

DOCKET NO. SA-516

APPENDIX N

**NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, DC**

**INTERVIEW TRANSCRIPT
NYANG CAPT. CHRISTIAN BAUR
JANUARY 11, 1997
(50 pages)**

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

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IN THE MATTER OF TWA FLIGHT :
800; INTERVIEW OF: :
CHRISTIAN FREDRICK BAUR. :
- - - - - X

TAPE TRANSCRIPTION

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

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APPEARANCES:

NORM WIEMEYER

NTSB Official

TERRY STACEY

Trans World Airlines Representative

LOU BURNS

Air Line Pilots Association

SCOTT METCALF

Federal Bureau of Investigation

AL CLEMENS

Federal Aviation Administration

I N D E X

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WITNESS:

CHRISTIAN FREDRICK BAUR/Co-pilot, H-60 Helicopter, New York Air National Guard.

(Tape 1, Side A, second interview -- continues on Side B.)

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

P R O C E E D I N G S

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MR. WIEMEYER: Okay. Could you state your full name please and spell your last name.

CAPT. BAUR: Christian Fredrick Baur,
B-A-U-R.

MR. WIEMEYER: And would you give us an address please? Either here or your home address, whichever you prefer.

CAPT. BAUR: Here.

MR. WIEMEYER: Okay. We can record that. What was your function the night of July 17th when the TWA accident occurred?

CAPT. BAUR: I was a co-pilot of the helicopter. We were out waiting for it to become dark enough to do night vision goggle aerial refueling with our tanker.

At that time we were shooting practice ILS approaches at this airport. At the time I was the pilot on the controls. I was flying the aircraft. And upon completion of the approach, I started to turn to the southwest. And for whatever reason, I looked up and saw what I thought was an incendiary device.

And I said to my engineer, Dennis Richardson, something to the effect, is that pyro -- as in pyrotechnic. And by the time he had adjusted his

1 position to look, I saw a succession of what I believed
2 to be three explosion, each larger than the other and
3 engulfing.

4 And told the Tower over the radio that two
5 aircraft just had a mid-air off the coast, and that I
6 was proceeding there immediately. And did.

7 MR. WIEMEYER: Okay. At the time what was
8 the light conditions outside?

9 CAPT. BAUR: VFR sunlight. It was the latter
10 part of the day, but it was still light out. It
11 wasn't -- it was before dusk. So, it was light.

12 MR. WIEMEYER: What were the color --

13 CAPT. BAUR: It was clear.

14 MR. WIEMEYER: -- of the explosions that you
15 saw? Could you describe those?

16 CAPT. BAUR: Red-orange.

17 MR. WIEMEYER: All three of them?

18 CAPT. BAUR: Reddish.

19 MR. WIEMEYER: Okay. In -- what would you
20 estimate to be their angle? The angle of those
21 explosions above the horizon?

22 CAPT. BAUR: I had to look up to see them. I
23 was leaning forward in my seat.

24 The device that -- that I saw -- there was an
25 object that came from the left. And it appeared to be

1 like -- like, a white-hot. Like a pyrotechnic.

2 And I guess at the time that's all in my mind
3 I could liken it to. It came from the left and went to
4 the right. And it made the object on the right
5 explode.

6 MR. WIEMEYER: Okay. Can you estimate an
7 altitude and a distance that you were from -- that the
8 object was and that you were from --

9 CAPT. BAUR: Five to seven miles. I was at
10 250 feet. The object was above me.

11 MR. WIEMEYER: You don't have an estimate on
12 the altitude?

13 CAPT. BAUR: It would be, I think -- it would
14 be inaccurate because I don't really -- I -- I know
15 what the altitude of the plane was. So then I would be
16 I think prejudice in my opinion.

17 MR. WIEMEYER: I understand. Thank you.

18 You said you proceeded to fly out there
19 immediately after reporting what you had seen. How
20 long did it take you to get on-scene?

21 CAPT. BAUR: About three and a half minutes.

22 MR. WIEMEYER: Okay. What -- describe what
23 you did at that point in time?

24 CAPT. BAUR: Well, as I flew towards it and
25 watching it fall, what I saw was this violent flame,

1 basically whipping around as it was descending. And
2 just this horrific fireball. It appeared at the onset
3 of it, though, that perhaps part of it may have broken
4 off from it. I can't be certain as to how much --
5 like, what broke off or -- because I really didn't know
6 what I was looking at yet.

7 I -- you guys may or may not know this, but
8 I -- I'm an agent with the Treasury Department in my
9 real life. The --

10 MR. WIEMEYER: We --

11 CAPT. BAUR: So --

12 MR. WIEMEYER: -- I'm aware of that.

13 CAPT. BAUR: Okay. Well, I tried to analyze
14 this thing. I also told the crew when we got done
15 flying that night that we should all write down what we
16 saw while it's still fresh.

17 But also, until we were debriefed by the FBI
18 did not talk to and did not want anybody in the crew
19 talking to each other about what we saw so what I saw
20 didn't become what you saw -- you being pretty sure.

21 And, of course, a lot of time has gone by
22 since then. You know, we have all talked. So, we also
23 I think helped each other in remembering some things
24 that we saw.

25 Most of us experienced a lot of flashbacks

1 afterwards. And I would say a lot of it is due to the
2 violence involved. A lot of it is also just due to the
3 fact that I think in your mind if you look at something
4 you try to -- your mind tries to sort it instantly
5 against something it already knows.

6 Going back to the pyro. I mean, I know what
7 pyrotechnics looks like. And I know -- or, in my mind
8 what -- when two objects collide, i.e., a mid-air.

9 So flying out there -- go back to your
10 question -- I had thought that since in my mind's eye I
11 saw two objects collide that there was a mid-air. And
12 I sort of put the pyro thing behind me. Especially as
13 Dennis hadn't seen it, I figured, well, I'm focussing
14 now on a mid-air. This thing snapped in on that.

15 I asked the Tower -- 'cause I'd heard them
16 earlier talking to a Navajo on the frequency. And I
17 said, "Are you still talking to the Navajo? Or is the
18 Navajo call clear?", or whatever. And they said, we're
19 not talking to the Navajo anymore.

20 I fly a Navajo. I have flown Navajos in my
21 civilian job. So, I thought maybe one of the guys with
22 the banner tower had run into this Navajo, 'cause I'm
23 just trying to recall who was on the frequency.

