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APPENDIX 12

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, DC

INTERVIEW TRANSCRIPT  
RICHARD ORTIZ  
NOVEMBER 19, 1996  
(25 pages)



## 1 APPEARANCES:

2 TERRY STACEY, TWA

3 LU LIEBER, FBI

4 STEPHEN K LAPACH, FAA

5 CHARLES HALE, IAM

6 KEVIN LONGWELL, BOEING

7 DENNIS SANTIAGO, IAM

8 LOU BURNS, AIRLINE PILOTS ASSOCIATION

9 RICH KARNIEWICZ, FBI

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INTERVIEWEE

PAGE

RICHARD ORTIZ

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MR. WIEMEYER: On the record.

Okay. If you would, for us, please, give us your full name and spell your last name, please.

MR. ORTIZ: My name is Richard Ortiz, O-R-T-I-Z.

MR. WIEMEYER: And who is your employer?

MR. ORTIZ: I work for -- Allied Fueling at Kennedy Airport.

MR. WIEMEYER: How long have you worked for --

MR. ORTIZ: -- five years. I've been a -- supervisor for eight months.

MR. WIEMEYER: Okay. Would you give us your address, with a Zip Code and a phone number?

MR. ORTIZ: Sure. My address is 50-30 61st Street in Woodside, New York 11377. My phone number is 718-446-3964.

MR. WIEMEYER: Okay. Were you working a shift on July 17th of this year?

MR. ORTIZ: If that's the date that the plane went down, no. July 17th, I don't recall.

MR. WIEMEYER: Okay.

MR. ORTIZ: If it's that day, I was not at work.

MR. WIEMEYER: You were not working the day that Flight 800 had the accident.

What was the nearest work day that you had to that?

MR. ORTIZ: Either the day before or two days before.

1 MR. WIEMEYER: Okay. And when did you come to work  
2 after the accident?

3 MR. ORTIZ: I believe the following day.

4 MR. WIEMEYER: Okay. In regards to the TWA 800  
5 accident, what would you consider to be your knowledge  
6 involvement with regards to anything that occurred?

7 MR. ORTIZ: I really can't say, because I'm not a  
8 plane mechanic, but -- I did see, prior to the plane crash, the  
9 plane had a fuel leak --

10 MR. WIEMEYER: Okay --

11 MR. ORTIZ: -- cause, I'm not quite sure.

12 MR. WIEMEYER: When did you -- Could you give us a  
13 date when you noticed -- became aware of that fuel --

14 MR. ORTIZ: I don't recall dates. I've seen it about  
15 three or four times.

16 MR. WIEMEYER: Okay -- what you saw.

17 MR. ORTIZ: I saw on the left wing there was a flap  
18 that was not there, and as we fueled the airplane, fuel was  
19 dripping down. Sometimes it dripped fast, sometimes it just  
20 dripped really slow.

21 MR. WIEMEYER: Where was it dripping from?

22 MR. ORTIZ: From the missing panel. There's -- I  
23 don't know how to say it, but there's three panels towards the  
24 rear edge of the rim, there's three panels. The one right in  
25 the middle wasn't there and that's what the fuel was dripping

1 from.

2 MR. WIEMEYER: Okay. And how many times did you  
3 witness this --

4 MR. ORTIZ: I've seen it, I would say at least three  
5 times.

6 MR. WIEMEYER: How did you establish that it was  
7 fuel?

8 MR. ORTIZ: I let it drip on me. I smelled it and it  
9 was fuel, and we had a fuel spill that we had to clean up the  
10 fuel spill, so -- that it certainly was fuel.

11 MR. WIEMEYER: And by a fuel spill that you had to  
12 clean up, how much fuel was involved in that?

13 MR. ORTIZ: Not much. It was like a small-sized  
14 puddle.

15 MR. WIEMEYER: And where did that fuel that you had  
16 to clean up come from?

17 MR. ORTIZ: From the missing panel of the plane on  
18 the left wing.

19 MR. WIEMEYER: Okay. You said earlier you don't  
20 recall the exact dates of when you noticed this.

21 MR. ORTIZ: Right. I don't recall --

22 MR. WIEMEYER: Can you give us a general sense of how  
23 long before the TWA 800 accident that you observed this?

24 MR. ORTIZ: Okay -- was on strike duty the beginning  
25 of June. I seen it then. I seen it all throughout June, and

1 in July I think I seen it also.

