 6 ROW 18, #48 -
UPPER RIGHT CORNER BACK OF SEAT 7 ROW 19, #49 - UPPER LEFT
CORNER BACK OF SEAT 8 ROW 17, #50 - UPPER RIGHT CORNER BACK OF
SEAT 9 ROW 26, #51 - UPPER RIGHT CORNER BACK OF SEAT 6 ROW 24,
#52 - TOP CENTER SECTION BACK OF SEAT 2 ROW 27, FOR EXPLOSIVE
RESIDUE AND IDENTIFY THE PRESENCE OF ANY OTHER MATERIALS,
PARTICULARLY THOSE NOT NORMALLY ASSOCIATED WITH ADHESIVES.

THE COMMUNICATION ALSO REQUESTED MATERIALS AND ANALYSIS
UNIT TO EXAMINE THE ITEMS TO IDENTIFY ALL KNOWN SUBSTANCES.

ELECTRONIC COMMUNICATION, DATED NOVEMBER 19, 1996,
DRAFTED BY SA [REDACTED] REQUESTED CHEMISTRY AND
TOXICOLOGY UNIT TO EXAMINE ITEM #LF-5 - TWO (2) JARS; ONE OF
SWABBINGS OF THE OUTSIDE OF SKIN OF LF-5 AND ONE CONTAINING A
SAMPLE OF THE SOLVENT USED, FOR THE PRESENCE OF EXPLOSIVES AND
OTHER MATERIALS.

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FEDERAL BUREAU OF INVESTIGATION
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FM FBI ST LOUIS (265A-NY-259028) (P)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW YORK/IMMEDIATE/

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UNCLAS

SECTION ONE OF THREE SECTIONS

CITE: //3730//

PASS: FBIHQ FOR SSA [REDACTED] NEW YORK FOR SA [REDACTED]

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SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO: NEW YORK.

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Tc

REFERENCE NEW YORK IMMEDIATE TELETYPE TO FBIHQ AND ST.
LOUIS SEPTEMBER 20, 1996.

[REDACTED] (NMN) [REDACTED] BLACK MALE, DOB [REDACTED]

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SEARCHED	INDEXED
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FBI — NEW YORK	

[REDACTED] Tc

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SOCIAL SECURITY ACCOUNT NO. (SSAN) [REDACTED] WHO RESIDES

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[REDACTED] ST. LOUIS, MO., 63166, TELEPHONE

[REDACTED] WHO HAS BEEN EMPLOYED AS A PATROLMAN FOR THE ST. LOUIS AIRPORT POLICE DEPT. (SLAPD) FOR EIGHTEEN YEARS, WAS CONTACTED ON SEPTEMBER 20, 1996 BY FEDERAL BUREAU OF INVESTIGATION (FBI), ST. LOUIS, MO., AND FURNISHED THE FOLLOWING INFORMATION:

FOR APPROXIMATELY THE LAST YEAR [REDACTED] HAS BEEN ASSIGNED TO CANINE DUTY WITH THE SLAPD, AND AS SUCH IS RESPONSIBLE FOR MAINTAINING THE TRAINING FOR HIS EXPLOSIVES SNIFFING DOG, CARLO, ON A DAILY BASIS TO MEET FEDERAL AVIATION ADMINISTRATION (FAA) REQUIREMENTS FOR TRAINING AND CERTIFICATION.

ON JUNE 10, 1996, [REDACTED] WAS WORKING THE DAY SHIFT AT THE ST. LOUIS INTERNATIONAL AIRPORT AND HAD SOME TIME HE WISHED TO DEVOTE TO TRAINING HIS DOG. [REDACTED] PLACED A CALL TO THE MANAGER ON DUTY FOR TRANS WORLD AIRLINES (TWA) LINE SERVICE, TO DETERMINE WHETHER OR NOT THEY HAD ANY AIRCRAFT AVAILABLE ON WHICH [REDACTED] COULD CONDUCT SOME TRAINING.

[REDACTED] EXPLAINED THAT IT IS NORMAL PRACTICE TO CONDUCT TRAINING WITH THE DOGS ON VIRTUALLY A DAILY BASIS AND PART OF

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THAT PROCEDURE IS TO TRAIN ON AVAILABLE AIRCRAFT WHENEVER POSSIBLE. AFTER CONTACTING THE MANAGER ON DUTY AT 314/429-9449 [REDACTED] WAS TOLD THAT THERE WAS A "WIDE BODY" AVAILABLE AT GATE 50 AT THE ST. LOUIS AIRPORT THAT HE COULD USE TO CONDUCT THIS TRAINING. [REDACTED] SAID THAT HE DOES NOT RECALL SPECIFICALLY TO WHOM HE SPOKE AT TWA OTHER THAN HE WAS THE MANAGER ON DUTY IN THE AM OF JUNE 10, 1996.

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[REDACTED] STATED THAT HE WENT TO THE EXPLOSIVES BUNKER MAINTAINED BY THE SLAPD ON AIRPORT GROUNDS TO OBTAIN SEVERAL DIFFERENT TYPES OF EXPLOSIVES WITH WHICH HE COULD CONDUCT HIS TRAINING ABOARD THE AIRCRAFT. BY WAY OF BACKGROUND, [REDACTED] EXPLAINED THAT THIS BUNKER IS MAINTAINED TO HOUSE EXPLOSIVES REFERRED TO AS TRAINING "AIDS." ALL CANINE OFFICERS OF THE SLAPD HAVE ACCESS TO THIS BUNKER WHICH HE DESCRIBED AS A SMALL WHITE BUILDING CAPABLE OF ACCOMMODATING TWO NORMAL SIZE PERSONS WHICH HAS A CONCRETE FLOOR, WOODEN SHELVES INSIDE, AND A STEEL DOOR SECURED BY TWO HEAVY-DUTY PADLOCKS. MILITARY TYPE EXPLOSIVES STORED THEREIN ARE FURNISHED TO THE SLAPD BY THE FAA AND THE COMMERCIAL TYPE EXPLOSIVES STORED IN THE BUNKER ARE OBTAINED LOCALLY IN ST. LOUIS. THE CANINE OFFICERS

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ARE IN AND OUT OF THIS BUNKER ON A DAILY BASIS WHEN THEY NEED AIDS TO CONDUCT TRAINING WITH THEIR DOGS. [] SAID THERE ARE EIGHT DIFFERENT TYPES OF EXPLOSIVES STORED IN THE BUNKER. EACH OF THESE EIGHT EXPLOSIVES ARE STORED IN INDIVIDUAL "AMMO" CANS WHICH HAVE BEEN PAINTED RED AND ARE LABELED "EXPLOSIVES" AND ALSO ARE LABELED WITH TYPE OF EXPLOSIVE CONTAINED THEREIN.

