

—A True Special Operation—

THE D.B. COOPER PROJECT



YOUR ASSIGNMENT:

We need your sleuthing skills in finding the parachuting skyjacker known as D.B. Cooper. Comb through the first batch of official Cooper case files, made public for the first time exclusively here, and help us solve one of history's most astonishing unsolved cases.

*true
•ink*

SE 164-81

INTERVIEWS WITH PASSENGERS

SE 164-81

Names of Passengers:

ALMSTEAD, JACK VERNON
ANDVIK, ARNOLD O.
CLOUSE, ROY D.
CONLEY, LAVONNE
CONNORS, Mrs. HELEN
COOPER, MICHAEL
CUMMINGS, Mrs. ADELE
CUMMINGS, LYNN S.
CUMMINGS, ROBERT S.
DONAHOE, RAYMOND P.
FINEGOLD, LARRY
JENSEN, WESLEY P.
KEATS, WILLIAM K.
KLOEPFER, FLOYD FUHRIMAN
KURATA, GEORGE
MAC DONALD, CLIFFORD AUSTIN
MAC PHERSON, SCOTT
MAC PHERSON, WILLIAM R.
MENENDEZ, ADRIAN E.
MIKELSON, DENNIS L.
MINSCH, PATRICK

Boarded at:

Great Falls, Montana
Missoula, Montana
Missoula, Montana
Missoula, Montana
Missoula, Montana
Missoula, Montana
Great Falls, Montana
Great Falls, Montana
Great Falls, Montana
Missoula, Montana
Portland, Oregon
Spokane, Washington
Minneapolis, Minnesota
Great Falls, Montana
Portland, Oregon
Portland, Oregon
Spokane, Washington
Spokane, Washington
Portland, Oregon
Great Falls, Montana
Portland, Oregon

SE 164-81

Names of Passengers:

MURPHY, WILLIAM J.

POLLART, LES

RICE, DANIEL

SIMMONS, BARBARA D.

SIMMONS, RICHARD J.

STREET, CHARLES

TRUITT, ALBERT B.

WEITZEL, PAUL (part of McPHERSON
party)

WORNSTAFF, JAMES R.

Boarded at:

Great Falls, Montana

Portland, Oregon

Great Falls, Montana

Portland, Oregon

Portland, Oregon

Missoula, Montana

Missoula, Montana

Spokane, Washington

Portland, Oregon

FEDERAL BUREAU OF INVESTIGATION

Date of transcription November 27, 1971

1

GEORGE R. LABISSONIERE, residence - 15625 Maple Wild Southwest, Seattle, telephone number CH 4-4334, office - 1424 Washington Building, Attorney-At-Law, Seattle, telephone number MA 4-5224, provided the following information:

LABISSONIERE advised that he boarded Northwest (NW) Flight #305 at Portland, Oregon, destination Seattle, Washington, on November 24, 1971. About ten minutes out of Portland, LABISSONIERE observed a male seated on the last row, left side, middle seat, who he described as follows:

Sex:	Male
Race:	Caucasian
Hair:	Dark
Complexion:	Dark
Age:	Approximately 35
Height:	5'10"
Weight:	150 pounds
Build:	Medium
Characteristics:	Average facial features, no moustache or beard
Clothing:	Wearing a dark jacket like a blazer and a sporty vest beneath

LABISSONIERE stated that he became suspicious of this individual shortly after takeoff because of his continual contact with a stewardess named TINA (Last Name Unknown). TINA talked on the phone much of the time and frequently conferred with the hijacker. Shortly after takeoff an announcement was made that everyone was to remain in their seats due to a mechanical problem which would require some time to correct.

During the time the plane circled Sea-Tac Airport LABISSONIERE, who was seated about six rows in front of the hijacker, went to the restroom in the rear compartment several times. Upon emerging from the restroom on one occasion, LABISSONIERE found himself blocked in the aisle.

