DOCKET NO: SA-517 EXHIBIT NO. 6B

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C.

NTSB SURVIVOR QUESTIONNAIRE

By: Cynthia Keegan (28 pages)

Name	Male or Female
Address	Date
Phone Number	Age
Seat Number	-
1, Did you move from your assigned se	eat?
2. Did you see any other passengers me	ove from their assigned seats?
3. What type of child restraint was used years.)	d for passenger's with infants (age 0-2
4. Immediately after the crash were you fastened?	in your seat with your seatbelt
5. How did you escape from the airplan	ne?
6. Were there other passengers alive in trying to escape?	the airplane nearby as you were
7. What was the condition of the airpla crash?	ne interior immediately after the
8. What obstacles did you encounter du	uring your escape?
9. Were you aware of passengers who	were unable to escape?
10. How long did it take for you to be	rescued?
11. Were your injuries a result of the cretrying to escape the airplane?	rash or did they occur while you were

12. Was there anyone issuing directions on how to escape the airplane?

Name	Male or FemaleF_
Address	Date 28 Aug '97
· · · · · · · · · · · · · · · · · · ·	<u>. — —</u>
Phone Number	Age <u>24</u>

Seat Number R-5 Cabin attendant seat

- 1. Did you move from your assigned seat?

 The accident happened while I was standing on the way to my seat.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No.

4. Immediately after the crash were you in your seat with your seat belt fastened?

No.

- 5. How did you escape from the airplane?
 - At first, I walked out of the airplane, and found the fire outside. So I evacuated back to the airplane, and again escaped outside finally.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?
 Yes.
- 7. What was the condition of the airplane interior immediately after the crash? Oxygen mask fell down from the ceiling, baggages fell and piled on the bottom from overhead compartment.
- 8. What obstacles did you encounter during your escape?

 There were some obstacles. But I can not identify what those were.
- 9. Were you aware of passengers who were unable to escape?

 I did not see anyone.
- 10. How long did it take for you to be rescued?

 It took about 50 minutes. I was rescued by military force.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
 - I was injured and fractured during the crash, and also injured outside of my body during escape.
- 12. Was there anyone issuing directions on how to escape the airplane?

 No answer.

Name	Male or Female <u>F</u>
Address	Date 28 Aug '97
Phone Number	Age

Seat Number 4A

- 1. Did you move from your assigned seat?
 No.
- 2. Did you see any other passengers move from their assigned seats? I can not remember.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?
 - I went to the bright direction with flames through the gap among the seats smashed and squeezed by the crash, and met a woman attendant outside.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?

Yes.

- 7. What was the condition of the airplane interior immediately after the crash? It was destructed and totally a mess like a construction site.
- 8. What obstacles did you encounter during your escape?

 I crawled outside from the narrow space among the seats crushed by the crash.
- 9. Were you aware of passengers who were unable to escape? I did not see anyone.
- 10. How long did it take for you to be rescued?
 - I was rescued by military force about 1 hour after the crash.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
 - I was fractured during the crash, and injured outside of my body during escape.
- 12. Was there anyone issuing directions on how to escape the airplane? None.

Name	Male or Female _M_
Address	Date <u>28 Aug '97</u>
Phone Number	Age34

Seat Number 65 E

- 1. Did you move from your assigned seat? Yes, I moved to 63J.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)
 - I don't remember seeing that.
- 4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?

 I found myself to fell down on the ground away from the airplane, when I got conscious from the faint.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?
 - I did not see anyone.
- 7. What was the condition of the airplane interior immediately after the crash? I can not remember.
- 8. What obstacles did you encounter during your escape?

 I can not remember.
- 9. Were you aware of passengers who were unable to escape? I can not remember.
- 10. How long did it take for you to be rescued?
 I was rescued by US woman soldier about 1 hour after I restored myself from the faint.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
 - I was fractured during the crash.
- 12. Was there anyone issuing directions on how to escape the airplane? I did not see anyone.