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[] SAID THERE ARE FIVE POUNDS OF WHAT HE DESCRIBED AS WATER GEL, FIVE POUNDS OF C-4, THIRTY FEET OF DET CORD, FIVE ONE-POUND STICKS OF AMMONIA DYNAMITE, FIVE ONE-POUND STICKS OF NITRO DYNAMITE, EIGHT SMALL CONTAINERS OF TNT, A ONE-POUND JAR OF SODIUM CHLORATE, AND A ONE-POUND JAR OF POTASSIUM CHLORATE IN THE BUNKER. [] REITERATED EACH OF THE EXPLOSIVES IS STORED IN A SEPARATE AMMO CAN WITHIN THE BUNKER. IN ADDITION TO THESE EXPLOSIVES, EACH CANINE OFFICER HAS ACCESS TO A CAN OF SMOKELESS POWDER WHICH THEY MAINTAIN IN THE TRUNK OF THEIR PATROL CAR. IN ADDITION TO THESE EIGHT AMMO CANS THERE ARE OTHER WOODEN CRATES AND AMMO CANS STORED IN THE BUNKER WHICH HAVE BEEN USED TO STORE PREVIOUS EXPLOSIVES BUT ARE NOT NOW BEING USED FOR SUCH STORAGE. [] BELIEVES THAT THE DET CORD AND C-4 ARE THE EXPLOSIVES OBTAINED FROM THE MILITARY AND FURNISHED TO THE SLAPD BY THE FAA. THE REST OF THE COMMERCIAL

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EXPLOSIVES ARE OBTAINED LOCALLY FROM SOURCES IN ST. LOUIS AND ARE EXCHANGED FOR FRESH EXPLOSIVES EVERY THREE MONTHS.

ON JUNE 10, 1996, AFTER LEARNING THAT THERE WAS A "WIDE BODY" AIRCRAFT AVAILABLE FOR TRAINING, [] WAS PARTICULARLY ENTHUSED AS IT WAS RARE THAT A "WIDE BODY" BECAME AVAILABLE FOR THEIR USE. [] PROCEEDED TO THE EXPLOSIVES BUNKER WHERE HE REMOVED THE AMMO BOXES CONTAINING THE WATER GEL, C-4, DET CORD, AND AMMONIA DYNAMITE FROM THE BUNKER AND PLACED THEM IN THE TRUNK OF HIS PATROL CAR STILL IN THE AMMO CAN CONTAINERS. ALSO IN THE TRUNK OF HIS PATROL CAR WAS THE SMOKELESS POWDER MAKING A TOTAL OF FIVE SEPARATE EXPLOSIVES THAT [] INTENDED TO USE IN THE TRAINING/CERTIFICATION EXERCISE. [] SAID IT IS HIS HABIT TO PHYSICALLY ENTER THE BUNKER WHEN REMOVING EXPLOSIVES FOR THE AFORESTATED PURPOSES. [] DOG, CARLO, DID NOT ACCOMPANY HIM INTO THE BUNKER BUT REMAINED IN THE CAR. [] OPINED THAT THE EXPLOSIVES BUNKER WOULD VERY LIKELY CONTAIN RESIDUE OF NUMEROUS OF THE AFOREMENTIONED EXPLOSIVES AS THEY ARE BEING TAKEN IN AND OUT OF THE BUNKER ON VIRTUALLY A DAILY BASIS.

[] SAID AS HE WAS WORKING THE DAY SHIFT THAT DAY HE

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WAS WEARING HIS STANDARD POLICE TYPE UNIFORM CONSISTING OF A SHORT-SLEEVED LIGHT BLUE SHIRT, DARK BLUE PANTS, LEATHER BOOTS EXTENDING ABOVE THE ANKLE WITH A BRAND LABEL GORTEX ON THEM, HIS SAM BROWNE BELT CONTAINING A HOLSTER WITH HIS NINE MILLIMETER BERETTA SEMI-AUTOMATIC PISTOL, HANDCUFFS, A WALKIE-TALKIE RADIO, A BEEPER, TWO LOADED MAGAZINES FOR HIS PISTOL, AND A DOG REWARD "KONG." [REDACTED] WAS NOT WEARING A HAT.

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AFTER RETRIEVING THE EXPLOSIVES [REDACTED] PROCEEDED IN HIS PATROL CAR TO GATE 50 AT THE ST. LOUIS AIRPORT WHERE HE IN FACT LOCATED A 747 "WIDE BODY" AIRCRAFT. [REDACTED] MADE NO NOTATIONS REGARDING IDENTIFYING NUMBERS FROM THE AIRCRAFT, AS THIS WAS NOT HIS POLICY. [REDACTED] PARKED HIS VEHICLE AT THE BASE OF THE STAIRWAY AT THE OUTSIDE OF THE JETWAY AND PROCEEDED UP THE OUTSIDE JETWAY STAIRWAY AND ENTERED THE AIRCRAFT. ON ENTERING THE AIRCRAFT [REDACTED] DETERMINED THAT THE ELECTRIC POWER WAS ON AS THE CABIN WAS LIGHTED AND HE HAD NO DIFFICULTY FINDING HIS WAY AROUND. [REDACTED] ALSO DETERMINED THAT THERE WAS NO ONE ELSE PRESENT IN THE AIRCRAFT. [REDACTED]

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FM FBI ST LOUIS (265A-NY-259028) (P)

TO DIRECTOR FBI/IMMEDIATE/

FBI NEW YORK/IMMEDIATE/

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UNCLAS

SECTION TWO OF THREE SECTIONS

CITE: //3730//

PASS: FBIHQ FOR SSA [REDACTED] NEW YORK FOR SA [REDACTED]

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[REDACTED]

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AOT-IT-EID; OO: NEW YORK.