LABISSONIERE was blocked by TINA and a male wearing a cowboy hat. The cowboy was "hassling" TINA for information

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA LOUIS M. HARRIS, JR./rmh Date dictated 11/26/71

SE 164-81

2

about the mechanical difficulties and generally being a nuisance. The hijacker seemed to enjoy the situation at first but became irritated and told the cowboy to go to his seat. The cowboy paid no notice of the hijacker and continued hassling TINA. Finally, LABISSONIERE talked the cowboy into returning to his seat.

LABISSONIERE observed the hijacker a number of times during the flight but did not see a gun, bomb, suitcase, or baggage in his possession, nor did LABISSONIERE observe the hijacker threaten TINA or any passenger at any time. LABISSONIERE only heard the hijacker when he spoke to the cowboy but did not feel that the hijacker's speech had any particular characteristics.

FEDERAL BUREAU OF INVESTIGATION

Date November 29, 1971

On November 24, 1971 Mr. ROBERT B. GREGORY, Rt. 1, Box 576, Sumner, Washington, telephone TH 5-1891, was interviewed in Lounge 102, Concourse B, Seattle-Tacoma International Airport, Seattle, Washington. He stated he is part owner and vice-president of the Cowman-Campbell Paint Company, 5221 Ballard Avenue NW, Seattle, Washington, telephone SU 3-8835.

GREGORY boarded Northwest Airlines Flight 305 at Portland, Oregon on November 24, 1971 at approximately 2:45 p.m. He was late and believes he was the last passenger to board the aircraft. He believed he had seat 18 which was an aisle seat on the port (left) side of the aircraft in the rear.

He stated that he did not realize that this aircraft was being hijacked until it landed at the Seattle-Tacoma Airport, Seattle, at approximately 5:50 p.m., to the best of his recollection. He recalled that when the aircraft first approached Seattle the pilot announced that there would be a delay in landing due to some mechanical difficulty and that he would have to circle the field to burn up the fuel. This would take about half an hour. However, the aircraft circled for a much longer period and while Mr. GREGORY felt that something was amiss, he did not consider that the aircraft was being hijacked.

During the flight he had noticed a man seated in a window seat on the starboard (right) side of the aircraft to his (GREGORY's) rear. A brown haired stewardess, name unknown, was seated by this man all the time. The stewardess had the aisle seat. Mr. GREGORY thought this was strange. The stewardess said not to look at the man, but Mr. GREGORY said he managed to turn back and look at the man twice, who stayed slouched down in his seat. He never saw the man stand and never heard him speak. He did not see that the man had any packages with him. The name of this stewardess is unknown to him.

At about ten minutes before the announcement was

On 11/24/71 at Seattle, Washington File # SE 164-81

by SA CHARLES N. GIESE :kdl Date dictated 11/26/71

SE 164-81
CNG:kd1

made that there would be a delay in landing at the Seattle-Tacoma Airport, Mr. GREGORY rose to go to the bathroom and started toward the one on the starboard side, but the stewardess, above, told him to use the one on the port side which he did.

After the aircraft landed, the passengers in the rear of the aircraft were told to move forward, but since Mr. GREGORY was already forward of the above man, he stayed in his seat. Mr. GREGORY said he was the closest person to this man, except for the stewardess.

After the landing he noticed a blonde stewardess, one of the in flight stewardesses, carrying a money bag about two feet tall. He did not see her give it to the man. Mr. GREGORY said there were three stewardesses on the flight, the one blonde and two brunettes.

He said that he heard some parachutes had been brought on board but he did not see them.

When the passengers got off the aircraft by the forward door, the above man stayed on board. Mr. GREGORY said he had not seen this man board the aircraft but remarked that he, GREGORY, was the last passenger on board at Portland.