2 MR. WIEMEYER: Okay. When you did observe it, what  
3 action did you take?

4 MR. ORTIZ: I called TWA Maintenance. They came  
5 outside. They just looked at it and told me it's okay to keep  
6 on pumping -- it's okay to keep fueling the plane, and I just  
7 continued to fuel the plane, but the fuel was still dripping.

8 MR. WIEMEYER: Did they give you any explanation?

9 MR. ORTIZ: No.

10 MR. WIEMEYER: Do you recall the name of any of the  
11 people that you talked to by chance?

12 MR. ORTIZ: Guy -- was Tony Scimeca. Tony Scimeca  
13 sent out some aircraft -- mechanics, which I don't know their  
14 names. Tony was like dispatcher or something --

15 MR. WIEMEYER: And all the fuel leaks that you  
16 observed were on the left side of the aircraft.

17 MR. ORTIZ: Correct.

18 MR. WIEMEYER: From that one area.

19 MR. ORTIZ: From that one area.

20 MR. WIEMEYER: Are you familiar with the condensation  
21 that sometimes is seen on the --

22 MR. ORTIZ: Yes.

23 MR. WIEMEYER: Was that also prevalent during the  
24 time that --

25 MR. ORTIZ: Yes, it was.



1 MR. WIEMEYER: How would you differentiate how you  
2 would identify the two?

3 MR. ORTIZ: By smell, that's about all, because they  
4 are both clear. So it started to drip down and I stuck out my  
5 hand and it dripping on me and I smelled it --

6 MR. WIEMEYER: Did you happen to feel it also?

7 MR. ORTIZ: No. I just smelled it.

8 MR. WIEMEYER: Okay. All right. Anything else?

9 MR. STACEY: Hi. I'm Terry Stacey, a 747 Captain  
10 with TWA.

11 Just for clarification, you observed this aircraft  
12 from June through -- through sometime before July the 17th.  
13 Did each time it have the panel missing?

14 MR. ORTIZ: Yes, and -- did not leak fuel all the  
15 time. At the times it did leak fuel, it leaked fuel from that  
16 panel.

17 MR. STACEY: How many times did it leak fuel?

18 MR. ORTIZ: I seen it at least three times -- more  
19 times than three times, but I've seen it at least three times.

20 MR. STACEY: -- as a -- or as a supervisor?

21 MR. ORTIZ: As a supervisor.

22 MR. STACEY: Did the -- you say the leak continued  
23 during the time that fueling was going on.

24 MR. ORTIZ: Yes.

25 MR. STACEY: Would you know if it stopped after the

1 fueling was completed?

2 MR. ORTIZ: I'm not quite sure.

3 MR. STACEY: Have you observed any type of leak like  
4 that on other airplanes?

5 MR. ORTIZ: I really can't say --

6 MR. STACEY: What type of training were you given by  
7 -- or by TWA or anyone -- fuel leaks?

8 MR. ORTIZ: What kind of -- Well, once there is a  
9 fuel leak, we are to stop fueling immediately and notify --  
10 Maintenance.

11 Why a plane is leaking fuel, I can't tell you. I  
12 wouldn't know.

13 MR. STACEY: I understand, but are you given any  
14 training to distinguish between a fuel leak and condensation?

15 MR. ORTIZ: No.

16 MR. STACEY: How do you know that? Just by  
17 experience?

18 MR. ORTIZ: Yes.

19 MR. STACEY: Was -- After the mechanic said that it  
20 was okay to continue fueling, was there any -- did that cause  
21 any change in the fuel load?

22 MR. ORTIZ: No.

23 MR. STACEY: So the fuel loading was being put on the  
24 airplane -- Well, that wasn't even on July 17th. That was --

25 MR. ORTIZ: No.

1 MR. STACEY: Okay. Thanks.

2 MS. LIEBER: Could you just explain once again what  
3 is your procedure -- procedure if there is a problem with -- if  
4 there's any fuel leak or any problem with the fueling of the  
5 aircraft?

6 MR. ORTIZ: We are to stop fueling immediately and  
7 notify -- Maintenance. If they come outside and say it's okay  
8 to continue fueling, then we continue fueling, but 'til then,  
9 we stop fueling. We're not fueling the plane unless they tell  
10 us to.

11 MS. LIEBER: You mentioned one gentleman's name at  
12 TWA that you -- Now, was he contacted with regard to this  
13 problem?

14 MR. ORTIZ: Yes.

15 MS. LIEBER: And what was his response?

16 MR. ORTIZ: He sent out two guys, and they came out  
17 and they checked out the plane and they told me it was okay,  
18 continue fueling, and they went back.

