

NORTHEAST INTELLIGENCE NETWORK

FORM: ID-302-N

FILE: 29-253



**[REDACTED]** Fort Lauderdale, Florida 33312, male, date of birth **REDACTED** was interviewed by licensed investigator Douglas J. Hagmann at approximately 1820 hours on Monday, 28 December 2009 via telephone. At the onset of the interview, this investigator made a proper introduction to Mr. **REDACTED**, and advised him that the purpose of this contact was to determine the facts pertaining to his observations while aboard **Delta-Northwest Airlines flight 253** on **17-18 December 2009**, exactly one week prior to the near successful bombing attempt of the same flight.

**Background:** This investigator received the name and contact information of the potential witness via e-mail from Patrick CAMPBELL, a well known national and regional radio talk show host. According to Mr. Campbell, Mr. **REDACTED** called his program with information that he had earlier provided to the TSA about his observations of suspicious activity aboard that flight, exactly one week before the attempted bombing. Mr. CAMPBELL requested **REDACTED** to provide him his full name and contact information, which **REDACTED** did in a subsequent e-mail at 1527 on this date. An exact copy of that e-mail is attached. Mr. CAMPBELL advised Mr. **REDACTED** that he would forward his contact information to this investigator, which he did via e-mail at 1806 on this date. An exact copy of that e-mail is also attached.

After this investigator took steps to properly verify that the witness was a passenger aboard flight 253 on 17-18 December 2009, Mr. **REDACTED** thereafter provided the following information:

**REDACTED** stated that he was a passenger aboard Delta-Northwest Airlines flight 253 flying from **Amsterdam to Detroit on 17 December 2009**, seated in **[REDACTED]** He stated that he has taken international flights in the past. At the onset of the flight, he observed two individuals seated **[REDACTED]** in seats 41-G and 41-K, possibly with an empty seat between the two individuals. **REDACTED** denied seeing either individual within the terminal or at any time prior to boarding the aircraft.

**Subject one** was an adult male, approximately 32-35 years-old, slight build, short dark, well-trimmed hair and a dark colored closely cropped beard, possibly of Yemeni ethnicity. (**REDACTED** stated he was able to determine ethnicity with a high degree of certainty due to his experience and time spent in the Middle East).

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Interviewed on 28 December 2009 via telephone at **REDACTED** by **Douglas J. Hagmann, multi-state licensed investigator.** File: **29-253**

PDF Digitally Signed: *Douglas J. Hagmann*

Date Transcribed: **29 December 2009; 0600**

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This male was smartly dressed in dark colored dress pants, dress shirt and a tie, the latter which he kept on during the entire flight.

**Subject two** was an adult female of undetermined origin/ethnicity, appearing to be older than the male, possibly in her early to mid forties, dark black hair, medium build, wearing jeans and a very loose fitting sweater possibly worn over another shirt. The sweater was of specific interest as it was more bulky than necessarily fashionable.

It is important to note that upon boarding the aircraft, the subjects described above provided no indication that they knew each other or were otherwise traveling together.

Throughout the entire duration of the nearly 8-hour flight, the above-referenced male remained seated, barely moved, and engaged in what best could be described as surveillance of the aircraft and the flight crew. His actions could best be described as calm, collected and “focused.” Meanwhile, the female made at least nine-(9) separate trips to the lavatory during the flight, and was closely observed by the well-dressed male on each occasion. Although one could explain the frequency of trips to the lavatory citing a number of normal causes, **REDACTED** stated that his concern was elevated by a number of other factors, including but not limited to non-verbal communication that appeared to take place between the male and female following these lavatory visits. Mr. **REDACTED** stated that this non-verbal communication was definitely out of place, suspicious, and timed with or consequential to the lavatory visits.

Mr. **REDACTED** further advised that the male appeared to be “extremely focused” on various aspects of the flight, flight crew and events taking place aboard the aircraft, well beyond anything that could be reasonably explained by the actions of a nervous passenger. The male showed no signs of nervousness whatsoever, and remained very attentive to his surroundings. He explained that he did not alert flight attendants to the behavior of either passenger, instead opting to continue to monitor the situation during the course of the flight. Although his concern grew as the flight progressed, he believed that the actions of the two passengers, particularly the female passenger, could possibly have a reasonable explanation, and did not want to cause an unnecessary alarm. His concern grew proportionate to the interaction between the two passengers progressed during the flight, although by the time his concern reached the point of notifying the flight crew, the flight was about to land without incident.

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Mr. **REDACTED** thought the entire interaction between the two passengers and their individual activities odd and suspicious, but did not consider those events until he heard of the near successful bombing of the same flight exactly one week later.

It was at that time, considering the actions of the suspect passengers now viewed in hindsight, through the prism of the lavatory visits of the bombing attempt, the bombing suspect's actions and other factors, that Mr. **REDACTED** believes he might have witnessed a trial run possibly leading up to the Christmas Day bombing attempt of the same aircraft.

This interview concluded at 1855 on 28 December 2009.

**Note:** Other information provided by Mr. **REDACTED** pertaining to baggage screening and security was provided but is omitted from this account.

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