Mr. GREGORY described the above man as follows:

Name	Unknown
Race	Caucasian, believed to be of Mexican-American descent with possibly some American Indian blood
Sex	Male
Age	About 35 years
Complexion	Swarthy
Hair	Jet black, wavy, marcelled, greasy patent leather sheen, combed back at slight angle to the right, slight part on left, combed close to the head, slightly receding in front

3
SE 164-81
CNG:kd1

Eyes

Height

Weight

Clothing

Unknown; man wore dark glasses
with very dark horn rims
Man remained seated; believed
to be short, maybe 5'9"
165 lbs. (estimate)
Reddish brown suit coat with wide
lapels, color was unusual, more
of a russet color; light or
neutral colored shirt; contrasting
necktie, medium to dark color;
other items of clothing unknown.

*true
ink*

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/26/71

CORD HARMS ZRIM SPRECKEL, home address Route 2, Box 738, Vashon Island, Washington, home phone 463-2589, furnished the following information:

SPRECKEL stated that he boarded Northwest Flight #305 at Portland, Oregon. He said that he sat on the left-hand side of the plane in the row of seats second from the rear of the plane. He said that the man who he believes was the hijacker of the plane was sitting on the right-hand side of the plane in the last row of seats.

SPRECKEL said that he first was aware of some problem about ten minutes after takeoff. He said at that time a dark-haired stewardess came from the front of the plane and handed a note to a blonde-haired stewardess who was sitting in the seat next to the hijacker. He said that the dark-haired stewardess then returned to the front of the plane and the blonde stewardess got up and went to the phone at the rear of the plane.

SPRECKEL said that while in flight the pilot made several announcements that they were experiencing mechanical difficulty. He said that he was suspicious when the plane circled over Seattle for about two hours. He said that during this time the blonde-haired stewardess who was seated next to the hijacker, made numerous phone calls from the rear of the plane. He said that during the period when the plane was circling Seattle he left his seat and moved to a seat several rows forward.

SPRECKEL said that when the plane made its landing approach, the pilot announced that they were about to land and due to mechanical problems it was "emphatic" that the passengers remain in their seats with seat belts fastened until the pilot advised otherwise.

SPRECKEL said that after the plane landed the blonde stewardess, who had been sitting next to the hijacker, got up and went forward and out of the forward exit of the plane. He said she returned through the same door after several minutes carrying a package which was made of off-white canvas. He said

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81
by SA DANIEL S. JACOBS/rmh/klb Date dictated 11/26/71

SE 164-81

that the package was about two feet by one foot by one and one-half feet in dimensions. He said that the stewardess took the package back to the hijacker and then the passengers were instructed to deboard.

SPRECKEL said that sometime during the flight the hijacker put on a pair of dark sunglasses.

SPRECKEL described the hijacker as follows:

Race:	White
Sex:	Male
Age:	50 years old
Height:	5'10"
Build:	Medium-heavy
Hair:	Dark brown or black hair parted on left side
Facial Characteristics:	Square jawline
Dress:	Dark suit and tie, wearing no hat; wore dark sunglasses.

SPRECKEL said that he could recognize the hijacker again.

FEDERAL BUREAU OF INVESTIGATION

Date November 30, 1971

1

Shoemaker

WILLIAM W. MITCHELL, 3200 West Lake Sammamish North, Redmond, Washington, was interviewed at Seattle - Tacoma International Airport immediately after he deplaned. He advised that he boarded the plane in Portland, Oregon and sat in the very back seat on the left side of the aircraft. The subject sat across the aisle from him in the middle seat. The subject was not noticed until he spilled a drink. Immediately after the drink was spilled, a dark haired stewardess talked to the subject and it appeared that they filled out a form. Later in flight, a blonde haired stewardess sat with the subject and talked to him. The subject boarded after MITCHELL left Portland, Oregon.

MITCHELL described the subject as follows:

Sex	Male
Race	White
Hair	Dark (no gray hair)
Characteristic	Sagging chin
Height	5'9" - 10"
Build	Medium
Apparel	Black raincoat, brown shoes, dark pants

The subject had a sack and a briefcase which he kept putting his left hand in and out of. The subject appeared to be cool and casual.