TEXT CONTINUES:

THEN WENT BACK DOWN TO HIS PATROL CAR TO BRING THE EXPLOSIVES
ONTO THE AIRCRAFT. [REDACTED] BELIEVES HE PROBABLY MADE TWO
TRIPS TO CARRY THE FIVE CANS AND HIS CLIPBOARD ONTO THE

AIRCRAFT. AFTER BRINGING THE FOUR AMMO CANS AND THE SMOKELESS POWDER ABOARD THE AIRCRAFT HE PLACED THEM ON THE COUNTER IN THE GALLEY JUST INSIDE THE MAIN ENTRY DOOR TO THE AIRCRAFT.

[REDACTED] THEN PROCEEDED TO PLACE THE EXPLOSIVES AROUND THE INSIDE OF THE AIRCRAFT FOR THE TRAINING/CERTIFICATION EXERCISE.

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[REDACTED] FIRST CARRIED THE CAN OF SMOKELESS POWDER FORWARD TO THE FIRST CLASS SECTION OF THE AIRCRAFT TO ROW 2 SEAT 2 WHERE HE UNSCREWED THE CAP ON THE CAN AND PLACED THE CAN ON ITS SIDE INSIDE THE CENTER ARM-REST IN ROW 2. [REDACTED] ALSO PLACED THE CAP FROM THE POWDER CAN IN THE ARM-REST. [REDACTED] OPINED IT IS VERY POSSIBLE THAT SOME SMALL AMOUNT OF THE SMOKELESS POWDER COULD HAVE BEEN SPILLED IN THIS PROCESS AS THE CAN WAS LAID ON ITS SIDE TO ALLOW [REDACTED] TO CLOSE THE ARM-REST LID. [REDACTED] THEN RETURNED TO THE GALLEY WHERE HE PICKED UP THE AMMO CAN CONTAINING THE WATER GEL.

[REDACTED] CARRIED THE WATER GEL AMMO CAN UP THE SPIRAL STAIRCASE TO THE UPPER LEVEL OF FIRST CLASS WHERE HE WALKED TO THE REAR END OF THE AISLE AND LOCATED A TALL, NARROW CLOSET/STORAGE BIN, PROBABLY USED FOR HANGING GARMENT BAGS.

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[REDACTED] PLACED THE AMMO CAN ON THE FLOOR, OPENED IT, PUT ON A

GLOVE CONTAINED IN THE CAN FOR HANDLING THE EXPLOSIVES, AND PLACED ONE OF THE WATER GEL "SAUSAGE LIKE" EXPLOSIVE PACKAGES ON END INSIDE THIS NARROW CLOSET AND CLOSED THE DOOR. [REDACTED] EXPLAINED THAT HE USED THE GLOVE IN ORDER TO PREVENT CONTAMINATION OF THE EXPLOSIVE WITH HIS OWN SCENT OR CROSS-CONTAMINATION OF THE SCENT FROM ONE EXPLOSIVE TO ANOTHER, BOTH OF WHICH EVENTUALITIES MAY CAUSE THE DOG TO HIT ON AN ERRONEOUS SCENT. [REDACTED] CLOSED THE AMMO CAN AND RETURNED IT TO THE GALLEY WHERE HE OBTAINED THE AMMO CAN CONTAINING THE C-4.

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[REDACTED] CARRIED THE C-4 AMMO CAN TO ROW 10, SEAT 9 IN THE CABIN TO THE REAR OF THE GALLEY. [REDACTED] PLACED THE AMMO CAN ON THE SEAT, OPENED IT, AND REMOVED ONE OF THE 1.4 POUND BLOCKS OF C-4 AND PLACED IT IN THE POUCH ON THE BACK OF THE BACKREST OF ROW 10, SEAT 9. [REDACTED] AGAIN USED A GLOVE CONTAINED INSIDE THE AMMO CAN TO HANDLE THE C-4. [REDACTED] SAID THIS C-4 WAS COVERED WITH A THIN COVERING OF CLEAR CELLOPHANE TYPE MATERIAL WHICH ALLOWED THE MILITARY TYPE MARKINGS ON THE BLOCK TO BE CLEARLY VISIBLE. [REDACTED] DESCRIBED THE COVERING AS IN POOR CONDITION, ALLOWING SOME OF THE ACTUAL EXPLOSIVE TO

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BE EXPOSED. [] RETURNED TO THE GALLEY WITH THE C-4 AMMO CAN AND PLACED IT BACK ON THE COUNTER.

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[] THEN PICKED UP THE AMMO CAN CONTAINING THE DET CORD AND PROCEEDED TO ROW 20 IN THE MAIN CABIN OF THE AIRCRAFT. [] BELIEVES HE WENT TO THE SIDE OF THE AIRCRAFT OPPOSITE THE LOCATION WHERE HE PLACED THE C-4 AS IT IS HIS PRACTICE TO PLACE THE EXPLOSIVES IN A ZIG-ZAG PATTERN WITHIN THE AIRCRAFT. [] BELIEVES HE PLACED THE AMMO CAN ON THE FLOOR IN THE AISLE AND REMOVED THE DET CORD AGAIN USING A GLOVE. [] DESCRIBED THIS DET CORD AS A THIRTY-FOOT PIECE IN EXTREMELY POOR CONDITION WITH CRACKS EVERY FEW INCHES, ALTHOUGH IT WAS STILL IN ONE PIECE. [] SAID THE AMMO CAN CONTAINED QUITE A BIT OF POWDER FROM THE DET CORD AND HE FELT IF ONE WERE TO WAVE IT IN THE AIR IT WOULD CREATE A VISIBLE CLOUD OF POWDER. THE DET CORD WAS PLACED IN AN OVERHEAD COMPARTMENT IN ROW 20, POSSIBLY ON THE SIDE OF THE AIRCRAFT OPPOSITE THE LOCATION OF THE C-4. [] CLOSED THE OVERHEAD COMPARTMENT AND THE AMMO CAN AND RETURNED TO THE GALLEY WHERE HE PLACED THE AMMO CAN BACK ON THE COUNTER. [] THEN PICKED UP THE AMMO CAN CONTAINING THE AMMONIA DYNAMITE.