24 In getting closer to the aircraft I see it
25 finally hit the sea -- fall into the ocean. And when I

1 got within, maybe, a mile of it, or so, I -- in looking
2 up I could see a corkscrewed smoke trail that just sort
3 of like hung there.

4 And through that smoke trail there was a
5 shower of debris, particulate raining down slowly.
6 Some of it was glowing, and most of it wasn't. But
7 some of it was.

8 And then I saw the 130 was on the scene with
9 me. And I asked -- since I wasn't using that radio --
10 I asked Dennis, the flight engineer, to tell the 130 to
11 stay away from it because I wasn't sure that they could
12 see it and I didn't want them to fly through it because
13 some of it was burning, and I didn't know whether, you
14 know, it would be a good thing to fly through. And I
15 was trying to arc around.

16 And then, through the debris I saw what
17 appeared to be -- like, I -- several bodies fall
18 through it. It kind of reminded me like a sack of
19 potatoes. And it was like -- you know, you had this
20 particulate raining down, you had smoke and then the
21 view is like (sounds of mouth noise) this thing would
22 just come flying down through it.

23 I could draw you a diagram of what the -- the
24 crash site looked like initially. And to describe what
25 I would draw, there was a fire burning on the surface

1 that was not that large. But there was a surface fire
2 burning, which I assumed it was fuel.

3 And there were two wings sticking out of the
4 water. Both appeared to be swept type wings. One was
5 red and one was white, and I thought that to be odd
6 because most planes with the wings are usually the same
7 color. And I passed this information back to the tower
8 as I was looking at things; you know, trying to help
9 them sort this stuff in -- or help -- I don't know if
10 it was just me sorting it.

11 Then I thought, well, these -- maybe it --
12 it's not a Navajo because the wings were swept. But
13 the fuel fire didn't appear to be all that big.

14 Then working in a direction to the -- to the
15 south I saw the first body floating; which was maybe
16 somebody in their 20s, face down. It didn't have a
17 shirt on; T-shirt only. Pair of blue jeans.

18 From there the 130 said that they saw a raft.
19 We went a little bit further to the west. And the raft
20 wasn't that far away, and -- and looked at the raft.
21 There was nobody in it. And it looked more like in a
22 -- like, an air stair. An escape chute, type thing.
23 It was gray in color. The locator light -- for
24 instance, the locator light on it was working.

25 The next thing that I saw was a piece of

1 cabin facade-like plastic, like for windows. And that
2 was floating in the water.

3 Then I saw to the southwest of the slide the
4 debris field, which was oval in shape, and oriented
5 from east to west. It was just a sea of floating
6 little pieces of plastic, paper and it was mostly white
7 in color. And within the debris field Dennis had first
8 picked up some bodies, and then more. And then I could
9 tell by the -- there was a lot of bodies here; much
10 more than would be in a small aircraft.

11 Also, the fire had intensified.

12 MR. WIEMEYER: Uh-huh.

13 CAPT. BAUR: The tower at that point had come
14 back with that New York approach control, or New York
15 trade tower had lost from radar a TWA 747. And then I
16 realized this is what we were looking at, because of
17 the red and white colors it -- it all clicked. It made
18 sense.

19 And I was expecting the fire to diminish.
20 But instead, like I said, it -- it intensified and it
21 continued to intensify.

22 So, what I did was flew a parallel search,
23 which the -- the major axis of the search was located
24 on east and west. And I crept back and lay to the
25 southwest.

1 The current was moving about 240 ^{77 knots} and maybe
2 six -- it was a pretty good size current; six, eight
3 knots. Something like that. The wind was also working
4 in the same direction. And tried to locate anybody
5 that was alive -- I had about 15 minutes of light left.
6 So, I tried to fly over as much of this as I could.

7 The initial impact site of the -- the items
8 that I just described to you were all from the farthest
9 end-to-end was half a mile. It was all -- like, it
10 wasn't fanned out, or anything. It was all just in one
11 area.

12 I did also go around the back side of the
13 fire towards the east to see if there was anything
14 there. And it wasn't, it was all just lumped in that
15 one area. Then the current started to drag it out to
16 the southwest.

17 We used sea dye and stuff to mark some of the
18 bodies -- the positions of it, and also saved them in
19 the computer.

20 At that point I flew back to the airport
21 here. The other pilot, Fritz Meyer, got out. Mike
22 Noyes came in. We removed the seats. Took on a bunch
23 of chem lights and then embarked the two PJs. Fritz
24 then it -- Fred Meyer, the pilot, had re-entered the
25 aircraft and got in the back on the left side as a

1 scanner. And I took off and headed back out there.

2 I took me about 40 minutes to relocate the --
3 the major debris field, which had drifted significantly
4 to the southwest. And I was going to use that to find
5 the preponderance of bodies, which we did. And we
6 threw chem lights to mark the areas, you know, where
7 all the bodies. We marked each body with chem lights.

8 And it took about two hours of coaxing the
9 Coast Guard to start retrieving the bodies. And they
10 were major -- their orientation seemed to be solely
11 around the fire. But the problem was that the bodies
12 would drift and -- and fan out over time, 'cause they
13 went to the southwest.

14 MR. WIEMEYER: Were ^{there} ~~the~~ other boats in --
15 on-scene at the time?

16 CAPT. BAUR: No. The -- the only other
17 aircraft I seen with me was the -- the 130. Then after
18 I'd come back out, the second -- you know, the second
19 part of that sortie, the Coast Guard Dauphin from
20 Brooklyn had shown up. And I divvied the air space up
21 between myself and him. Went, you know, air-to-air
22 tact end, which means we get a little digital readout
23 of our distance from each other, so we didn't fly into
24 each other.

25 And the 130 stayed above a certain altitude.

1 So, I -- I gave us I think 300 feet and below, and the
2 130, like, 500 feet and above. And I think the 130
3 was, like, 1,000 feet, or something.

4 Then, some time later -- maybe about 45
5 minutes later, or so, another Coast Guard helicopter
6 arrived from Cape Cod. And I stayed pretty snapped in
7 on locating bodies.

8 Just -- the bodies seemed to also fall into
9 the -- the type of injuries that we saw seemed to be --
10 you could group them. People missing clothes, and what
11 not.

12 MR. WIEMEYER: Did you see a Navy P-3 in the
13 area at any time during the time that you were
14 on-scene?

15 CAPT. BAUR: No.

16 MR. WIEMEYER: Did --

17 CAPT. BAUR: There was no --

18 MR. WIEMEYER: -- you look for it, though?

19 CAPT. BAUR: It -- you have to understand,
20 too, my -- my scope at that point was extremely narrow.
21 The -- it -- it took a lot of effort because of the --
22 it was -- you know, it was somewhat of a hazy day that
23 became a hazy night, with no visual horizon, unless
24 you're looking back to the north where the lights are
25 from -- you know, from the coast.