19 MS. LIEBER: Okay. Now, after you continued fueling,  
20 did you, in fact, continue to see the fuel leak?

21 MR. ORTIZ: Yes.

22 MS. LIEBER: Okay.

23 MR. ORTIZ: I called them out a second time.

24 MS. LIEBER: And then what happened?

25 MR. ORTIZ: They came out again and then they just --

1 and said it's fine --

2 MS. LIEBER: Now, did you call the same individual  
3 that you initially called or --

4 MR. ORTIZ: I call Station Maintenance, and that day  
5 the Station Maintenance man was Tony Scimeca, and he took the  
6 two -- and he sent out -- two more guys out, and when they came  
7 out, they told me the same thing as the first two -- that came  
8 out.

9 MS. LIEBER: And what was that?

10 MR. ORTIZ: They looked up at it, said, "It's fine.  
11 Continue pumping." I continued pumping.

12 MS. LIEBER: And it continued to leak.

13 MR. ORTIZ: Sometimes it leaked quick. Sometimes it  
14 stopped and just started to drip and stuff like that, but what  
15 the problem was, I don't know.

16 MS. LIEBER: If you saw a liquid flowing from the  
17 area where that flap was missing, you wouldn't know the  
18 difference between -- if it was water or if it was fuel.

19 MR. ORTIZ: By just seeing it? No, I can't tell. If  
20 I go to it, touch it, feel it on the floor or smell it, yes, I  
21 can tell, but for the fluid to just drip, I mean, just to look  
22 at it, I can't tell --

23 MS. LIEBER: Okay. As you reported this problem to  
24 Mr. Scimeca, and then the problem persisted, the problem  
25 continued, did you express any concerns to anyone?

1 MR. ORTIZ: I spoke to one of my fellow field  
2 supervisors, which that same day he came by me and the fuel  
3 dripped on top of him and when he smelled it he said it was  
4 fuel and he told me to call them out again. I told him I  
5 called them out twice and they have -- they seen it and told me  
6 to keep on pumping. He told me if they board the plane, they  
7 gotta be crazy, but that's what he says. He's not a plane  
8 mechanic. He's a fuel supervisor also.

9 MS. LIEBER: And who is that individual?

10 MR. ORTIZ: That's Mr. --

11 MS. LIEBER: Okay. I have no other questions. Thank  
12 you.

13 MR. KLAPACH: I'm Steve Klapach from the FAA.

14 You observed the leak on the left-hand side, what was  
15 the position of the truck --

16 MR. ORTIZ: The position of the truck was facing  
17 towards the front of the aircraft --

18 MR. KLAPACH: -- on the right or the left?

19 MR. ORTIZ: On the left wing, also.

20 MR. KLAPACH: That's all I have.

21 MR. HALE: Charlie Hale with the IAM.

22 In regards to the trucks that you used, the hydrant  
23 trucks, are they specifically for TWA aircraft or are they --

24 MR. ORTIZ: No, sir.

25 MR. HALE: So they could be dispatched anywhere? Um-

1 hum. And the area that is in question, as far as you feel that  
2 you saw the leak, in relation to the fueling hookup, where is  
3 that situated?

4 MR. ORTIZ: The fueling hookup is towards the front  
5 of the wing and the -- was in the rear of the -- which was  
6 close -- but I couldn't stop fueling, because of that until the  
7 -- came down and then I stopped fueling.

8 MR. HALE: All right. So the leak was only while you  
9 were fueling?

10 MR. ORTIZ: Yes, sometimes. There's times when we  
11 fueled the plane and there's no leak. Then there's times when  
12 the plane just drips and there's times when it pours.

13 MR. HALE: You said that it had a puddle of fuel.

14 MR. ORTIZ: Yes, a puddle.

15 MR. HALE: Could you give us a little more idea of  
16 how big of a puddle this was?

17 MR. ORTIZ: Size-wise, it had to be about two feet  
18 wide.

19 MR. HALE: And what was required to clean this up?

20 MR. ORTIZ: Speedy Dry --

21 MR. HALE: Um-hum. And how much was used to --

22 MR. ORTIZ: About half a bag, I would say.

23 MR. HALE: Half a bag.

24 MR. ORTIZ: Probably less than that. I think it was  
25 between a quarter bag to about a half a bag.

1 MR. HALE: And what's your requirements in regards to  
2 getting the EPA involved?

3 MR. ORTIZ: That I really can't tell you, but when we  
4 do have a fuel spill, I gotta call my duty manager down. He  
5 comes down, and if it's a big, big spill, what he does is call  
6 the Port and the Port comes down and all that stuff, but he's  
7 the man that does all of that. I see a spill, then I call him.