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[] CARRIED THE AMMONIA DYNAMITE AMMO CAN TO AN EMERGENCY EXIT DOOR WHICH HE BELIEVES WAS OVER THE WING ON THE SAME SIDE OF THE AIRCRAFT AS HE PLACED THE C-4. THIS DOOR WAS LABELED "PRE". [] REMOVED ONE STICK OF AMMONIA DYNAMITE, AGAIN USING A GLOVE FROM THE AMMO CAN, AND PLACED IT ON THE FLOOR NEAR THE DOOR, PARTIALLY CONCEALED IN SOME SORT OF GROOVE IN THE FLOORING. [] THEN CLOSED THE AMMO CAN AND RETURNED TO THE GALLEY WHERE HE PLACED THE CAN ON THE COUNTER.

[] SAID HE WAS THEN REQUIRED ACCORDING TO FAA REGULATIONS TO WAIT THIRTY MINUTES FROM THE PLACEMENT OF THE FIRST EXPLOSIVE, WHICH WAS AT 10:45 AM, BEFORE HE COULD COMMENCE THE TRAINING/CERTIFICATION EXERCISE WITH THE DOG, CARLO, WHO HAD BEEN IN THE PATROL CAR DURING THE TIME [] WAS PLACING THE EXPLOSIVES. AT 11:15 AM, ACCORDING TO [] REPORT, HE BEGAN THE EXERCISE BY BRINGING THE DOG INTO THE AIRCRAFT AND WORKING HIM THROUGH THE THREE AREAS OF THE AIRCRAFT WHERE THE EXPLOSIVES WERE PLACED. OVER A FIFTEEN MINUTE PERIOD THE DOG LOCATED ALL FIVE EXPLOSIVES AND WAS THEN RETURNED TO THE PATROL CAR.

[] THEN REMOVED THE EXPLOSIVES FROM THE AIRCRAFT IN

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THE SAME ORDER WHICH THEY WERE PLACED, USING THE GALLEY AS THE CENTER OF HIS MOVEMENTS. AT NO TIME DID [] ENTER ANY OTHER AREAS OF THE AIRCRAFT OTHER THAN THOSE DESCRIBED ABOVE.

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[] WAS SPECIFICALLY ASKED WHETHER HE ENTERED ANY CARGO AREAS AND HE STATED THAT HE DID NOT. [] RETURNED THE EXPLOSIVES TO THE BUNKER UPON COMPLETION OF HIS TRAINING/CERTIFICATION EXERCISE.

FOR INFORMATION, [] EXPLAINED THAT HE USED THE GALLEY COUNTER AS A POINT OF OPERATION FOR THIS EXERCISE SO THAT HE COULD KEEP THE AMMO CANS HIGH ENOUGH FROM THE FLOOR TO PREVENT THE DOG FROM SNIFFING THE CANS AS THE DOG WILL SNIFF LOW UNLESS TOLD TO SNIFF HIGH. FURTHER, [] DESCRIBED THE SMOKELESS POWDER AS A 16-OUNCE GREEN CAN LABELED "IMR4320 FORMERLY SUPPLIED BY DUPONT." [] PRODUCED THE CAN OF SMOKELESS POWDER WHICH WAS USED IN THE AFOREMENTIONED EXERCISE WHICH WAS PRESERVED BY THE INTERVIEWING AGENTS FOR EVIDENCE. [] DESCRIBED THE AMMONIA DYNAMITE AS CYLINDRICAL, APPROXIMATELY TWO INCHES IN DIAMETER AND FIVE TO

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WHITE WRAPPER.

A DIAGRAM OF THE INTERIOR OF A BOEING 747-100 WAS OBTAINED AND [] INDICATED ON THE DIAGRAM THE APPROXIMATE LOCATIONS WHERE HE PLACED THE EXPLOSIVES. [] ALSO FURNISHED A HANDWRITTEN COPY OF HIS ORIGINAL TRAINING RECORD FOR HIS DOG FROM WHICH THE COMPUTER GENERATED REPORT ALREADY IN THE POSSESSION OF THE FBI WAS GENERATED.

FINALLY, [] INDICATED THAT WITH THE EXCEPTION OF THE SMOKELESS POWDER THE OTHER EXPLOSIVES INVOLVED IN THE EXERCISE HAVE EITHER BEEN REPLACED BY THE FAA (C-4 AND DET CORD) OR EXCHANGED LOCALLY FOR FRESH MATERIAL SINCE THE EXERCISE WAS CONDUCTED. [] WILL INSTITUTE ATTEMPTS WITH HIS SUPERIORS TO DETERMINE WHETHER THE C-4, DET CORD OR OTHER MATERIALS CAN BE RETRIEVED.

[] CONCLUDED BY SAYING THAT HE WAS THE ONLY PERSON INVOLVED IN THE EXERCISE AND THE ABOVE DESCRIBED AREAS WERE THE ONLY ONES HE ENTERED IN THE AIRCRAFT.

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0012 - MRI 01938

PP RUCNFB LON FBINY CASE3

DE FBIBA #0001 2411736

ZNR UUUUU

P 281727Z AUG 96

FM FBI BALTIMORE (265A-NY-259028-A) (P)

TO DIRECTOR FBI/PRIORITY/

LEGAT LONDON/PRIORITY/

FBI NEW YORK (265A-NY-259028-A)/PRIORITY/

BT

UNCLAS

CITE: //3050:2485:SQ 14//

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, JULY 17,
1996; AO - IT - EID; OO: NEW YORK.