1 So, between that -- and now the -- the air is
2 just engulfed with all the smoke from the burning jet
3 fuel. So, as I maneuvered the helicopter low over the
4 water and in and out of the wind line, there's --
5 there's a lot of power adjustments that -- that
6 necessitate me keeping a certain air speed up depending
7 on my orientation into the wind, or the wind at my
8 back. And visually, I would have to transition inside
9 the aircraft and fly on instruments 'cause I didn't
10 have a horizon, and then roll back out again as I
11 acquired bodies.

12 So -- or the attention was down and out and
13 -- and not looking up.

14 MR. WIEMEYER: Okay. Do you recall hearing
15 the P-3 on the radio?

16 CAPT. BAUR: Not on the frequency I was on.

17 MR. WIEMEYER: Okay. When you finished this
18 mission and came to the beach and landed back here,
19 were you interviewed by anyone at that point in time?

20 CAPT. BAUR: No.

21 MR. WIEMEYER: When did the first interview
22 take place with you?

23 CAPT. BAUR: The crash was on Tuesday or
24 Wednesday?

25 VOICE: Wednesday.

1 CAPT. BAUR: Sunday.

2 MR. WIEMEYER: On the next Sunday?

3 CAPT. BAUR: Yes.

4 MR. WIEMEYER: And who was that that
5 interviewed you?

6 CAPT. BAUR: I have his card in my office.

7 MR. WIEMEYER: Okay. And was that the FBI?

8 CAPT. BAUR: Yes, it was the FBI. I have the
9 agent's name in my office.

10 MR. WIEMEYER: Okay.

11 CAPT. BAUR: Can you turn the tape recorder
12 off for a second?

13 MR. WIEMEYER: Sure.

14 (Whereupon, a brief recess was taken.)

15 MR. WIEMEYER: I would like you to make that
16 drawing for us when you're finished, if you don't
17 mind --

18 CAPT. BAUR: Okay.

19 MR. WIEMEYER: -- of what direction your
20 actions are.

21 Were you subsequently reinterviewed by the
22 FBI at any point in time? After the initial interview
23 with them?

24 CAPT. BAUR: Informally only.

25 MR. WIEMEYER: Okay. What other events

1 transpired that we can put on the record with regards
2 to activity regarding this accident and your
3 recollections of things?

4 CAPT. BAUR: I think what I described. My
5 crew estimated that we saw between 85 and 100 bodies
6 that night, which is apparently what turned up in the
7 morgue after that. And most of what we saw appeared to
8 be people that froze [phonetic sp.] out, indicative
9 of people that were missing clothing -- like, threw the
10 wind blast. Whatever.

11 Most of the people that we saw -- or a fair
12 amount of them seemed to be decapitated. Or amputated.
13 There was double amputees; indicative of sudden
14 stoppage.

15 In -- in going back to what I initially saw,
16 it -- it was almost as if the plane ^{hit} dropped in its
17 tracks. It didn't keep going. I mean, it -- it -- it
18 basically blew up in place and then just came down
19 vertically in pieces.

20 It didn't -- it -- you know, the -- the
21 things that stand out in my mind was this object that
22 looked -- that had a white phosphorous kind of flame --
23 or whatever you want to call it -- coming out of it
24 striking another object that you couldn't clearly tell
25 exactly what it was.

1 Also there was this burst of, like, glitter
2 or something that sort of came out of the -- like, it's
3 -- like, sparkler stuff. It was kind of red. That
4 it -- a plume that sort of came out of the plane
5 initially, too.

6 The three explosion -- the bigger explosion.
7 Watching this thing whip. And then it -- it sort of
8 a -- the orbit sort of got more circular as it -- as it
9 spiraled down. Those were the things that were
10 extraordinary about it that stood out in my mind.
11 That, the bodies -- a few bodies that appeared to still
12 be following, you know, as we arrived there.

13 Now, it -- if I was at the three-minute mark,
14 or if I was at the two-minute mark when I first
15 detected those; as if they were blown upwards and then
16 came back down again.

17 And the fact that everything just seemed to
18 fall down vertically, and the plane just seemed to stop
19 exactly where it was -- the object.

20 MR. WIEMEYER: Could you elaborate a little
21 bit more on the object you said struck the other
22 object? Give us as much detail in that area as you
23 possibly can.

24 CAPT. BAUR: What I saw that -- was only
25 for -- in the air seconds, at that, before it impacted.

1 I didn't have a long time to look -- to -- to observe
2 it. I know people have said they had seen smoke coming
3 up from the surface, or trail -- if you will. That
4 type of thing.

5 And I -- I didn't see that. Not to say that
6 it wasn't there. But it wasn't in my field of view.
7 And it also wasn't what I saw when I was looking up.

8 The object came from the left and went to the
9 right. It appeared to be -- to have a -- like, a
10 white-hot kind of lower flame. Like white phosphorous
11 or -- some type of, like, a rocket type motor. Those
12 -- you know, from things I've seen in the military that
13 they shoot at things.

14 But it -- it was like -- it was moving quick.
15 And it had this light phosphorous glow coming out of
16 the tailpipe. It may have also had something red and
17 phosphorous on it, too. But I'm not certain.

18 And I just saw it in that flight. And it was
19 level in its attitude. And it struck something. And
20 the thing that it struck sort of blew up in this big
21 explosion. And then the explosion itself seemed to,
22 like, mushroom out -- maybe two more times after that.

23 MR. WIEMEYER: Let me make sure I get this
24 clear.

25 The object that you saw was travelling from

1 left to right across your field of vision --

2 CAPT. BAUR: Right.

3 MR. WIEMEYER: -- and went --

4 CAPT. BAUR: Or --

5 MR. WIEMEYER: -- on up to --

6 CAPT. BAUR: -- i.e., east to west.

7 MR. WIEMEYER: East to west. Okay.

8 CAPT. BAUR: It could also have been coming
9 from -- in a -- a combination. It could've been coming
10 from the southeast; realizing that when you look up
11 into a hazy sky -- so that you don't have another
12 benchmark to really reference it on to tell you that it
13 was on a specific heading.