8 MR. HALE: And who might that have been?

9 MR. ORTIZ: The day of the spill, maybe George Butts.

10 MR. HALE: Okay. But he wasn't notified.

11 MR. ORTIZ: No.

12 MR. HALE: After that was cleaned up with Speedy  
13 Dry --

14 MR. ORTIZ: Yes.

15 MR. HALE: -- the puddle reappeared?

16 MR. ORTIZ: No. We had stopped filling the --  
17 airplane and -- and we cleaned up the whole spill and after  
18 that, no --

19 MR. HALE: There were no additional drips or anything  
20 after that.

21 That's all I have. Thank you.

22 MR. LONGWELL: Kevin Longwell. I'm with Boeing.

23 You've characterized these leaks you've seen as  
24 ranging from drips to "pouring," I think was the word you used.  
25 Could you estimate what the maximum amount was that you've

1       seen --

2               MR. ORTIZ:  The maximum?

3               MR. LONGWELL:  Specifically from this airplane.

4               MR. ORTIZ:  I don't know.

5               MR. LONGWELL:  Would you characterize it as drips,  
6       drops or like a water faucet --

7               MR. ORTIZ:  No -- drips -- keep dripping, dripping,  
8       dripping.  Sometimes -- like it'll pour and then it'll stop and  
9       then it'll start dripping or again stop and then drip, drip.

10              MR. LONGWELL:  Okay.  This missing panel, if someone  
11       was to ask you to identify it on -- or on an aircraft, could  
12       you do that?

13              MR. ORTIZ:  Yes, I could.

14              MR. LONGWELL:  Can you describe the approximate size  
15       of it?

16              MR. ORTIZ:  The size?  It had to be a big piece.  I  
17       mean, this was like a fin-type of thing.  It comes out like  
18       this --

19              MR. LONGWELL:  Are you familiar with the term -- or  
20       "sailboat -- "

21              MR. ORTIZ:  It looked just like that.  So --

22              MR. LONGWELL:  Okay.  So it wasn't -- or this access  
23       panel is on the bottom of the wing -- you know -- access panels  
24       and then there's fangs which extend beyond the bottom of the  
25       wing --



1 MR. ORTIZ: That's the one.

2 MR. LONGWELL: It was which of these?

3 MR. ORTIZ: One is shaped as a -- it came out past  
4 the wing itself.

5 MR. LONGWELL: Okay. This particular aircraft, do  
6 you recall having any fueling delays? I know you didn't work  
7 on the 17th, but the day prior to that, were there any delays,  
8 discrepancies with fueling?

9 MR. ORTIZ: I don't recall. I don't recall.

10 MR. LONGWELL: When you do see a fuel leak on an  
11 aircraft, is there any written record of that with Ogden or --  
12 I know you stated that --

13 MR. ORTIZ: Unless we have a fuel spill and we take  
14 about -- more than -- I think it's three bags of Speedy Dry and  
15 we write it up and we call the Port and we let them know about  
16 it and stuff like that.

17 If it's a small spill, no. There's really no record  
18 about it -- just come by and pick it up --

19 MR. LONGWELL: These particular leaks which we've  
20 discussed in this forum, was there any written record of those?

21 MR. ORTIZ: From me, no. I don't know if they had

22 MR. LONGWELL: No further questions. Thank you.

23 MR. BURNS: I'm Lou Burns of the Airline Pilots  
24 Association.

25 You stated that the leak -- it leaked at various

1 rates. Is there anything you would correlate these leaks with  
2 -- refueling? In other words, did it leak heavy when you first  
3 started fueling and then get less or was it the other way  
4 around or --

5 MR. ORTIZ: I wouldn't know.

6 MR. BURNS: -- don't you know?

7 MR. ORTIZ: No, I don't.

8 MR. BURNS: Okay. No further questions.

9 MR. STACEY: Okay. I have one followup question.  
10 Now, what means did you use or how did you come to  
11 know that the airplane wasn't -- well, what airplane was it?  
12 What was the number?

13 MR. ORTIZ: 17109.

14 MR. STACEY: And how did you recognize the fact that  
15 it was 119?

16 MR. ORTIZ: When I first heard it on TV, I remember  
17 them saying it was Flight 400 and I said that's impossible,  
18 because -- Flight 400 -- and they said it was a 747. I assumed  
19 it was that aircraft and it was, aircraft 17119.