① SPILLED DRINK

② SAGGING CHIN

③ LEFT HAND IN & OUT OF BRIEF CASE

④ HAD A SACK

On 11/24/71 at Seattle, Washington File # SE 164-81

by SA MICHAEL M. NAKAMURA :kd1 Date dictated 11/30/71

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/26/711

Mrs. NANCY HOUSE, 10926 Southeast 10th Place, Bellevue, Washington, telephone GL 4-2444, provided the following information:

She was a passenger on Northwest Airlines, Flight 305, boarding the flight in Portland, Oregon and sitting on the plane three seats in front of the hijacker on the right side of the plane, looking forward.

HOUSE advised that a few minutes out of Portland, she observed one of the stewardesses conversing with the hijacker. She stated that this stewardess sat beside this man throughout most of the flight and that she did talk on the intercom apparently to the captain at various times through the flight. She advised that she recalled this man was sitting in the middle seat of the right rear row with the stewardess sitting next to him on the aisle side.

She advised that upon landing in Seattle, the hijacker got up from his seat and went into the restroom at the rear of the plane. He remained there for about one minute and then returned to the same seat which he had occupied throughout the flight.

HOUSE advised that the hijacker was wearing large sunglasses and an overcoat. She advised that he had dark hair and a narrow face. She advised that when he exited the restroom and returned to his seat, he was carrying a dark colored attache case on its side in both arms. She stated that on top of this case was a package which appeared to be a yellow paper bag. She described this bag as being approximately four inches high and being about two inches shorter than the width of the attache case.

① YELLOW PAPER BAG
4 1/2" x 6"
2" shorter than width of case

Interviewed on 11/24/71 at Seattle, Washington File # Seattle 164-81

by SA ROBERT L. FUHRIMAN (A)/jlb Date dictated 11/26/71

- 77 -

- 2 -

SE 164-81
RLF:jlb

HOUSE advised that she was quite certain she could not identify the hijacker if she saw him again as she did not get a good look at his face.

*true
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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/3/71

1 Mrs. NANCY HOUSE, 10926 S.E. 10th Place, Bellevue, Washington, phone GL 4-2444, a passenger on Northwest flight 305 on November 24, 1971, provided the following information:

After the airplane landed in Seattle, she observed the hijacker leave the seat in which he was seated and proceeded to the restroom at the rear of the plane. He remained there for about a minute. When he returned from the restroom, she observed the hijacker carrying a dark colored attache case in both of his arms. The case was on its side. On top of the case was a bag.

HOUSE described this bag as follows:

Approximately 4" deep, width and height approximately the same as the width and height of the attache case. The bag was of cloth composition, possibly manila or burlap. The bag was of a light color, possibly very light yellow and possibly with a very light pink tinge. HOUSE stated that she thinks the bag was fairly smooth on the side which was up. HOUSE stated she did not, at anytime, see what was in the bag. HOUSE stated idea what was in the bag.

Interviewed on 12/2/71 at Bellevue, Washington File # SE 164-81

by SA ROBERT L. FUHRIMAN/slb

Date dictated 12/3/71

FEDERAL BUREAU OF INVESTIGATION

Date November 29, 1971

On November 24, 1971 Mr. ROBERT B. GREGORY, Rt. 1, Box 576, Sumner, Washington, telephone TH 5-1891, was interviewed in Lounge 102, Concourse B, Seattle-Tacoma International Airport, Seattle, Washington. He stated he is part owner and vice-president of the Cowman-Campbell Paint Company, 5221 Ballard Avenue NW, Seattle, Washington, telephone SU 3-8835.

