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Document I.D. INVESTIGATIVE INTERVIEW SCHEDULE

INDEX

Huff, Larry

Johnson, Ray

Jell, Ralph

Cruse, FNU

Moffitt, George

Monson, FNU

Roberts, Carson A

DOD

Special Instructions:

COPY TO

- Robert Blakey
- Gary Cornwell
- Kenneth Klein
- Charlie Mathews
- Jim Wolf
- Tiny Hutton
- Jackie Hess
- Cliff Fenton

Team #1

Team #2

Team #3

Team #4

Team #5

Form #2

INVESTIGATION INTERVIEW SCHEDULE1. Identifying Information:Name Larry HuffDate May 8, 1978Address Pinecreek RoadPlace residenceCity/State Pinehurst, Idaho

Telephone _____

Date of Birth 8/3/31M or S MarriedSocial Security 534-26-3430

Spouse _____

Military ID # 1098664

Children _____

2. Physical Description:

Height _____

Color Eyes _____ Hair _____

Weight _____

Special Characteristics _____

Ethnic Group _____

3. Personal History:

a. Present Employment: _____

Address _____

Telephone _____

b. Criminal Record

1. Arrests _____

2. Convictions _____

4. Additional Personal Information:

a. Relative(s): Name _____

Address _____

b. Area frequented: _____

c. Remarks: _____

Investigator Suren BradyDate 5/8/78

Form #4-B

SELECT COMMITTEE ON ASSASSINATIONS

Name Larry Huff Date 5/8/78 Time 3:30 -5:00
 Address Pinecreek Road Place residence
Pinehurst, Idaho

Interview:

On May 8, 1978 Clarence Day and I (Surell Brady) interviewed Larry Huff at his home. Present also during the interview was Huff's wife, Gloria Deane Huff.

Huff stated that he served in the U.S. Marine Corps from 1949 to 1970. In 1963 he was stationed at Camp Smith in Kaneohe Bay, Hawaii. He was assigned as a navigator. Soon after the assassination of President Kennedy, Huff says he received orders to fly a group of CID investigators to Atsugi, Japan to investigate Lee Harvey Oswald. Huff says all orders were received from the office of Lt. Gen. Carson A. Roberts at Camp Smith. Huff says that except in emergency situations the orders from Roberts' office were written, and he believed these flight orders were also written. (He explained that the orders originated from Roberts' office, but that Roberts did not participate in the actual flight. He also surmised that the original orders for such an investigation came from Washington.) Roberts' command was of the First Marine Brigade for the Pacific Fleet.

Interviewer Signature Surell Brady
 Typed Signature Surell Brady and Clarence Day

Date transcribed 5/18/78

By: CS Form #4-A

Huff stated that he left Hawaii on the ordered flight on 12/14/63. He said there were approximately 12 investigators present on the flight. They landed at Tagikawa, just outside Atsugi. Huff stated that was the nearest available landing place. Huff said he did not know the names of any of the investigators and he did not usually fly with them. He could not remember exactly who the other crew members were. However, he stated that Chief Warrant Officer Morgan was pilot of the plane. He said the other crewmen he usually flew with were Roy Gibson, a navigator (he was later transferred to Area Intercept Operations), Ralph K. Fall, a radioman (he was junior to Huff and still there when Huff left), a man named Hall who was assigned as radioman (Huff cannot remember his first name), and a sergeant named Edwards (first name not recalled). Huff said that the chief mechanic at the base in Hawaii was Tom Allen (wife Dorothy), present address 2661 D Orange Avenue, Costa Mesa, California, phone (714) 646-1066. Huff stated that no Naval Intelligence personnel were present on the flight.

He identifies the plane as a C-54, serial number 50855. He stated that the plane on the return flight was a VC 54-P, serial number 90392. He said the latter plane was the "personal" plane of Lt. Gen. Roberts; the other plane was also normally used by his crew on transport work for Roberts' outfit.

Huff said that after leaving the investigators in Japan

he returned to Camp Smith, Hawaii on 12/22/63, leaving the team at Atsugi.

Huff said that at the time of the assassination he was at El Toro Marine Base in California. On 11/23/63 he talked with a fellow navigator at El Toro, George Moffitt, who said he had been ordered to take a crew to Dallas to investigate the assassination there. Huff believes Moffitt's group left for Dallas on that same day 11/23/63 or on 12/7/63. Huff said he is sure Moffitt's team actually went to Dallas; Moffitt may not have gone along, but he was responsible for arranging the navigators for the flight. He said Moffitt is retired and lives presently at 2530 South Cowell, Santa Ana, California, phone (714) 545-8830.

Huff returned to Japan to pick the team of investigators up on 1/31/64. He said he knew that they were investigating Oswald the entire time they were in Japan. On that return flight Captain Cruse was pilot of the plane. Huff said that on the return flight the investigators allowed him to see the report they had prepared. He said it was typewritten in final form and consisted of about 20 pages. He said he looked it over for about 30 minutes. He said it was classified "For Marine Corps Eyes Only". Huff said he had been granted a Top Secret clearance previously. Huff said that the report seemed to consist of interviews of persons; he recalled the conclusion to be that Oswald was not capable of committing the assassination.

Huff said it was known openly among the crew that the purpose of the flight was to investigate Lee Harvey Oswald after the assassination. He said he doesn't know why the report was never made known during an investigation of the assassination. He said he was under no restriction or secrecy agreement about the investigation other than his security clearance. He has never heard the report mentioned since.

(Mrs. Huff volunteered that when she was living in Fontana, California at the time of the assassination, and before she married Huff, she read an article about the series of investigations that were taking place, and she thought the article mentioned that the Marine Corps had also undertaken its own investigation. She believed she saw the article in a San Bernadino, California newspaper.)

Huff said the military would have records of the flights of the planes involved. He stated master logs are maintained of all military aircraft by the Chief of Naval Operations. In Washington those records would be kept by the Pentagon Air Arm.

Huff said that his work at the time normally consisted of transporting military teams throughout the Far East. He had received a secret clearance and most of his work was classified (He stated that transport movements were normally always classified.) Huff said that after Roberts left in about Dec. 1963 he continued as navigator under Gen. Kulak.

Huff stated that he was stationed at Iwakuni in Japan in 1958. He said a lot of classified work went on at Iwakuni. He believes there was only one outfit at Iwakuni which was not engaged in classified work. He said he was aware that U-2 work was going on at Atsugi. That work was supposedly classified, but only the east side of the base at Atsugi was classified and off-limits to people who didn't have secret clearance. Huff stated he was at El Toro in California when Gary Powers' plane was shot down. He does not remember any talk about how the Soviets got enough information to shoot the U-2 down. Huff recalls that most of the military conversation was about why Powers didn't commit suicide as they believed he had been instructed to do in case he was captured.

Huff said that he and his crews were provided with false passports in case they were shot down or captured. Some of the biographic data in the passports they were issued was deliberately false.

Huff stated that it was his impression that Oswald would not necessarily have had to have a top secret clearance to work at Atsugi even though the U-2 was housed there.

Huff entered the military on 8/11/49. He retired with an honorable discharge on 7/1/70; at the time of his retirement he had the rank of Master Sergeant E-8.

Follow-up:

Huff to be deposited at Federal Courthouse, Spokane, Washington
on 5/9/78

Request Huff's military records from Dept. of Defense

Request master log books from Camp Smith and/or Pentagon for
1963

Request military records of:

Roy Gibson (navigator)

Ralph K. Fall (radioman)

Commander Cruse

George Moffitt

Interview:

George Moffitt

Carson A. Roberts

Chief Warrant Officer Morgan