ON AUGUST 23, 1996, [REDACTED]

[REDACTED] MARYLAND, [REDACTED] TELEPHONE [REDACTED]

TELEPHONICALLY CONTACTED THE BALTIMORE OFFICE OF THE FBI AND
FURNISHED INFORMATION REGARDING AN INCIDENT THAT OCCURRED ON A
BRITISH AIR FLIGHT IN SEPTEMBER, 1995. HE AND [REDACTED]

[REDACTED] WERE TRAVELLING ON A BRITISH AIR FLIGHT IN SEPTEMBER,

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8/28/96

E-MAIL
DIVIC

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B -
265A-NY-259028-SUB

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 28 1996	
FBI - NEW YORK	

146

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1995, FROM GLASGOW, SCOTLAND TO GATWICK AIRPORT IN LONDON, ENGLAND. THEIR SEATS WERE ON THE LEFT SIDE OF THE AIRCRAFT. WHEN THEY APPROACHED THE ROW WHERE THEIR SEATS WERE LOCATED, THERE WERE SIX MUSLIMS OCCUPYING THE ENTIRE ROW, INCLUDING THEIR TWO SEATS. THE FLIGHT CREW HAD TO MAKE TWO OF THE MUSLIMS MOVE TO OTHER SEATING. [REDACTED] SAT AT THE WINDOW SEAT AT THE PORT SIDE OF THE PLANE AND HE WAS IN THE NEXT SEAT. THERE WAS A YOUNG MALE MUSLIM SITTING NEXT TO HIM WHO HAD A SONY WALKMAN CASSETTE PLAYER. THERE WERE THREE OTHER MUSLIM MEN DRESSED IN WESTERN ATTIRE AND TWO MUSLIM WOMEN IN BLACK MUSLIM ATTIRE. THREE OF THE MUSLIM MEN WERE YOUNGER AND VERY NOISY DURING THE FLIGHT. ONE OF THE MUSLIM MEN WAS AN OLDER GENTLEMAN WHO APPEARED TO BE A BUSINESSMAN AND WAS VERY QUIET DURING THE FLIGHT.

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THE THREE YOUNG MUSLIM MEN WERE PASSING A CASSETTE FROM THE SONY WALKMAN BACK AND FORTH DURING THE FLIGHT AND WERE LAUGHING AND CARRYING ON. AT ONE POINT DURING THE FLIGHT, HE HEARD THE SOUND OF VELCRO BEING OPENED AND GLANCED OVER TO OBSERVE ONE OF THE YOUNG MUSLIM MEN OPENING THE BACK OF THE SEAT IN FRONT OF HIM WHERE CUSHIONS ARE ATTACHED WITH VELCRO. THE YOUNG MAN HAD HIS HAND BETWEEN THE SEAT CUSHIONS ON THE

SEAT IN FRONT OF HIM AND APPEARED TO BE PLACING SOMETHING IN THE SEAT CUSHIONS. THE OTHER MUSLIM MEN WERE SITTING FORWARD TRYING TO BLOCK THE VIEW OF WHAT THE ONE YOUNG MUSLIM MAN WAS DOING WITH THE SEAT CUSHIONS. THIS INCIDENT OCCURRED JUST BEFORE DESCENT INTO THE AIRPORT AT LONDON. HE REPORTED THE INCIDENT TO BRITISH AIR OFFICIALS, BUT HE DOES NOT KNOW TO WHAT EXTENT THEY FOLLOWED UP. HE AND [REDACTED] SPENT THE NIGHT AT THE AIRPORT AND THE NEXT MORNING SECURITY WAS VERY TIGHT.

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[REDACTED] ADVISED THAT HE WAS REPORTING THIS INCIDENT BECAUSE HE READ IN THE NEWSPAPER ON AUGUST 23, 1996, THAT RESIDUE HAD BEEN FOUND IN THE SEAT CUSHION OF TWA FLIGHT 800.

SUBSEQUENTLY, [REDACTED] WAS RECONTACTED BY FBI BALTIMORE DIVISION AT THEIR PLACE OF BUSINESS, [REDACTED]

[REDACTED] PENNSYLVANIA, TELEPHONE NUMBER [REDACTED]

[REDACTED] REASON FOR CONTACT WAS TO ASCERTAIN FLIGHT NUMBER AND SEATING ASSIGNMENTS OF THE [REDACTED] FLIGHT, SUPRA. [REDACTED]

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[REDACTED] ADVISED THAT HE DID NOT HAVE HIS TICKET OR BOARDING PASSES FOR THE AFOREMENTIONED FLIGHT, NOR DID HE KNOW THE FLIGHT NUMBER, BUT STATED THAT THE FLIGHT DEPARTED GLASGOW AIRPORT IN SCOTLAND AT AROUND 2:00 PM OR 3:00 PM ON

PAGE FOUR DE FBIBA 0001 UNCLAS

SEPTEMBER 16, 1995, AND ARRIVED AT LONDON HEATHROW AIRPORT. THE REASON HE DID NOT KNOW THE FLIGHT NUMBER OF THE PLANE WAS BECAUSE IT WAS CHANGED FROM A PREVIOUS FLIGHT (NAMELY FLIGHT 4893 LEAVING GLASGOW ON SEPTEMBER 12, 1995) AND HE WAS NEVER GIVEN A NEW TICKET OR BOARDING PASS AS THE NEW TRANSACTION WAS HANDLED BY COMPUTER AND HE WAS NOT GIVEN A HARD COPY OF THE TRANSACTION. HE DID, HOWEVER, STILL HAVE THE BAGGAGE CLAIM STUB, WHICH BRITISH AIR OFFICIALS MAY BE ABLE TO TRACE TO THE [] SEATS. ON THE STUB WAS THE [] NAME, WITH THE CHARACTERS [] ON THE LEFT CORNER. ON THE RIGHT WERE THE CHARACTERS [] AND BELOW THAT WAS [] BELOW THESE CHARACTERS WERE THE CHARACTERS [] FAXES OF THIS STUB WILL BE SENT TO LEGAT LONDON AND NEW YORK BY SEPARATE EC. [] ADDED THAT THE ORIGINAL FLIGHT HE WAS SUPPOSED TO HAVE TAKEN WAS BRITISH AIR FLIGHT 4893, LEAVING AT 11:15 AM ON SEPTEMBER 12, 1995.