GREGORY boarded Northwest Airlines Flight 305 at Portland, Oregon on November 24, 1971 at approximately 2:45 p.m. He was late and believes he was the last passenger to board the aircraft. He believed he had seat 18 which was an aisle seat on the port (left) side of the aircraft in the rear.

He stated that he did not realize that this aircraft was being hijacked until it landed at the Seattle-Tacoma Airport, Seattle, at approximately 5:50 p.m., to the best of his recollection. He recalled that when the aircraft first approached Seattle the pilot announced that there would be a delay in landing due to some mechanical difficulty and that he would have to circle the field to burn up the fuel. This would take about half an hour. However, the aircraft circled for a much longer period and while Mr. GREGORY felt that something was amiss, he did not consider that the aircraft was being hijacked.

During the flight he had noticed a man seated in a window seat on the starboard (right) side of the aircraft to his (GREGORY's) rear. A brown haired stewardess, name unknown, was seated by this man all the time. The stewardess had the aisle seat. Mr. GREGORY thought this was strange. The stewardess said not to look at the man, but Mr. GREGORY said he managed to turn back and look at the man twice, who stayed slouched down in his seat. He never saw the man stand and never heard him speak. He did not see that the man had any packages with him. The name of this stewardess is unknown to him.

At about ten minutes before the announcement was

On 11/24/71 at Seattle, Washington File # SE 164-81

by SA CHARLES N. GIESE :kd1 Date dictated 11/26/71

2

SE 164-81
CNG:kdl

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After the aircraft landed, the passengers in the rear of the aircraft were told to move forward, but since Mr. GREGORY was already forward of the above man, he stayed in his seat. Mr. GREGORY said he was the closest person to this man, except for the stewardess.

After the landing he noticed a blonde stewardess, one of the in flight stewardesses, carrying a money bag about two feet tall. He did not see her give it to the man. Mr. GREGORY said there were three stewardesses on the flight, the one blonde and two brunettes.

He said that he heard some parachutes had been brought on board but he did not see them.

When the passengers got off the aircraft by the forward door, the above man stayed on board. Mr. GREGORY said he had not seen this man board the aircraft but remarked that he, GREGORY, was the last passenger on board at Portland.

Mr. GREGORY described the above man as follows:

Name	Unknown
Race	Caucasian, believed to be of Mexican-American descent with possibly some American Indian blood
Sex	Male
Age	About 35 years
Complexion	Swarthy
Hair	Jet black, wavy, marcelled, greasy patent leather sheen, combed back at slight angle to the right, slight part on left, combed close to the head, slightly receding in front

3

SE 164-81
CNG:kdl

Eyes	Unknown; man wore dark glasses with very dark horn rims
Height	Man remained seated; believed to be short, maybe 5'9"
Weight	165 lbs. (estimate)
Clothing	Reddish brown suit coat with wide lapels, color was unusual, more of a russet color; light or neutral colored shirt; contrasting necktie, medium to dark color; other items of clothing unknown.

*true
ink*

FEDERAL BUREAU OF INVESTIGATION

11/26/71

Date

1

FLORENCE SCHAFFNER, home address 1600 East 77th, Richfield, Minnesota, home phone No. 866-2704, advised that she is employed as a Stewardess by Northwest Orient Airlines (NWA) and was serving in that capacity on NWA Flight 305 on November 24, 1971. SCHAFFNER furnished the following information:

SCHAFFNER said that she was standing at the rear entrance to the plane, checking passengers onto NWA Flight 305 in Portland, Oregon. She said that the man, who she later learned was the hijacker, was next to the last person to board the plane. She said that the man did not appear suspicious and did not attract her attention.

SCHAFFNER said that after everyone had boarded the plane, she began serving refreshments, while the plane was still parked at the terminal area. She said that the hijacker was the first person she served. She said that he was sitting in Row 18, the last row of seats in the plane. She said that the hijacker sat on the righthand side of the plane in the middle seat of three seats on the righthand side.