14 But its primary direction that it was coming
15 from was from the east.

16 MR. WIEMEYER: Okay. And speaking of the
17 hazy sky can you give us an estimate of what you think
18 the prevailing visibility was with this haze? Both
19 before it started to get dark, and as it got on into
20 evening?

21 CAPT. BAUR: I would say you probably had 15
22 miles. It was hazier to the south. And part of that
23 is brought upon when you look out over the water you
24 don't have any -- any references where you can say what
25 a distance is. Whereas, if you look on land you got a

1 smokestack or a building, or something, you -- you -- a
2 known fixed point you can get your distance by.

3 But I would say you had at least 15 miles.
4 Maybe even more. And it just -- it -- it was hazier
5 out to the south, as it was a lot this summer, just
6 'cause the sea water was colder, I think you had --
7 further out to the south it was probably -- there
8 usually is a fog bank that sits out there. So, you
9 have some degrade of visibilities out there beyond the
10 area that we're talking about.

11 So, when you look out to it you have some
12 weather phenomenon that exists that hangs out to the
13 south of Long Island.

14 MR. WIEMEYER: And then, can you recall the
15 sky conditions and cloud conditions? The bases of the
16 clouds? How much did your cloud cover --

17 CAPT. BAUR: For my flying that night there
18 were no clouds. If there were they were in altitude
19 that -- that it was not consequential to what mission I
20 was performing. So, I'd say there was probably no
21 clouds below 10,000 feet.

22 The visibility I already described. The --
23 there wasn't a lot of turbulence. The winds seemed to
24 be pretty light. And they were blowing to the -- to --
25 they were out of the east. And that's the direction it

1 blew the smoke in too.

2 As darkness fell, because you had a lot of
3 smoke in the air, that -- that definitely degraded the
4 visibility from the -- there was just a -- a lot of
5 smoke coming off of the fire because the fire had grown
6 'til you just got a tremendous proportion.

7 MR. WIEMEYER: Okay. I don't -- I haven't
8 got any questions at the present time. I'd like to go
9 around and have the group members ask you whatever
10 questions they wish. And they'll each identify
11 themselves by name for the stenographer -- prior to the
12 time that they start their questions.

13 CAPT. BAUR: Uh-huh.

14 MR. WIEMEYER: And the same thing holds if
15 there's anything that you wanted to discuss with
16 regards to something you do not want on the record,
17 just let me know and I'll shut it off.

18 MR. BURNS: Hi, Chris. I'm Lou Burns. I'm a
19 TWA 747 captain representing the Air Line Pilots
20 Association.

21 The first thing that caught your eye as you
22 were doing this ILS approach is this streak of light?

23 CAPT. BAUR: No.

24 MR. BURNS: No?

25 CAPT. BAUR: Was -- the first thing that

1 caught -- I was -- I had already gone missed approach.

2 MR. BURNS: Yeah.

3 CAPT. BAUR: Completed the approach. I was
4 not on the ILS anymore. And I was turning the aircraft
5 to the southwest.

6 MR. BURNS: Uh-huh.

7 CAPT. BAUR: The standard miss here is to go
8 to 0-9-0, so I was going around the southwest to --
9 to -- to head for that heading. And in the turn -- and
10 -- and had started climbing.

11 And I -- this is the whole thing that has
12 bothered me for some time -- is something -- I felt as
13 if something had -- told me to look there. And -- and
14 I don't know what it was. So, I can't definitely say
15 what that was.

16 MR. BURNS: Okay.

17 CAPT. BAUR: But what I did see at that point
18 was, like, an object that was moving quickly with this
19 white burning flame, if you will, coming out of the
20 back of it. And I saw that. And I said to my
21 engineer, "Is that pyro?" So, I just thought that --
22 that -- like, why would there be -- and I'm asking
23 myself, why is there pyro out there?

24 I -- I guess I was looking for a confirmation
25 from him that maybe he knew -- maybe he -- I missed

1 something today, or somebody was going to be shooting
2 pyro. It was awfully close, you know, to the base --
3 to the -- to the land. Usually I guess they do those
4 things out in the water. And -- so, that was my
5 comment to Dennis was, hey, is that pyro?

6 But unfortunately, he had left the flight
7 engineer's panel and then moved back behind my seat on
8 the left side of the aircraft --

9 (Tape 1, Side A ends abruptly. No carryover.
10 Loss of dialogue. Interview resumes on Tape 1,
11 Side B.)

12 MR. WIEMEYER: Okay. Go ahead. This --
13 we're on the B-1.

14 MR. BURNS: So, your comment to the engineer,
15 is that pyro, refers to this streak, rather than the
16 explosion?

17 CAPT. BAUR: This incinerary (sic) burning
18 from this object that's moving from the east to west,
19 from the left to the right.

20 MR. BURNS: Uh-huh. Now --

21 CAPT. BAUR: I -- I guess what I'm trying to
22 make sure here that I want to differentiate is that I'm
23 not -- I don't really want to say definitively this is
24 what I saw -- this is what I knew that I saw. A lot of
25 people have said that they have seen streaks of varying

1 kind -- you know, smoke -- a streak of smoke coming up
2 from the surface, and that.

3 I'm not saying they didn't see it. But I --
4 I want to make sure the only thing what I saw.

5 MR. BURNS: Right.

6 CAPT. BAUR: And I did not -- I did not see
7 that. Because what I saw lasted so short before it
8 impacted. I mean, there could've been a whole regatta
9 of smoke behind it. It's just that I hadn't looked
10 there in that amount of time to -- to take all of that
11 in.

12 Once this plane exploded, or -- what I
13 thought was it was a mid-air, 'cause in my mind I saw
14 two things hit each other. I'm not thinking missile,
15 I'm thinking two planes flew into each other.

16 So, my next comment to the tower was, hey,
17 two planes had a mid-air. I'm not focussed on that.
18 So, I never looked back to the east to see what else
19 would've come with this because as human beings it's
20 just not something we -- we deal with on a daily basis.

21 MR. BURNS: Now, subsequent to this evening
22 at some -- at -- after that evening at some point you
23 had -- were hypnotized by Mr. Ruvola, is that correct?

24 CAPT. BAUR: Uh-huh.

25 MR. BURNS: What prompted -- what made you

1 decide you wanted to do that? What was that --

2 CAPT. BAUR: Because I was having a lot of
3 flashbacks.

4 Each -- each day more -- I would have more
5 recollection of what I saw. And it -- it occurred to
6 me quickly that I saw a lot that night that initially
7 that night I had blocked out because I stayed focussed
8 on trying to find somebody that was alive. 'Cause that
9 was really what I was interested in.