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[] ADVISED IN CLOSING THAT AS HE COULD BEST RECALL, HE AND [] WERE SITTING AT [] [] AND THAT THE MUSLIMS, SUPRA, WERE SITTING ALONG THAT ROW BEGINNING WITH THE SEAT []

[]

PAGE FIVE DE FBIBA 0001 UNCLAS

HE ADDED THAT THERE WERE THREE SEATS ACROSS IN EACH AISLE, THE CENTER AISLE AND TWO SIDE AISLES.

LEGAT LONDON AT LONDON ENGLAND: UACB, LEGAT LONDON IS REQUESTED TO IDENTIFY THE PEOPLE IN QUESTION ON AFOREMENTIONED FLIGHT.

BT

#0001

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FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE

Date: 08/19/1997

To: National Security
New York

Attn: SSA [redacted]
Attn: SSA [redacted]

Squad 146

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From: Phoenix

Squad 5

Contact: [redacted] / 602-650-3093

Approved By: [redacted]

Drafted By: [redacted]: sloh

Case ID #: 265A-NY-259028-159/ (Pending)

Title: UNSUB(S);
Explosion of TWA Flight 800
July 17, 1996;
AOT-IT-EID
OO:NY

Synopsis: Provides summary of 08/19/1997 interview of [redacted]
[redacted] a U.S. person and retired Senior Army Officer.
[redacted] recently returned from a one year stay in Bosnia and
believes, based on experiences in Bosnia, that TWA Flight 800 may
be related to the Islamic celebration and tradition surrounding
the birth of Prophet Muhammad.

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Reference: 265A-NY-259028 Serial 1574

Details: On 07/22/1997, [redacted] contacted the
Phoenix Division of the Federal Bureau of Investigation (FBI)
requesting that [redacted] be contacted
in Bosnia. [redacted] was interviewed by SA [redacted]
[redacted] and such was reported in above referenced serial.

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After his recent return to the United States, [redacted]
[redacted] contacted Phoenix FBI requesting that an agent
contact him regarding information on TWA Flight 800. On
08/18/1997, SA [redacted] made contact with [redacted]
and set a meeting time and place.

On 08/19/1997, 7:15 a.m., [redacted] met SA [redacted] at
Phoenix FBI and stated the following:

After [redacted] years in the US Army, [redacted] retired
in [redacted] at Fort Campbell, Kentucky.

[redacted] after several years in civilian work, was asked
by former US Army Commanding General [redacted] to work for
[redacted]

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265A-NY-259028-SUB

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REC-1 1997

[redacted]
While in Bosnia, [redacted] developed several close professional relationships [redacted]

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[redacted] On one occasion in Garazde, Bosnia, 07/17/1997, [redacted] was invited to a festival in celebration of the birth of Prophet Muhammad. [redacted] was led to believe that this celebration took place every year. At the celebration, [redacted] explained the celebration to [redacted] as a time when the Muslim women come forward for revenge for the deaths of husbands, sons and fathers. [redacted] went on to explain that this was the day that the Muslim women came forward for atonement, i.e., satisfaction given for wrongdoing or injury. [redacted] made comments that led [redacted] to believe that some of the Muslims' best fighters were women seeking revenge.

After the celebration, [redacted] was listening to Cable News Network (CNN) and realized that 07/17/1997 was the one year anniversary of Flight TWA 800.

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Shortly after the celebration, [redacted] had a conversation with [redacted] about international terrorism. The conversation included generalities only and no specifics of TWA 800 or any other event. [redacted] related to [redacted] that the Americans are always looking to Hamas when it is Hizballah that is responsible now and in the future. [redacted] told [redacted] that a device often used is a fuse taken from a grenade with the spoon held in place by a rubber band. The fuse can be placed in a gas tank [redacted] was using an automobile as an example) with the gas eventually weakening the rubber band until it breaks, detonating the device. [redacted] described benefits of this device as its small size and the little trace of residue left behind.

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[redacted] felt that all above information was relevant and significant to TWA 800 because of the date of the tragedy coinciding with the Muslim celebration of the birth of Prophet Muhammad and the fact that such celebration is a time when the Muslim women seek revenge for the deaths of husbands, sons and fathers. [redacted] also wanted to express the importance of the FBI looking at women as possible suspects, e.g., airline employees, ground employees, etc..

As stated in referenced serial, all inquiries made on [redacted] were negative.

Descriptive Data:

Reference

Name -

Last: [redacted]

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First:
Middle:
Race:
Sex:
DOB:
Address -
House #:
Pre Direction:
Street Name:
Street Suffix:
City:
State:
Postal Code:
Phone:

W

M

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LEAD (s):

Set Lead 1:

NEW YORK

AT NEW YORK CITY, NEW YORK

Review and evaluate information contained within
communication for investigative value on captioned case..

♦♦

5432

0057 PRI 01669

CC P12 AFC ALC CASE3 FBINY

DE FBINY #0014 2641946

ZNR UUUUL

Q 201943Z SEP 96

FM FBI NEW YORK (265A-NY-259028-A) (P) (1-46)

TO DIRECTOR FBI/IMMEDIATE/

ALL FBI FIELD OFFICES/IMMEDIATE/

ALL LEGATS/IMMEDIATE/

BT

UNCLAS

CITE: //3540//

PASS: FBIHQ FOR SSA

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SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800; JULY 17,
1996; AGT-IT-EID; OO:NY.

THE FOLLOWING REPRESENTS A SUMMARY OF ACTIVITY PERTAINING
TO SEPTEMBER 20, 1996.