SCHAFFNER said that she asked the man if he cared for anything to drink. She said the man replied that he would like Bourbon and 7-up. She fixed the drink for the man and was given a \$20 bill. She said that she asked the man if he had anything smaller, and he replied, "No, I'm sorry."

SCHAFFNER said that he was very polite, and she told him that she could not give him change, until she served the rest of the people in the section. He replied that it would be alright. She said that after serving the entire tourist section, she returned to the man and gave him change for his \$20 bill. She said that the man thanked her.

SCHAFFNER said that she then gave the routine oxygen mask usage and escape route demonstration. She said that the take-off announcement was then given, and she checked the passengers in the tourist section to be sure

On 11/24/71 at Seattle, Washington File # SE 164-81
 by SA DANIEL S. JACOBS /kn Date dictated 11/26/71

- 21 -

that their seatbelts were fastened. She then sat in the Stewardess seat located in the rear of the plane behind the hijacker's seat.

SCHAFFNER said that after she had been seated for about 30-seconds, and as the plane started taxiing toward the runway. The hijacker turned around and handed her an envelope. She said that at first she thought he was making a pass at her and did not open it immediately. She said the man turned around and looked at her several times, and she felt that he was indicating that he wanted her to open the envelope immediately.

SCHAFFNER said that she opened the envelope while the plane was still taxiing toward the runway. She said that the note inside the envelope was written in black felt-tip type pen and read as follows:

"MISS -

I have a bomb here and I would like you to sit by me."

SCHAFFNER said that "MISS" was printed, but the remainder of the note was written in neat legible handwriting. She said that the envelope was a plain, white letter-type envelope with no writing on the outside. She said the note was written on plain white unlined paper.

SCHAFFNER said that she read the note twice, and then looked up at the man. She said he was looking directly at her, and she asked if he was kidding. She said that the man replied, "No, Miss, this is for real," in a serious but calm voice.

SCHAFFNER said that another Stewardess, TINA, came to the rear of the plane at this time. SCHAFFNER said that she stood up and handed the note to TINA, as she moved up and sat in the aisle seat beside the hijacker. She said that TINA read the note and went to the phone in the rear of the plane.

SCHAFFNER said that after sitting beside the man,

she looked at him and asked again if he was kidding. The man replied, "No Miss."

SCHAFFNER said that the man then took a briefcase which was sitting in the window seat and placed it on his lap. She said that he opened the briefcase and showed her a bundle of red sticks, which she believed was dynamite. She said that the bundle consisted of six or eight reddish colored sticks, which were about six or eight inches long. She said that there was no writing on the outside of the red sticks, and she believed they were bundled as though they were taped together.

She said that there was a small wire leading from the bundle of sticks, which the man held in his hand, as if to indicate he could detonate the bomb by touching the bare end of the wire to a contact. She said that there was also a battery in the briefcase, which was cylindrical in shape and about eight-inches long. She said that she could not describe the battery, as she paid more attention to the dynamite sticks.

SCHAFFNER said that after she sat down, she asked the man what she should do. He replied, "Take this down." She said she reached into her purse and got a pen and note pad. She said that man dictated the following request to her:

"I want \$200,000 by 5:00 PM in cash. Put it in a knapsack. I want two back parachutes and two front parachutes. When we land, I want a fuel truck ready to refuel. No funny stuff, or I'll do the job."

SCHAFFNER said that she stopped writing and looked at the man, and he calmly said, "No fuss." She said that she also wrote this down on the note, although she did not know if he had intended it to be part of the note. She replied, "Okay."

She said that the hijacker replied, "After this, we'll take a little trip."

SCHAFFNER said that as the plane was taking off, she told the man that she would have to go to the cockpit, or she could not relay this information. He said, "All right, go ahead." She asked as she got up, "Sir, is this all you want?" He replied, "Yes."

She said that when she got up, she went to the rear of the plane, where TINA was talking on the phone and took the note which the hijacker had initially given to her and went forward to the cockpit.