10 However, I was still a sponge and absorbing
11 all these things and recording them. And now, after
12 the -- and removed from the situation these started,
13 like, jumping out at me. And it -- it -- we -- and I
14 was concerned that as a witness to this that I wanted
15 to try to extract as much factual information as I
16 could.

17 And I saw this as -- as -- because I had a
18 relationship with Dave already, I felt comfortable with
19 him. It was -- he -- either through relaxing me or
20 through hypnosis that, perhaps, I could articulate my
21 thoughts to provide maybe one key piece of evidence --
22 as evidence that could solve this.

23 MR. BURNS: Thank you.

24 MR. CLEMENS: My name is Al Clemens. I
25 represent the FAA.

1 You said that you marked the -- some of the
2 debris with sea dye. When you returned to the field
3 how far would you say that material had drifted? And
4 in what direction?

5 CAPT. BAUR: It -- it all moved to the
6 southwest about 2-4-0. The amount of time from when I
7 departed the scene and came back, how much did it move?

8 MR. CLEMENS: Was there any indication that
9 there was a trail of sea dye that would indicate the
10 current? Or how far the tide might've dispersed from
11 the time you were actually --

12 MR. BAUR: We could tell by -- by following
13 some of this stuff in the water and just watching it
14 move that the current was moving at about, I would say,
15 eight knots.

16 MR. CLEMENS: Towards the southwest?

17 CAPT. BAUR: Right. 2-4-0. I mean, that was
18 -- that was evident almost right away. And also, when
19 we had come back it took me about 40 minutes in the
20 dark to -- to find this again, this preponderance of
21 bodies by the debris field.

22 And that had probably moved, I would say, you
23 know, close to eight to 10 miles from where it
24 initially started off.

25 MR. CLEMENS: And how far were you from the

1 explosion the first time you saw it, in your
2 estimation?

3 CAPT. BAUR: Between five to seven miles.

4 MR. CLEMENS: And the bright light that you
5 report seeing, it tracked in a horizontal plane for a
6 short period of time?

7 CAPT. BAUR: Right. It was -- it was level.
8 It -- it -- I didn't see anything climbing or
9 descending or coming out of the surface, or anything
10 like that. This thing was level and -- and driving.

11 MR. CLEMENS: At the time you were looking at
12 that bright flame, do you think it would've been
13 possible to see a large aircraft at the -- in the same
14 area had it been there and only illuminated with its
15 own navigation lights?

16 CAPT. BAUR: No.

17 MR. CLEMENS: You don't think you would've
18 seen that?

19 CAPT. BAUR: No. It may have been possible
20 for somebody else at that vantage point to. I -- I
21 guess it just depends on what you're looking at.

22 This thing just caught my eye because it was
23 weird. So right away I'm like -- I'm looking at it
24 trying to figure out what the hell it is. And that's
25 where all my attention was.

1 I mean, the -- you know, the Queen Mary
2 could've been right over here and it just -- not while
3 I'm paying attention to it.

4 MR. CLEMENS: All right. And how far do you
5 think it was from the first time you saw the bright
6 light to the point where you saw the multiple
7 explosion? Any kind of estimate of distance?

8 CAPT. BAUR: You mean the distance the bright
9 light traveled before --

10 MR. CLEMENS: Right.

11 CAPT. BAUR: -- the explosion?

12 MR. CLEMENS: Right.

13 CAPT. BAUR: In time? Or the -- I mean --

14 MR. CLEMENS: I'm looking more -- I'm
15 thinking more in terms of --

16 CAPT. BAUR: Linearally?

17 MR. CLEMENS: -- distance rather than time.
18 So to give you a feeling of a -- an actual distance
19 that --

20 CAPT. BAUR: That's an interesting question.

21 (Pause)

22 CAPT. BAUR: Well --

23 MR. CLEMENS: Two degrees of north --

24 CAPT. BAUR: Yeah.

25 MR. CLEMENS: -- at least.

1 CAPT. BAUR: If -- if you figure out it was
2 about five to seven miles from here. And I turn my
3 head -- if I lean forward and I turn my head and
4 followed it, wherever that -- and we know what the
5 altitude was -- whatever the -- whatever that arc would
6 come out to be would probably be very -- very close to
7 what the distance was.

8 I would guess maybe -- maybe a mile.

9 MR. CLEMENS: And when you saw the three
10 explosions they no longer had a horizontal velocity?
11 They just gone vertically into the ocean?

12 CAPT. BAUR: It's kind of weird that that --
13 the initial and it just sort of, like, worked its way
14 back. And you just -- you know, you could just see it
15 keep growing and exploding.

16 But it never kept moving forward. It never
17 kept moving to the east, really. I mean, it -- it did
18 a little bit. But the -- it wasn't, like, significant.
19 That's why I thought, like, these two planes really hit
20 each other and basically became one plane.

21 And then it just -- and then it was this
22 whipping action at first that was really violent. And
23 the flames were just sort of like leaping off of this
24 thing, and cascading downward.

25 So, I mean, here I am -- here I am flying and

1 I'm look -- and I'm looking at this thing, and now I'm
2 flying towards it. And I haven't really moved the
3 aircraft then. I haven't -- and I -- and I'm still --
4 the whole time it's basically like I'm -- I'm in a seat
5 in a theater watching it on the screen.

6 It's not -- I'm not having to track this
7 thing around. I'm flying -- I'm still flying right
8 towards it. So, it -- it -- it all happened in this
9 one little piece of air here.

10 MR. CLEMENS: Okay. When you saw the three
11 successive explosions did you get any indication at
12 that point that the mass of the object was defined?

13 CAPT. BAUR: No.

14 MR. WIEMEYER: You still had no idea whether
15 it wa a large airplane or a small airplane? The flame
16 was more prominent than the -- than what it was
17 associated with?

18 CAPT. BAUR: What I initially thought was
19 that it was lower in the sky than it turned out to be.
20 It -- the reason I say that why it's interesting is I
21 -- I didn't realize how high up it was. And because of
22 the -- the massive flames I just assumed it was lower
23 and closer, when it reality it was a bigger plane that
24 had bigger flames that was up higher. And it gave
25 somewhat of the illusion of being lower in the sky.