Name	Male or FemaleM_
Address	Date <u>27 Aug '97</u>
Phone Number	Age <u>41</u>

Seat Number 33 K

- Did you move from your assigned seat?
 No.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No. I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

No.

5. How did you escape from the airplane?

I can not remember.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

I can not remember.

- 7. What was the condition of the airplane interior immediately after the crash? I can not remember.
- 8. What obstacles did you encounter during your escape?

I can not remember.

9. Were you aware of passengers who were unable to escape? I can not remember.

10. How long did it take for you to be rescued?

I restored my consciousness when I was rescued outside the airplane.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured during the crash.

12. Was there anyone issuing directions on how to escape the airplane? I can not remember.

Name	Male or FemaleF_
Address	Date 27 Aug '97
Phone Number	Age <u>25</u>

Seat Number 60 IFK

- Did you move from your assigned seat?
 No.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No. I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

No.

- 5. How did you escape from the airplane?
 I can not remember.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?

I can not remember.

- 7. What was the condition of the airplane interior immediately after the crash? I can not remember.
- 8. What obstacles did you encounter during your escape?

I can not remember.

9. Were you aware of passengers who were unable to escape? I can not remember.

10. How long did it take for you to be rescued?

I restored my consciousness when I was rescued outside the airplane.

11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured during the crash.

12. Was there anyone issuing directions on how to escape the airplane?

I can not remember.

Name	Male or	Female	_ F _
Address	Date	27 Aug	<u>'97</u>
Phone Number	Age	26	

Seat Number L-2 Door, Cabin attendant seat

- 1. Did you move from your assigned seat?
 No.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No, I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?
Yes.

5. How did you escape from the airplane?

I could see the grass since the door was being open. I unfastened the seatbelt, fell down to outside, crawled for a while, and fainted.

6. Were there other passengers alive in the airplane nearby as you were trying to escape?

I heard sceaming voices, but I did not see any survivors escape.

- 7. What was the condition of the airplane interior immediately after the crash? Red flame was passing by my body, so I had no time to look at inside the airplane.
- 8. What obstacles did you encounter during your escape? None.
- 9. Were you aware of passengers who were unable to escape? I did not see anyone.
- 10. How long did it take for you to be rescued?

 I was rescued by Navy about 1 hour after.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was burned with the flame during the crash.

12. Was there anyone issuing directions on how to escape the airplane?

None.

Name	Male or	Female M
Address	Date	27 Aug '97
Phone Number	Age	28

Seat Number 631

1. Did you move from your assigned seat?

I moved to the seat forward.

- Did you see any other passengers move from their assigned seats?Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No, I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?
 - I found I was on the ground and stuck between the seats. So I unfastened the seatbelt. And then I moved about 15m and fainted.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?

Yes.

- 7. What was the condition of the airplane interior immediately after the crash? I felt the heat and it was dark. I felt gas smells very much.
- 8. What obstacles did you encounter during your escape?

I got out while moving something away.

- 9. Were you aware of passengers who were unable to escape? None.
- 10. How long did it take for you to be rescued?

 I was rescued by Navy about 1 hour after. The day was just dawning when I got to the hospital.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured during the crash.

12. Was there anyone issuing directions on how to escape the airplane?

None.

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TO: 2023146309

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EEC. CAR SU

MO9-11 09:44 THU FROM:

Name	Male or	Female	_M_
Address	Date	27 Aug	<u>′97 </u>
Phone Number	Age	_25	

Seat Number 57D

- 1. Did you move from your assigned seat? No.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No, I did not see that.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?

 I unfastened the seatbelt, and tried to jump to the wing to avoid the flame.
 but I failed and fell to the ground. So I climbed up to the hill.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?

I did not see anyone.

- 7. What was the condition of the airplane interior immediately after the crash?

 I felt the heat and it was dark. I felt gas smells very much.
- 8. What obstacles did you encounter during your escape?