AS OF 3:00 P.M. ON SEPTEMBER 20, 1996, THE SUFFOLK COUNTY
MEDICAL EXAMINER'S OFFICE REPORTS:

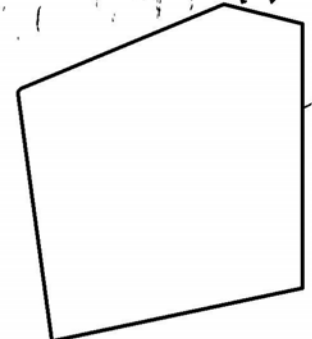
TOTAL VICTIMS RECOVERED: 213

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**IMPORTANT
AND URGENT**

FBI/DOJ

265A-NY-259028-A-1955



T-4

PAGE TWO DE FBINY 0014 UNCLAS

TOTAL POSITIVE IDS: 212

TOTAL POSITIVE IDS WITH

FAMILY NOTIFICATION: 212

BOAT OPERATIONS RESUMED ON SEPTEMBER 20, 1996. NYPD I HAVE RETURNED TO EAST MORICHES AND IS OPERATIONAL. NYPD II HAS NOT RETURNED FROM NEW YORK ASSIGNMENT. EVIDENCE WAS TRANSPORTED BY MIKE BOAT AND RECEIVED AT SHINNECOCK ON SEPTEMBER 19, 1996. AS OF 12:00 P.M. TODAY THE GRAPPLE AND TRENTON REPORT WRECKAGE, WHICH WILL BE TRANSPORTED TO SHINNECOCK ON THE AFTERNOON OF SEPTEMBER 20, 1996. DIVING OPERATIONS HAVE ALSO RESUMED.

GRUPMAN, LONG ISLAND EVIDENCE CONTROL CENTER OPERATION REPORTED:

I. RECEIPT OF AIRCRAFT WRECKAGE/EVIDENCE:

FOR THE DATE OF SEPTEMBER 19, 1996, ONE (1) "LOT" OF WRECKAGE/EVIDENCE WAS RECEIVED. IT CONSISTED OF TWO TRUCKLOADS FROM SHINNECOCK. AMONG THESE ITEMS WERE FUSELAGE PORTIONS, A WING PORTION, A FUEL PROBE AND PIECES FROM THE CENTER FUEL TANK.

II. ITEMS OF INTEREST:

THE PORTION FROM THE CENTER WING TANK IS FROM SPAN WISE

PAGE THREE DE FBINY 0014 UNCLAS

PEAM #1, JUST LEFT OF THE CENTER LINE. IT IS APPROXIMATELY 4' X 3'. IT DOES NOT HAVE A GREAT DEAL OF APPARENT CHARKING OR DAMAGE. THE FUEL PROBE APPEARS TO BE FROM AN OUTER WING AREA.

METALLURGICAL AND CHEMICAL EXAMINATIONS OF ALL DEBRIS SET ASIDE ARE ONGOING.

III. ITEMS OF LEAD VALUE:

NONE NEW.

IV. ITEMS TO BE SENT TO THE LAB:

ITEM #2 - A BLACK BACKPACK, AND ITEM #4 - A TAN BAG, ARE BEING RE-SUBMITTED TO THE LAB FOR SCANNING ELECTRON MICROSCOPE EXAMINATION (SEM).

BOTH OF THESE HAVE BEEN PREVIOUSLY EXAMINED AT THE LAB FOR CHEMICAL RESIDUE ONLY, AND RETURNED TO GRUMMAN. SSA

[REDACTED] HAS DIRECTED THAT THEY BE SENT BACK DOWN FOR THE SEM.

V. ADMINISTRATIVE:

THE OVER-PRESSURIZATION PRESENTATION BY BOEING IS SCHEDULED TO BE GIVEN TO THE NEW YORK DIVISION ON SEPTEMBER 27, 199 , AT 1:30 P.M., IN THE ADIC'S CONFERENCE ROOM.

NTSB HAS REQUESTED THAT THE BOMB TECHS AND EXPLOSIVES EXAMINERS ASSIST IN A PROJECT ASSESSING ALL FUEL PIPING

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PAGE FOUR DE FBINY 0014 UNCLAS

RECEIVED TO DATE FOR EVIDENCE OF ELECTRICAL ARCING.

SSA [] RETURNED TO WASHINGTON AND IS EXPECTED
BACK WEDNESDAY, SEPTEMBER 25, 1996, IN THE MORNING.

SSA [] HAS LEFT FOR TRIAL TESTIMONY AND IS EXPECTED
BACK TUESDAY, SEPTEMBER 24, 1996, IN THE MORNING.

SSA [] IS EXPECTED BACK AT GRUMMAN SATURDAY,
SEPTEMBER 21, 1996.

UNIT CHIEF [] IS EXPECTED IN THE NEW YORK
DIVISION FOR THE BOEING BRIEFING ON SEPTEMBER 27, 1996.

BT

#0014

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ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED
DATE 04-05-2018 BY [REDACTED] ADG

Lead Number 1589

[REDACTED] white female, date of birth [REDACTED]
[REDACTED] Social Security Number [REDACTED] residing at [REDACTED]
[REDACTED] home telephone number [REDACTED]
[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:

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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.

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[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.

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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.

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7/20/96

Madison, NC

265A-NY-259028 Sub302

SA [REDACTED] jgb

7/25/96

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[REDACTED]

7/20/96

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[REDACTED] observed the front of the aircraft separate from the back. [REDACTED] then observed burning pieces of debris falling from the aircraft.

[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.

7/25/96

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On July 20, 1996, [REDACTED]
[REDACTED] Telephone number [REDACTED] Date of Birth [REDACTED]
[REDACTED] was interviewed at his home. After being advised
of the identity of the interviewing Agents and the nature of the
interview, [REDACTED] provided the following information.

On July 17, 1996, at approximately 8:30PM, while
working as a [REDACTED] he saw a
red "flare like" fire in the sky. The fire split into two pieces
and fell. [REDACTED] heard no sound associated with the events.
[REDACTED] did not recall any unusual activity either coming or
going in the last several weeks. There were no transient
dockings on July 17, 1996.

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7/20/96 Shirley, New York
265A-NY-259028
SA [REDACTED] (ATF), DET. [REDACTED] (SCPD),
SA [REDACTED] (CB:meg)

7/25/96

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7/20/96

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FM FBI CHARLOTTE (265A-NY-259028) (P)
TO DIRECTOR FBI/IMMEDIATE/
FBI NEW YORK (265A-NY-259028)/IMMEDIATE/
BT

~~SECRET~~

CITE: //3140//

PASS: NEW YORK COMMAND POST.

SUBJECT: UNSUB(S); EXPLOSION OF TWA FLIGHT 800, TWENTY MILES
SOUTHEAST OF HAMPTON, NEW YORK; 7/17/96; AOT-IT-EOD; OO: NEW
YORK.