1 MR. CLEMENS: And how high do you think it
2 was?

3 CAPT. BAUR: I'm afraid to answer that
4 question because I already know.

5 MR. CLEMENS: Well, I have no --

6 CAPT. BAUR: So, I would --

7 MR. CLEMENS: -- further questions.

8 CAPT. BAUR: -- just be throwing a -- a
9 guess.

10 MR. METCALF: Hi, Chris. I'm Scott Metcalf,
11 with the FBI.

12 If you -- I -- just to make sure. Whenever
13 you went -- missed approach you were trying out -- I
14 guess it was southwest heading, right?

15 CAPT. BAUR: Uh-huh.

16 MR. METCALF: And that's when you first saw
17 the first explosion, right? Or you -- the phosphorous-
18 looking object --

19 CAPT. BAUR: Right.

20 MR. METCALF: -- struck the aircraft. At
21 that time mileage estimation from where you were when
22 you saw it to where it actually came down, to the crash
23 site you went to first?

24 CAPT. BAUR: Five to seven.

25 MR. METCALF: Okay. What is your time

1 reaching at there? I mean, what do you cruise at in a
2 helicopter?

3 CAPT. BAUR: If you go to max power -- which
4 I did -- it's like 150, 155 knots.

5 MR. METCALF: Would you estimate time getting
6 there?

7 CAPT. BAUR: Close enough where I felt like I
8 was on-scene, or I was seeing things in detail, about
9 three and a half minutes. And some time before that is
10 when I picked up the raining particulate and how the
11 engineer tell the 130 not to get too close to it yet.

12 MR. METCALF: Okay. Whenever you got out
13 there did you stop prior to reaching the -- where some
14 of the debris was was there still stuff falling?

15 CAPT. BAUR: Right. At that -- I -- I
16 started slowing down so I wouldn't get hit with it
17 myself.

18 ^{Capt Baur MS}
~~MR. METCALF:~~ Okay. And for whatever reason,
19 I decided to turn a little bit to the west. So,
20 instead of coming at it -- like, this is the scene, the
21 fire where --

22 MR. METCALF: Yeah.

23 CAPT. BAUR: -- it's burning. Whatever. I
24 started slowing down and then turned somewhat to the
25 west and came at it this way.

1 MR. METCALF: What type of debris did you see
2 falling?

3 CAPT. BAUR: The -- the particulate stuff --
4 and I -- I call it that for lack of a better word. It
5 -- it's as if -- like in a ticker tape parade when you
6 have that little bits of paper --

7 MR. METCALF: Yeah, the --

8 CAPT. BAUR: -- that people throw -

9 MR. METCALF: -- confetti-type --

10 CAPT. BAUR: -- out of buildings?

11 MR. METCALF: -- stuff, right?

12 CAPT. BAUR: Well, that's what it looked
13 like, kind of. And some of it was burning --
14 incenirary. It had a -- you know, it had -- like, kind
15 of a glow to it. Like you could see that it was hot,
16 some of it. But most of it wasn't. The majority of it
17 didn't appear to be that way.

18 And then -- and it was interesting, too.

19 'Cause, again, you had this corkscrew smoke plume that
20 hung there. And it -- it was, like, a staircase going
21 up into the sky. And the particulate rained down right
22 through it. I mean, it wasn't like the particulate was
23 raining down over here or over there. It was all in
24 this one spot.

25 And the bodies that still fell were falling

1 through this -- this stuff. Between -- you know, in --
2 in that -- that -- that cone -- the smoke and the
3 particulate you have this body or torso, or whatever,
4 just come screaming down through there.

5 MR. METCALF: Did you see many bodies or just
6 this one that you -- falling?

7 CAPT. BAUR: No. My guess is -- and, again,
8 it's a guess, is I probably saw three that it -- that
9 I'm -- that I'm flying and looking at watching come
10 down.

11 MR. METCALF: I have no more questions.
12 Thanks.

13 MR. STACEY: Chris, I'm Terry Stacey, with
14 TWA, a 747 captain also.

15 The information of the debrief that you did
16 on paper that you wrote down after you -- after the
17 mission, did you write down the phosphorous burning
18 object? Was that in those notes?

19 CAPT. BAUR: No.

20 MR. STACEY: It was not in those notes?

21 CAPT. BAUR: No. And early on, like the next
22 day, we were told not to discuss anything about
23 missiles with -- you know, they encouraged us to talk
24 to the media. But not to discuss that with them. So,
25 the only person that I did discuss that with was the

1 FBI.

2 MR. STACEY: Do you know why you didn't write
3 that information in the written debrief?

4 CAPT. BAUR: Oh, why I didn't put it in the
5 debrief that I left here that night?

6 MR. STACEY: Yes.

7 CAPT. BAUR: I totally blocked it out.

8 MR. STACEY: At what point did you realize
9 that --

10 CAPT. BAUR: The next day.

11 MR. STACEY: The next day?

12 CAPT. BAUR: When I played this thing over in
13 my mind.

14 MR. STACEY: Okay.

15 CAPT. BAUR: I -- in my E-brief that I wrote
16 that night? To me, it -- it -- what I was focussing on
17 in that was what I saw in the rescue; the thing is,
18 this is a rescue organization. I focussed on, like,
19 where I found debris; latitude; longitude; what the
20 debris looked like; what the condition of the people
21 looked like. And times.

22 MR. STACEY: Okay. Is a normal reaction -- I
23 fly 747s at straight level, basically. We make
24 approaches and that type of thing also, of course. I'm
25 not in rescue or anything. We just transport people

1 from A to B, basically.

2 But, is it something in this train or -- in a
3 normal reaction that when you see something like this
4 that you immediately go to max power and go toward the
5 incident?

6 CAPT. BAUR: No. It's probably not.

7 Are you asking me why?

8 MR. STACEY: Yes. I'm -- really, why did you
9 -- do you know why you reacted in this manner?

10 CAPT. BAUR: In my rescue career I've been
11 exposed to a couple of plane crashes. Well, boats and
12 plane crashes. One of them was a USAir.

13 And -- and what I felt that I saw, which was
14 a mid-air -- these two objects hitting each other --
15 was that there would be bodies out there. So I didn't
16 want to miss any time getting there.

17 I didn't -- I didn't have any fear that this
18 object was going to fall on me as it was falling out of
19 the sky 'cause I wasn't that close to it. I felt I
20 could stop in time if it still was -- but, I mean, the
21 only thing I was focussed on was flying towards it to
22 get out there.

23 It -- I -- and I guess the other thing I was
24 thinking was if -- which, this is interesting 'cause
25 when you think of something it's -- if, in fact, the --

1 one of the planes maybe was more intact. Obviously one
2 of them was burning horrifically. But I thought maybe
3 the other plane -- the other -- the -- the other object
4 it hit, maybe it was more or less intact and -- and we
5 might find some people.