 It was difficult to identify inside the airplane, because it was damaged.
- 9. Were you aware of passengers who were unable to escape? None.
- 10. How long did it take for you to be rescued?

 I heard helicopter noise 20 minutes after the crash, and was rescued by soldiers about 1 hour later. The day was just dawning when I got to the hospital.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

 During the crash.
- 12. Was there anyone issuing directions on how to escape the airplane? None.

Name	Male or	Female <u>F</u>
Address	Date	26 Aug '97
Phone Number	Age	_15
		•

Seat Number 104

- Did you move from your assigned seat?
 No.
- 2. Did you see any other passengers move from their assigned seats? No.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?
 - I fainted first. I found My arms were outside and legs were inside the airplane when I got conscious. I just remember I was seated on the doorside seat.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?

It seemed to me that the man who were seated behind me was escaping.

- 7. What was the condition of the airplane interior immediately after the crash? I can not remember the inside, because I was outside the airplane
- 8. What obstacles did you encounter during your escape? None.
- 9. Were you aware of passengers who were unable to escape? I did not see anyone.
- 10. How long did it take for you to be rescued?
 - I was rescued by US soldier. I can not remember the time.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?

I was injured in the head by the damaged part of the airplane during escape.

12. Was there anyone issuing directions on how to escape the airplane?

Name	Male o	r Female <u>F</u>
Address	Date	26 Aug '97
Phone Number	Age _	43
Seat Number J 02_		

1. Did you move from your assig

- Did you move from your assigned seat?
 No.
- Did you see any other passengers move from their assigned seats?No.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years). No.
- 4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?
 - I was on the seat beneath the baggages fell down from overhead compartment, and my arm was outside the window.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?
 - My daughter got out first and was crying outside. I did not see any survivors around.
- What was the condition of the airplane interior immediately after the crash?
 Overhead compartment was broken down and hanging over. I can not see anything else.
- What obstacles did you encounter during your escape?I could not move because I was under the baggages fell down from overhead compartment.
- 9. Were you aware of passengers who were unable to escape? I just heard someone was calling their children.
- 10. How long did it take for you to be rescued?
 - I felt someone was nearby when the day was dawning.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
 - I was fractured in the rib during the crash.
- 12. Was there anyone issuing directions on how to escape the airplane? None.

Name	Male or	Female M
Address	Date	26 Aug '97
	_	
Phone Number	Age	30

Seat Number <u>I 35</u>

- 1. Did you move from your assigned seat?

 No.
- 2. Did you see any other passengers move from their assigned seats? Yes.
- 3. What type of child restraint was used for passenger's with infants(age 0-2 years)

No.

4. Immediately after the crash were you in your seat with your seat belt fastened?

Yes.

- 5. How did you escape from the airplane?
 - I was on the ground near the airplane. I unfastened the seatbelt and escaped to the hill.
- 6. Were there other passengers alive in the airplane nearby as you were trying to escape?
 - My wife was on the next seat burning with fire. I put down the fire, unfastened the seatbelt, and escaped to the hill.
- 7. What was the condition of the airplane interior immediately after the crash? I just saw fire light. I do not remember any other thing inside the airplane.
- 8. What obstacles did you encounter during your escape?

 There were no obstacles. There was the groung just beside me.
- 9. Were you aware of passengers who were unable to escape?

 I did not see anyone.
- 10. How long did it take for you to be rescued?

 About 1 hour. The day was just dawning when I got to the hospital.
- 11. Were your injuries a result of the crash or did they occur while you were trying to escape the airplane?
 - I was burned with the flame when I put down the fire on my wife's seat beside me.
- 12. Was there anyone issuing directions on how to escape the airplane? None.