20 MR. STACEY: But -- say the last time you observed a  
21 leak in July, how did you come to know that that airplane was  
22 119?

23 MR. ORTIZ: By the missing panel.

24 MR. STACEY : By the missing panel?

25 MR. ORTIZ: Yes.

1 MR. STACEY: Did you observe the aircraft number?  
2 MR. ORTIZ: Yes.  
3 MR. STACEY: You did? Where was it?  
4 MR. ORTIZ: 17119.  
5 MR. STACEY: No, I'm sorry. Where?  
6 MR. ORTIZ: Where was --  
7 MR. STACEY: Yes --  
8 MR. ORTIZ: It have one along in the front and  
9 there's one in the back also.  
10 MR. STACEY: Okay. Thank you.  
11 MS. LIEBER: I have one question.  
12 Since July 17th, have you noticed, Mr. Ortiz, any  
13 other TWA aircraft in that area without a panel?  
14 MR. ORTIZ: No.  
15 MS. LIEBER: Thank you. No questions.  
16 MR. WIEMEYER: I got one followup. Any of the times  
17 that you observed the leak -- was it three times?  
18 MR. ORTIZ: Yes.  
19 MR. WIEMEYER: -- what was the status of the field  
20 equipment being hooked up to the aircraft -- hooked up to the  
21 aircraft, in each case?  
22 MR. ORTIZ: -- of what? Of the -- itself?  
23 MR. WIEMEYER: Was it plugged into the aircraft?  
24 MR. ORTIZ: Yes.  
25 MR. WIEMEYER: In each case?

1 MR. ORTIZ: Yes --

2 MR. WIEMEYER: Was it pumping in each case?

3 MR. ORTIZ: Yes, until about -- I had stopped it from  
4 pumping and when we stopped pumping, it was still -- it was  
5 still dripping, and when they just came out, it was dripping  
6 and then just stopped dripping, and when we continued pumping,  
7 then it started dripping again.

8 MR. WIEMEYER: Okay. So it stopped -- Okay. So you  
9 stopped fueling --

10 MR. ORTIZ: Right.

11 MR. WIEMEYER: -- and you notified -- They came out  
12 and looked at it and it was still -- And at what point did it  
13 stop dripping?

14 MR. ORTIZ: It stopped like as they started to leave  
15 the plane. It just stopped, and then, as we pumped again, it  
16 started to drip again. So I called them out again.

17 MR. WIEMEYER: Okay.

18 MR. ORTIZ: It started to drip again.

19 MR. WIEMEYER: That's -- I'm sorry --

20 MR. STACEY: One more question -- Maintenance, did  
21 they work on the airplane, to your knowledge?

22 MR. ORTIZ: To my knowledge, no.

23 MR. STACEY: I'm talking about on the fuel leak.

24 MR. ORTIZ: On that --

25 MR. STACEY: Yes.

1 MR. ORTIZ: No, they didn't.

2 MR. KLAPACH: I have one question.

3 When you were pumping the fuel onto the aircraft -- I  
4 know you have that cradle up there that you stand in, and --

5 MR. ORTIZ: Well, I'm not the fueler.

6 MR. KLAPACH: Okay.

7 MR. ORTIZ: I'm the field supervisor. I just go from  
8 gate to gate and see the pumping, if he's not here, if  
9 anything's wrong, stuff like that, and then I just keep on --  
10 from gate to gate -- I went to that gate saw a leak and I  
11 called them out and stuff like that, and as soon as -- said to  
12 pump -- then I just took off again, checked the gates, and I  
13 went back, and there, again, it was leaking again, and called  
14 them out a second time.

15 MR. KLAPACH: Okay.

16 MR. WIEMEYER: Okay.

17 MR. HALE: You stated that you kept track of this  
18 through a time span, by what means did you do that?

19 MR. ORTIZ: Well, once the plane leaves, I gotta stop  
20 fueling, so that means as soon as I stop fueling, I would mark  
21 it down I stopped fueling at this time, at this time. I  
22 reassumed fueling at this time, so that the fueling -- would  
23 not be mine. It would be charged to TWA Maintenance. It won't  
24 be charged to me.