6 MR. STACEY: Okay. Were you -- would you say
7 -- no, I'm sorry. Approximately what percentage of the
8 distance from where you were to the accident scene were
9 you when you saw the bodies falling through the smoke
10 there?

11 CAPT. BAUR: Almost there. I think we were,
12 like -- probably, like, 80 -- if you want to put a
13 percentage -- I guess 80 percent there.

14 MR. STACEY: And this information came out
15 during the hypnosis?

16 CAPT. BAUR: No.

17 MR. STACEY: No?

18 CAPT. BAUR: No. Nothing really came out
19 during the hypnosis. It basically went over the stuff
20 I had already said.

21 MR. STACEY: Oh.

22 CAPT. BAUR: There was no revelations.

23 What I was looking for in the hypnosis that I
24 didn't find was why in the hell was I looking there in
25 the first place? Because what -- what kept bugging me

1 over and over again was I felt as if something told me
2 to look there.

3 But I -- and -- I mean, it wasn't -- I was
4 the one that brought it to the attention of the crew of
5 the plane I was flying. And we told the 130 and the
6 Tower on -- there was nobody else in the loop I could
7 think of that would say to look there.

8 I thought that maybe -- you know, we have
9 this computer that tells us about radar -- like, a
10 missile is launched at us, or something like that. But
11 -- and then I was hoping that maybe in doing this that
12 it would tell me that this thing went off; or, it
13 caught my attention and that made me look there.
14 But -- but I can't say that because that -- that didn't
15 happen.

16 So, I don't have an -- and I didn't get the
17 answer I was looking for.

18 Perhaps I did see something that caught me
19 out -- caught out of my peripheral vision out of the
20 corner of my eye that made me look up and see it. But
21 that I just don't know.

22 MR. STACEY: And you mentioned something that
23 reminded me. Were you the aircraft commander?

24 CAPT. BAUR: No.

25 MR. STACEY: But you did the flying?

1 CAPT. BAUR: Right.

2 MR. STACEY: Pilot flying? Throughout the
3 whole mission you did the flying?

4 CAPT. BAUR: Yeah.

5 MR. STACEY: Why was that?

6 CAPT. BAUR: It -- Maj. Meyer -- Fritz --
7 felt that I had a -- a good handle on it and he just as
8 soon let me run with it.

9 MR. STACEY: Was he conducting the operation
10 as a aircraft commander and delegating this flying part
11 to you? Or?

12 CAPT. BAUR: I was already flying. And I
13 assumed because of my background and coming from the
14 Coast Guard and doing -- having a lot of experience
15 doing rescues, he just felt comfortable allowing me to
16 run this.

17 MR. STACEY: Okay. What would you estimate
18 the size of the wing -- the swept wings you indicated
19 you saw on the -- they were still on the surface when
20 you --

21 CAPT. BAUR: They were poking out. The --

22 MR. STACEY: Okay.

23 CAPT. BAUR: -- the -- the tips of them.
24 So -- I mean, you could see it was -- it was swept.
25 You could see that leading edge part of it that's --

1 that's polished. And maybe, an eighth of it, or so,
2 was sticking out of the water.

3 But then it was -- one of -- one of them
4 stuck out more and one was floating a little bit more
5 than -- you know, they were at different angles. But
6 they were -- one was red and one was white. And I -- I
7 guess, you know, in hindsight and from knowing things
8 that I found out that one of them was probably the --
9 part of the elevator and the other one was part of the
10 actual -- the rudder of the tail.

11 MR. STACEY: Oh. Okay. So, really not the
12 wing?

13 CAPT. BAUR: Oh, no.

14 MR. STACEY: Or --

15 CAPT. BAUR: No. They weren't the wings.

16 MR. STACEY: Oh.

17 CAPT. BAUR: But my impression when I got
18 there was I'm looking at these two air foils sticking
19 out the water that looked like wings. One's red and
20 one's white.

21 Because most of them are submerged you
22 couldn't tell by looking at them that, yeah, they were
23 both air foils, but they weren't both wings. Or
24 whatever.

25 MR. STACEY: Okay.

1 CAPT. BAUR: And it -- once -- you know, it
2 all sort of evolves as it goes along, and then you
3 realize, okay, that -- I was probably looking at part
4 of the tail antanage [phonetic sp.] -- or pieces of the
5 antanage. It was just floating in the water when I
6 first got there.

7 MR. STACEY: Okay. What time did you
8 complete the -- or, end of the mission?

9 CAPT. BAUR: Oh. What time did I land here?

10 MR. STACEY: Yes. Uh-huh.

11 CAPT. BAUR: Midnight. 12:30. Something
12 like that.

13 MR. STACEY: And then you -- what'd you do
14 then?

15 CAPT. BAUR: Stayed here for a while. Then I
16 went home. Got up the next morning and I started
17 taking time off from my other job to come out here and
18 fly 'cause they were looking for people to do the FBI
19 support.

20 Oh, the next day we started doing -- I came
21 out here. And then from here we went out to the Coast
22 Guard station in East Moriches. Myself, two of the
23 PJs, Fritz Meyer.

24 MR. STACEY: You went to the Coast Guard
25 station for what reason? To?

1 CAPT. BAUR: The public affairs officer here
2 wanted us to make ourselves available to talk to the
3 media about what we saw.

4 MR. STACEY: Okay.

5 CAPT. BAUR: And the rescue. And keep it
6 within the confines of the rescue.

7 MR. STACEY: Did you discuss -- from the time
8 you -- well, when you went home and prior to the next
9 morning, did you discuss this with anyone else?

10 CAPT. BAUR: No.

11 MR. STACEY: Did you write anything down?

12 CAPT. BAUR: No.

13 MR. STACEY: When did you -- I'm sorry. When
14 did you do the written debrief?

15 CAPT. BAUR: When we got back.

16 MR. STACEY: That night?

17 CAPT. BAUR: Right.

18 MR. STACEY: Okay.

19 CAPT. BAUR: Fritz didn't. He left. But
20 everybody else in the crew did.

21 MR. STACEY: And that written debrief was --
22 again, was primarily focussed on the rescue part of it,
23 is that correct?

24 CAPT. BAUR: What -- we were supposed to
25 write down what we saw and what we did. My feeling in

1 that was -- and -- and, again, Chuck Stevey said to me,
2 you know, make sure you write something down too, and,
3 you know, feeling that this'll help out as far as,
4 like, locating more people or more debris, or whatever.