	Date of transcription	08/11/97
the Guam Memorial Hospital, Oka Tamuning passenger on Korean Airlines flight 801.	, Guam. was	
advised that he was sitting time of the crash. advised when leaving Korea.	ng in seat 58-0	at the
several take-offs. The first was aborted	due to bad wea	ther.
During the flight, the plane fi The passengers were eating and suddenly to soup spilled all over. The PA system came flight attendants to stop feeding the pas	the plane dropp e on and instru	ed.
plane hit something and then began to she that he passed out. When he woke up, then then the plane exploded.	ake all over.	advised
did not believe the crash we terrorist act.	was related to	a
00220220 440.		
,		
Investigation on 08/07/97 at Tamuning, Guam		
File # 149A-HN-14503	Date dictated 08/11/	97
by SA Michelle C. Renauld MCC		

FD-302 (Fev. 11-6-95)

	Date of transcription	08/11/97
was interviewed at to Agana Heights, Guam. was a passenger of flight 801.	on Korean Air	lines
advised that he was sitting time of the crash. was traveling with , who also survived the crash.		
advised that the plane was dwhen leaving Korea.	lelayed fifty he plane was	minutes delayed.
did not notice anything unus except that the plane flew through a storm and dropped. advised that the vibration severe than usual.	and the plar	ne vibrated
advised that there was a PA were in Guam. heard the landing gear "I advised that there was a PA announceme landing. looked at his watch and it re the plane had landed but thought it was ju described that it felt like the wheels had next to the runway or that the plane misse together. The plane rocked and trembled. A plane was intact for about a minute. lost woke, he was outside in a field. It was ra	pop out" of the that they ad 1:43am. sta bad land gotten into do the runway according to do the consciousness	he plane. were thought ling. ditches all the t could
advised that he did not noti plane before the crash.	ce any fire o	on the
estigation on 08/07/97 at Agana Heights, Guam		
# 149A-HN-14503 Dat	te dictated 08/11/	97
SA Michelle C. Renauld MCP		

		Date of transcription	08/11/97
		E) 0	
	was interviewed at Guam Memorial Hosp Guam. was a passenger on Korean Airline	oital, Oka Tam es flight 801.	nuning,
	provided the following infor	mation:	
	advised that they were seated plane. Could not remember the exact seat remembered that he was in an aisle seat and window seat.	t he sat in b	out
	advised that the plane was debut did not know why it was delayed. anything unusual during the take-off. However remembered the plane dropped without an	<pre>did not not er, during th</pre>	ice
	advised that sometime during hit bad weather. The vibrations from the pl refreshment to spill.	the flight, t ane caused hi	he plane s
,	advised that the crew was pre There was a PA announcement for passengers and tickets ready. Moments later, the plane not remember how he got out of the plane. A crash he did not know where his wife was.	to get their crashed.	passports could
	advised that he did not see a before the crash.	fire on the	plane
	advised that he did not remem enough to know if it could have been a terr		well
Investig	gation on 08/07/97 at Tamuning, Guam		
		dictated 08/11/9	7
	SA Michalla C. Panauld MCP		

REPORT OF INTERVIEW

On August 6, 1997, Agent Janet Lorenz of the Federal Aviation Administration (FAA) Civil Aviation Security Field Office, Honolulu, Hawaii (HNL CASFO) went to Guam Memorial Hospital to interview survivors of KAL Flight 801.

	With the assistance of Dr. Moon G. Yun as an interpreter I was able to interview passenger at approximately 12:30P.
	I asked Dr. Moon to ask if she heard or saw anything prior to the crash. She responded that she heard the announcement that they were going to land and to fasten their seat belts. Was talking to her companion when the plane hit the ground and then there was fire. Stated she was seated in Row 34 by the window. The plane opened up and she walked out. She saw people on fire. Was has burns all over her body.
(Janet Joseph Janet LORENZ