25 MR. HALE: Okay. So you kept the record --

1 MR. ORTIZ: Of times on and times off the aircraft.

2 MR. HALE: The way in which it leaked was the same at  
3 each of those times --

4 MR. ORTIZ: All three times, yes.

5 MR. HALE: Exactly the same?

6 MR. ORTIZ: Exactly the same.

7 MR. HALE: You can categorize it as being the same  
8 every time?

9 MR. ORTIZ: -- more dripping and -- you know --  
10 period of -- the same way. We're hooked up with pumping and  
11 it's dripping from the --

12 MR. HALE: So from when you saw it originally in June  
13 to the date -- in that time frame, it hadn't gotten any worse.  
14 It really had remained the same.

15 MR. ORTIZ: It had gotten bad at first. At first,  
16 there was no fuel leaks and then it started again. I seen it  
17 that one time again, and then it stopped. From June to July,  
18 I've seen that plane about 20 times, and we refueled it 20  
19 times, and it probably leaked two out of those 20 times in  
20 June. So I can't say if it was fixed, if it had gotten worse,  
21 because I really don't know, but from 20 times fueled, it  
22 probably leaked about --

23 MR. HALE: Okay. Thank you.

24 MS. LIEBER: Are specific fuelers assigned to TWA,  
25 the same fuelers or is it --

1 MR. ORTIZ: It's random, but sometimes there's  
2 certain guys that'll stay at TWA. There's about six guys  
3 always coming to TWA --

4 MS. LIEBER: Of those six, are you aware if anyone  
5 else noticed that there was a fuel leak on that piece of  
6 equipment?

7 MR. ORTIZ: I'm not quite sure. During strike duty,  
8 we had had supervisors come down from all states and they came  
9 down and fueled the planes. There's one man, Carl -- fueled  
10 the plane and seen the fuel leak and called --

11 MS. LIEBER: I'm sorry. What was his name again?

12 MR. ORTIZ: Carl --

13 MS. LIEBER: Carl -- and where is he from?

14 MR. ORTIZ: I believe St. Louis. I'm not quite  
15 sure --

16 MS. LIEBER: I'm sorry. Did you say he was fueling  
17 that aircraft on July 17th?

18 MR. ORTIZ: No.

19 MS. LIEBER: No.

20 MR. ORTIZ: He fueled it during strike duty.

21 MS. LIEBER: Oh, during the strike.

22 MR. ORTIZ: Yes.

23 MS. LIEBER: Okay. When you came into work on July  
24 18th, as you said you knew you did, was there any discussion  
25 about the fuel leak amongst the employees or any discussion

1 about any problems at all?

2 MR. ORTIZ: Yes, we -- I believe two supervisors were  
3 speaking about it and we all thought the same exact thing, that  
4 it was caused by a fuel leak, but that we really are not sure  
5 of that because no one's sure about what happened.

6 MS. LIEBER: Who are the other two supervisors?

7 MR. ORTIZ: Mr. Wayne Rathan and Rodney -- and we  
8 spoke about it and --

9 MS. LIEBER: Thank you.

10 MR. HALE: Was there any time that they ever  
11 mentioned that they observed a fuel leak --

12 MR. ORTIZ: Wayne seen it while -- the plane. The  
13 fuel dripped on top of Wayne and when Wayne smelled it, he said  
14 -- So Wayne seen the fuel leak.

15 As for that guy, I don't know if he seen the fuel  
16 leak. He probably has because he is a -- supervisor also.

17 MR. STACEY: One thing for clarification -- statement  
18 you made, so you fueled or observed the fueling or supervised  
19 the fueling of 119 at some point during this time period when  
20 it did not leak at all, correct?

21 MR. ORTIZ: Correct.

22 MR. WIEMEYER: All right. Anything else?

23 Sir, thank you for taking the time out of your day to  
24 come and talk to us. Very much appreciate it, and we

25



1 appreciate all your help.

2 (Whereupon, the interview was concluded.)

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CERTIFICATE

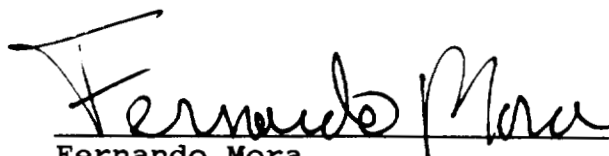
This is to certify that the attached proceedings before the  
NATIONAL TRANSPORTATION SAFETY BOARD

IN THE MATTER OF: TWA FLIGHT 800, INTERVIEW OF RICHARD  
ORTIZ

PLACE: Jamaica, New York

DATE: November 19, 1996

were held according to the record, and that this is the  
original, complete, true and accurate transcript which has  
been compared to the recording accomplished at the hearing.

  
Fernando Mora  
Official Reporter