5 MR. STACEY: Okay. Thanks, Chris.

6 MR. WIEMEYER: Chris, Norm Wiemeyer. I've
7 got a couple of follow-up questions.

8 During the course of your flight you came
9 back here and you switched one of the pilots out and
10 Mike Noyes was in the crew?

11 CAPT. BAUR: Right.

12 MR. WIEMEYER: What was the reason for that
13 change?

14 CAPT. BAUR: Fritz isn't qualified as a
15 aircraft commander to do night water hoists, and stuff.
16 So, it was -- he -- he wasn't qualified to proceed with
17 the mission beyond that point.

18 MR. WIEMEYER: Okay. And another thing, you
19 describe early on in the interview seeing some debris
20 in the air that appeared to be like glitter?

21 CAPT. BAUR: Yeah.

22 MR. WIEMEYER: Could you give me -- more
23 detail on that? Colors?

24 CAPT. BAUR: Red.

25 MR. WIEMEYER: Size? Was --

1 CAPT. BAUR: It was red and glittery like
2 that stuff that -- you know, like when a -- you shoot
3 off fireworks and they explode, and then you get this
4 -- after the explosion you get this kind of, like --
5 this stuff falls and -- I'm not an art major.

6 This stuff would fall and -- you have the
7 explosion, and then the glitter or that -- whatever,
8 that creates the explosion and I guess there's little
9 pieces of metal, or something, that -- that give off
10 these different colors. And they fall to -- you know,
11 back to earth. And they sort of burn out on their way
12 down.

13 MR. WIEMEYER: Okay. What --

14 CAPT. BAUR: Help me out here.

15 MR. WIEMEYER: Yeah. What --

16 VOICE: I think --

17 MR. WIEMEYER: I understand. Okay.

18 CAPT. BAUR: Glitter.

19 MR. WIEMEYER: Was this stuff burning? Or
20 was it just shining?

21 CAPT. BAUR: I don't really know. It just --
22 it struck me as odd. And, again, you know you had
23 asked me, you know, when -- when did these things come
24 into your mind?

25 Well, when I walked out the gate that night

1 all this stuff was not coming to mind. It was -- at
2 that point what I had mostly digested was 100, or so,
3 mutilated human beings. And -- and that was -- that
4 was where I was at.

5 That in itself will leave you pretty messed
6 up. Then, in the ensuing, say, three days of waking up
7 over and over again and -- and just -- it's like,
8 snapshots pop into your head, and you start -- and then
9 you're, like, oh, you know -- and I saw this thing.
10 Then, what was that?

11 Well, this is what I saw. This -- this red
12 glittery stuff. And I couldn't tell if it was burning
13 or not. But it looked like -- like that stuff that's
14 in fireworks after it explodes and -- and that residue
15 that falls back down out of the sky. Only there was a
16 lot of it.

17 Like, a plume of it. It was plume-shaped.
18 And it was red. I don't know if it was burning or not.
19 But it -- I mean, it -- it must've had some type of
20 heat or -- or fire attached to it to -- to -- I guess
21 to be able to see it from that distance.

22 MR. WIEMEYER: Okay. What was its speed of
23 descent compared to the other debris that you saw? Was
24 it faster or slower, or fell with it?

25 CAPT. BAUR: It happened during the

1 explosion.

2 MR. WIEMEYER: Okay.

3 CAPT. BAUR: It -- it -- this was not after
4 the explosion. This happened, like, during -- when
5 this thing (sound of hands clapping) -- you know, when
6 these things came together and there was the explosions
7 -- somewhere within that initial set of explosions was
8 this, like, glitter crap that fell out of the bottom of
9 the plane.

10 MR. WIEMEYER: Okay.

11 CAPT. BAUR: I mean, back then I didn't know
12 it was a plane. Or -- or which --

13 MR. WIEMEYER: Yeah.

14 CAPT. BAUR: -- plane, or whatever. But, I
15 mean, it -- that's why I'm uncomfortable with this
16 because I know stuff now. It's been so long, I'm
17 mincing what I know with at the time what I didn't
18 know.

19 But, this thing hit. You have the first
20 explosion; it envelopes back. And -- and somewhere in
21 there -- I mean, I don't know if -- exactly where,
22 it -- this -- this plume of -- of red glitter just,
23 like, snows out of the bottom.

24 MR. WIEMEYER: Okay. I -- I'm getting a
25 better appreciation for that now. And one last

1 question.

2 Chuck Stevey, what is his position here with
3 the Guard?

4 CAPT. BAUR: He's a 130 pilot. Lieutenant
5 Colonel. And when -- he had become the supervisor of
6 flying.

7 MR. WIEMEYER: Okay. Okay. I have no
8 further questions. Does anybody else have a follow-up?

9 MR. STACEY: I have one that I follow --

10 MR. WIEMEYER: Certainly.

11 MR. STACEY: What -- you don't -- do you wear
12 glasses? You don't wear glasses or --

13 CAPT. BAUR: I have --

14 MR. STACEY: -- contacts?

15 CAPT. BAUR: -- 20/10 vision.

16 MR. STACEY: 20/10. Oh.

17 CAPT. BAUR: Fritz wears trifocals.

18 MR. STACEY: Okay. Thank you.

19 MR. WIEMEYER: And for the record the last
20 questioner was Terry Stacey.

21 Thanks for your help. If you would write
22 that -- or, you know --

23 CAPT. BAUR: Draw you a --

24 MR. WIEMEYER: -- draw that picture --

25 CAPT. BAUR: -- quick diagram?

1 MR. WIEMEYER: -- for us?

2 CAPT. BAUR: Sure thing.

3 MR. WIEMEYER: I'd appreciate it. And we
4 will -- oh --

5 (Tape ends abruptly.) (Whereupon, the
6 interview was concluded [no time noted].)

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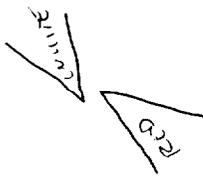
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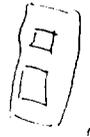
25

SLIGHTLY LESS THAN 5-10

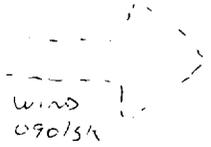
1/2 mi



AREA OF FIRE



WHITE WINDOW
1 ST BODY GUARD
25-30yo MALE, BRUNN HAIR
WHITE T-SHIRT/BOOTS



2 PAX STILL IN SEATS

NORTH

E