Special Agent, HNL CASFO

(808) 836-1055

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1214 hours, 8-7-97, SA Sgambelluri interviewed a male Korean survivor identified as was occupying seat 64H and traveling with his girlfriend, who was occupying seat 64J. According to prior to departing from Seoul, Korea, KAL FLT 801 was delayed approximately 10 minutes, however, he is uncertain why. According to the flight crew did not inform the passengers of the delay. did not notice anything unusual during the initial takeoff of KAL FLT 801, however, he indicated that during periods of the flight, "it was very rocky." In addition, he said that the aircraft experienced "huge vibrations." He believes the vibrations could be contributed to the bad weather they experienced in flight. said that at one point in flight, the aircraft suddenly dropped in altitude. As a result, many of the passengers began screaming. stated that upon initial impact with the observed the aircraft's right wing break off. However, unable to recall any other occurrences thereafter. stated that there was no warning given by the pilot or flight crew prior to impact. _____ concluded by stating that he was uncertain if there were any VIP's onboard and that he did not believe that this incident was the result of any terrorist act.

Adolfo P. Sgambelluri

Special Agent

FAA HNL-CASFO

Honolulu International Airport

Terminal Box #45 Honolulu HI, 96819

Tel. (808) 836-1055

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1300 hours, 8-7-97, SA Sgambelluri interviewed a female Korean survivor identified as was occupying seat 60J and traveling with her husband, who was occupying seat 60K. According to KAL FLT 801 was delayed approximately 35 minutes. She stated that neither the captain or airline representatives gave an explanation for boarding late. the passengers began boarding the flight at about 2030 hours. She stated that she sat in the plane a long time before departing Seoul, Korea. According to ______, the Captain indicated to the passengers that the flight was to arrive in Guam at about 0140 hours. During the flight, stated that the aircraft experienced a heavy storm. During the storm, the aircraft began to vibrate and suddenly drop in altitude. During this period, she observed the flight attendants drop to the ground and many passengers began screaming. Immediately thereafter, the flight attendants returned the beverage carts to their storage locations and an announcement was made declaring that the incident was the result of rough weather. As she looked outside she noticed a lot of lightning. Prior to the crash, she said her husband was laying his head on her lap with his feet facing the window on the right side of the aircraft and occupying the remaining seat in stated that as the flight attendants began collecting earphones, the aircraft experienced a sudden drop in altitude. When the aircraft hit the ground, the oxygen masks dropped from above. As the aircraft came to a halt, she stated that the oxygen masks were dangling at an angle. remembers being thrown from the fuselage in her seat and crawling away from the flames, after the aircraft crashed, she heard her husband from a distance. However, she was uncertain where he was located nor his condition thereafter. concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.

Adolfo P. Sgambelluri

Special Agent

FAA HNL-CASFO

Honolulu International Airport

Terminal Box #45

Honolulu HI, 96819 Tel. (808) 836-1055

	Date of transcription	a <u>8/6/97</u>
personnel advise under the influe was lucid and a	, survivor of Korea Airlines flathe emergency room of the Naval Hospited the interviewing agent that althoughneed of pain medication and awaiting agreed to talk to investigators. of the interviewing agent and provide mation:	tal. Medical gh was was surgery, he was advised
nothing unusual on a normal description that the that instants at	an aircraft engineer. was seat flight and stated confidently that he about the flight. thought that cent, and when they first hit the eart by had just had a hard touch-down. Iter the touch-down the plane disinted then asked again if could not relate the flight, to which replied to the	stated ted in seat noticed they were the stated trated around
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	,	
Investigation on 8/6/97	at Agana Heights, Guam	
File # 149A-HN-14503	Date dictated 8/6/	97
by Kevin C. Peterso	on	