REFERENCE LEAD 1589; NEW YORK TELETYPE TO CHARLOTTE,
7/20/96, AND TELCALL BETWEEN SA CHARLOTTE

^PAGE 2 265A-NY-259028 ~~SECRET~~

DIVISION, GREENSBORO RA AND SA [REDACTED] NEW YORK COMMAND
POST, 7/20/96.

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ON 7/20/96, [REDACTED]
TELEPHONE [REDACTED] WAS INTERVIEWED AT HER RESIDENCE
REGARDING WHAT SHE WITNESSED ON 7/17/96, AT LONG ISLAND, NEW
YORK. [REDACTED] ADVISED THE FOLLOWING:

ON 7/17/96, AT APPROXIMATELY 8:37 P.M., [REDACTED] WAS ON THE
MOBAY (PHONETIC) SECTION OF LONG ISLAND BEACH, NEW YORK, WHEN
SHE OBSERVED AN AIRCRAFT CLIMBING IN THE SKY TRAVELING FROM
HER RIGHT TO HER LEFT. [REDACTED] ADVISED THAT THE SUN WAS
SETTING BEHIND HER. WHILE KEEPING HER EYES ON THE AIRCRAFT,
SHE OBSERVED A "RED STREAK" MOVING UP FROM THE GROUND TOWARD
THE AIRCRAFT AT AN APPROXIMATELY A 45 DEGREE ANGLE. THE "RED
STREAK" WAS LEAVING A LIGHT GRAY COLORED SMOKE TRAIL. THE
"RED STREAK" WENT PASSED THE RIGHT SIDE AND ABOVE THE AIRCRAFT
BEFORE ARCKING BACK TOWARD THE AIRCRAFT'S RIGHT WING. [REDACTED]
DESCRIBED THE ARCK'S SHAPE AS RESEMBLING AN UPSIDE DOWN NIKE
SWOOSH LOGO. THE SMOKE TRAIL, WHICH WAS LIGHT GRAY IN COLOR,

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WAS NARROW INITIALLY AND WIDENED AS IT APPROACHED THE AIRCRAFT.

[] INITIALLY THOUGHT SOMEONE HAD SET OFF A FLARE AND COMMENTED SAME TO HER FRIENDS [] AND [] OF LONG ISLAND. [] NEVER TOOK HER EYES OFF THE AIRCRAFT DURING THIS TIME.

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AT THE INSTANT THE SMOKE TRAIL ENDED AT THE AIRCRAFT'S RIGHT WING, [] HEARD A LOUD SHARP NOISE WHICH SOUNDED LIKE A FIRECRACKER HAD JUST EXPLODED AT HER FEET. [] THEN OBSERVED FIRE AT THE AIRCRAFT FOLLOWED BY ONE OR TWO SECONDARY EXPLOSIONS WHICH HAD A DEEPER SOUND.

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[] THEN OBSERVED THE FRONT OF THE AIRCRAFT SEPARATE FROM THE BACK. [] THEN OBSERVED BURNING PIECES OF DEBRIS FALLING FROM THE AIRCRAFT.

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[] WAS UNABLE TO PROVIDE A TELEPHONE NUMBER OR ADDRESS FOR HER FRIENDS [] OR [] EXCEPT TO SAY THAT THEY ARE RESIDENTS OF LONG ISLAND, NEW YORK AND THAT THEY DO NOT WANT TO BE INVOLVED.

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^PAGE 4 265A-NY-259028 ~~SECRET~~

[] WAS IN NEW YORK CITY FROM 7/10/96 UNTIL 7/18/96,
WHEN SHE RETURNED TO HER NORTH CAROLINA RESIDENCE. []
ADVISED THAT DUE TO HER FRIEND'S RELUCTANCE TO COOPERATE, SHE
HERSELF DELAYED CONTACTING ANYONE UNTIL LATE 7/19/96, WHEN SHE
CALLED TWA. WHILE IN NEW YORK CITY, [] WAS STAYING WITH
[] WHO RESIDES IN BROOKLYN, NEW YORK.
[] STATED THAT [] WAS NOT PRESENT ON THE BEACH AT THE
TIME OF THE EXPLOSION. [] STATED [] DOES NOT HAVE A
TELEPHONE AND HAS JUST MOVED HIS RESIDENCE AND THAT SHE DOES
NOT HAVE THE NEW ADDRESS. ACCORDING TO []
[]

CHARLOTTE WILL DOCUMENT VIA FD-302 AND FORWARD RESULTS TO
NEW YORK CITY.

~~CLASSIFIED BY [] REASON: 1.5; DECLASSIFY ON OADR.~~

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4.30.97

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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.

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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.

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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).

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[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.

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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,

4.29.97

Brooklyn, New York

265A-NY-259028

SA [REDACTED]
SA [REDACTED]

24521 NY 1 [redacted] neously with her hearing a small "pop." 29 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.

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[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.

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[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.

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

The following descriptive information regarding [redacted] was developed through interview and observation:

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Date of Birth: [redacted]

Place of Birth: [redacted]

Social Security Account Number (SSAN): [redacted]

Address: [redacted]
[redacted]

265A-NY-[redacted] phone Number: [redacted] 4.29.97

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Without further questions or comments, the interview was terminated.

OT-2

CASUALTY

MRI # FAYED TO TYSONS

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OO P12 AFO FBIWMFO ALO CASE3 FBINY
DE FBINY #0001 2020112
ZNR UUUUU
O 200041Z JUL 96
FM FBI NEW YORK (265A-NY-259028) (P) (I-46)
TO DIRECTOR FBI/IMMEDIATE/
ALL FBI FIELD OFFICES/IMMEDIATE/
ALL LEGATS/IMMEDIATE/
BT
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SUBJECT: CHANGED. UNSUB; EXPLOSION OF TWA FLIGHT 800, JULY
.7, 1996; AOT-IT-EID; OO: NY.

TITLE MARKED "CHANGED" TO DELETE THE LOCATION OF THE
EVENT.

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ACTION TAKEN

no leads
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A/c. Doyle.

265A-WF-204431

265A-NY-259028

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