AGENT'S STATEMENT

At 1125 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Guam Memorial Hospital (GMH), Tamuning, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at GMH with the survivors. Nine of thirteen survivors admitted in GMH were interviewed by the agents. The remaining thirteen survivors were either unable to respond to questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1346 hours, 8-7-97, SA Sgambelluri interviewed a female Korean survivor
was seated in the approximate right rear of FLT 801 and traveling with her sister, and her husband, who were seated nearby. According to ,
KAL FLT 801 was delayed in Seoul, Korea for approximately 10 minutes before departing to
Guam. She does not recall hearing an announcement indicating the reason for the delay. She stated that she did not feel good about the flight since departing Seoul, Korea. During the flight, stated that the flight experienced a drop in altitude. She recalls many passengers
screaming during this incident. Later in the flight, she heard an announcement informing the
passengers that they are approaching Guam and instructing the passengers to prepare for landing.
At this time, while the flight attendants were collecting earphones, stated that she
heard a loud bang and the aircraft suddenly crashed. According to strong, she felt a strong
vibration prior to impact. The sound she heard prior to the crash sounded as if the wheels were
breaking off the aircraft. She later lost consciousness and could not recall the details of the
viP's onboard and that she did not believe that this incident was the result of any terrorist act.

Adolfo P. Sgambelluri

Special Agent

FAA HNL-CASFO

Honolulu International Airport

Terminal Box #45 Honolulu HI, 96819 Tel. (808) 836-1055

AGENT'S STATEMENT

At 1500 hours, 8-7-97, Special Agent (SA) Adolfo P. Sgambelluri, Honolulu Civil Aviation Security Field Office (HNL-CASFO), Federal Aviation Administration (FAA), arrived at the Naval Hospital, Guam, and met with Federal Bureau of Investigation (FBI) SA John Clatanoff, SA Michelle C. Renauld, and SA Eugene Moon to interview the survivors of Korean Airlines (KAL) flight (FLT) 801. SA Moon, FBI Linguistics Specialist, was tasked as the interpreter for all interviews conducted at the Naval Hospital with the survivors. Six of sixteen survivors admitted in the Naval Hospital were interviewed by the agents. Of the remaining sixteen survivors, two survivors had already been interviewed by other agents while the remaining fourteen survivors were either unable to respond questions or refused to be interviewed. Since time was limited, SA Sgambelluri, SA Clatanoff, and SA Renauld rotated efforts in conducting the interviews. As a result, the following interview was conducted by SA Sgambelluri with the assistance of SA Moon.

About 1545 hours, 8-7-97, SA Sgambelluri interviewed a male Korean survivor
, a
flight attendant of KAL FLT 801, was occupying seat L2 prior to the crash. According to KAL FLT 801 was delayed approximately 45 to 50 minutes due to transfers from other connecting flights. She stated that KAL FLT 801 was the fourth aircraft waiting to depart from Seoul, Korea. Although she felt that there was a little more vibrations during the flight than usual she was not alarmed. Prior to the final moments before the crash, stated that she observed the light indicating preparation for landing turn on. At this time, prior to impact, she assumed her position in seat L2 and strapped herself in. She does not recall any other details thereafter. According to marring was given by the pilot to prepare for a crash landing. Concluded by stating that she was uncertain if there were any VIP's onboard and that she did not believe that this incident was the result of any terrorist act.

Adolfo P. Sgambelluri

Special Agent HNL-CASFO

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REPORT OF INTERVIEW

On August 6, 1997, at approximately 10:30 a.m., Agent Janet Lorenz of the Federal Aviation Administration (FAA) Civil Aviation Security Field Office, Honolulu, Hawai (HNL CASFO) interviewed by telephone employee of Ryan Air.	ii
advised that he and were flying in from Truk behine Korean Airlines Flight #801 on August 6, 1997. They were about 125 miles out when saw a red flash in the clouds. Approximately 12-15 minutes later approach control requested them to look for an airplane crash. They located the crash at Nimitz Hill.	
Telephone number for Ryan Air is 642-4455.	
Havet Lovens	

JANET LORENZ
Special Agent, HNL CASFO

	Date of transcription 08/11/97
H 8	was interviewed at the U.S. Naval Hospital, Agana Heights, Guam. was a passenger on Korean Airlines flight 301. After being
ē	advised of the identity of the interviewing agent and the purpose of the interview, provided the following information:
W	advised that he was originally sitting in seat 62- That the beginning of the flight, but changed to 63-J because it was empty. What was sitting in 63-J at the time of the plane crash. What was traveling with one other person, who also survived the crash.
þ	advised that the flight was delayed leaving Korea out did not know why.
f	advised that about one hour into the flight, the clane ran into bad weather. At the time they hit the storm, the flight attendants were serving food. All of a sudden, the plane dropped. The flight attendants stopped serving food.
t t r	advised that about 15 minutes before the crash, there was a PA announcement asking the passengers to prepare their immigration cards before landing. Just before the crash, there was a PA announcement saying that they were in Guam. The remembered that after the announcement that they were in Guam, he tooked out the window and saw lights.
v T b	advised that he felt severe vibrations like a cruck on an unpaved road. explained that after the vibrations, it felt like the power to the plane was cut off. Then, suddenly, the plane dropped. advised that the dropped advised that the dropped action the crash felt the same as the drop during the bad weather.
t	After the plane dropped, lost consciousness. When came to, he was still strapped in his seat. released the seatbelt and crawled out of the plane. advised that once but of the plane, he was able to walk away from the plane.
Investigat	on 08/07/97 at Agana Heights, Guam
File # <u>1</u>	.49A-HN-14503 Date dictated 08/11/97
by S	A Michelle C. Renauld MCR

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advised plane.	l that he saw a few	people gathered toget	her outside	the
engulfe	crash. After exiting	at there was no fire on the plane, saw saw advised that there was sions.	the plane	_
act.	did not th	ink the crash was caus	ed by a term	rorist

FD-392 (Rev. 10-6-95)

	Date of transcription	08/11/97
		as
interviewed at Guam Memorial Hosp was a passenger on Korean Airline		uam.
After beinterviewing agent and the pupprovided the following information		
	traveling to Guam witrash and was being trosed that he was sittings. 5-K at the time of the	eated at ng in seat
advised that the fl According to , the passengers at 7:30pm but actually boarded at reason for the delay was heavy pl advised that there was nothing un	were supposed to board 8:10pm. believed ane traffic at Seoul,	the plane that the Korea.
advised that someticrash (could not remember how lonflew through a storm. heard to	g before the crash), t	
remembered that jus PA announcement to put up tables thought the plane had a rough lan advised that there were two big b flame or fire against the ceiling flash came from the front of the	ding. heard "bang: angs followed by a fla . could not rememb	ings"". ish of
advised that his se from the main part of the plane. engulfed in flames. burned hi out of her seatbelt. had notibroken. The lower part of the arm did not know how his wife hur have something to do with her being	s arms while he helped ced that his wife's ar was dangling from the t her arm but thought	vife was l his wife m was e top part. it might
Investigation on 08/07/97 at Tamuning, Gr	uam	
File # 149A-HN-14503	Date dictated	97
by SA Michelle C. Renauld MAQ		

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Continuation of FD-302 of			*********				, On	08/07	/97	, Page	2_	
terrori	had lst act.	no	reason	to	believe	that	the	crash	had	been	a	

			1	Date of transcription	8/6/97
advise seemed v	ed that agreed to the linter	the Naval Howas well enoughterview. rviewing agent the identit	vivor of Korea ospital, Guam ugh to speak to Although in on it to be in a cy of the inte	. Medical to investig obvious pai lucid cond	personnel ators, and n, see a single state of the see a see
residing in Guam stated in seat 3A, which was located on the lower deck of the 747 aircraft. Stated that the cockpit had made a normal fasten seatbelt announcement, and that he heard what he thought from past flight experience was a normal lowering of the landing gear. Stated that he felt the plane touch down and realized that the plane was not on the runway. Thought that 5 to 7 seconds passed from the time he felt the touch-down until the plane began to come apart. When asked if he noticed anything unusual about the flight, he stated that over the Pusan, South Korea the plane may have been struck by lightning. Could not think of anything else of value to state about the flight.					
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Investigation on 8/6/97 at Agana Heights, Guam					
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