She said that she gave the Captain the information, and was told by the Captain to stay in the cockpit. She said that she remained in the cockpit until shortly before the plane landed. She said that the pilot instructed her to go to the tourist section and make sure that no one walked back into the area where the hijacker was sitting.

She said that after the plane landed, TINA, who was then sitting in the aisle seat next to the hijacker, stood up and walked to the forward exit of the plane. She said that all the passengers remained seated, and TINA returned to the plane carrying a large bag, which SCHAFFNER assumed was the \$200,000. She said that TINA went to the rear of the plane and gave the money to the hijacker.

SCHAFFNER said that the passengers began to de-board, and she remained standing at the entrance to the tourist section.

SCHAFFNER said that after all the passengers had deboarded the plane, she, TINA and ALICE, the other Stewardess on the flight, began talking to the man. He instructed TINA to go out again and pick up the parachutes. She said that while TINA made several trips to bring in all four parachutes, she conversed with the hijacker.

She said that the hijacker talked about how heavy the money was and asked her to lift it. She said that she picked up the bag of money and remarked as to how heavy it was.

She said that at this point, she felt as though the hijacker was acting very childish. She said that she felt as though she was humoring him. She said that the man offered her and the other stewardesses on the flight, money which was change from the \$20 bill he had given her for the drink. She told him that they did not accept tips. She said that he did not appear to resent this and said no more about it.

SCHAFFNER said that the man spoke of going to Mexico City, Phoenix or San Francisco. She said that he did not appear to know exactly where he was destined for. She said that she asked the man if they were going to go with him, but he did not reply. She said that she asked if the stewardesses could leave the plane, and the man replied, "Sure go ahead," in a calm, uninterested manner.

SCHAFFNER said that by this time the man had begun putting on one of the back parachutes, and at some time during their conversation had put on a pair of sunglasses.

SCHAFFNER said that she and ALICE turned and walked toward the forward exit of the plane. She said that TINA went to the rear of the plane and picked up the telephone. She said that as she was walking out of the plane, she recalled that she had left her purse on the stewardess seat on the rear of the plane. She said that she returned to the plane, and when she approached the hijacker, said, "Sir, I forgot my purse." She said that he smiled and told her she could go ahead and get it. She said that after getting her purse, she left the plane while TINA was still talking on the phone.

SCHAFFNER described the hijacker as follows:

Race	White
Sex	Male
Age	Mid-40's
Height	6'0"
Weight	170 - 175 lbs.
Build	Average
Eyes	Brown

Hair	Black, medium length, straight, parted on left side
Complexion	Olive-type
Clothing	Black business suit, white shirt, thin black tie, black overcoat, black shoes. Subject was carrying a black businessman's type briefcase, described as ordinary. Had a pair of dark-framed sunglasses with dark brown lenses.

SCHAFFNER said that the man appeared to be Latin descent. She said that there were no distinguished characteristics, such as scars, marks or tattoos. She said that the man had no mustache or beard and spoke in a normal calm voice. She said that she did not recall the man wearing any rings.

SCHAFFNER said that after she delivered the demand note the hijacker had written, and the note she had written at his direction to the cabin, the Captain instructed her to remain seated in the cockpit of the plane. SCHAFFNER said that she began taking notes concerning the events that transpired during the remainder of the flight.

SCHAFFNER said that after she delivered the demand notes to the Captain, and had been seated in the cockpit for a few minutes, Stewardess TINA advised by telephone that the hijacker wanted both the note he had written and the note SCHAFFNER had written at his direction returned to him. SCHAFFNER said she took both notes back to him.

SCHAFFNER furnished 13 pages of notes which she took during the course of the flight.

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

TINA ANN MUCKLOW, residence 7320 Cedar Avenue, Apartment 302, Richfield, Minnesota, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.

Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated in 18-E, gave a note to Hostess FLORENCE SCHNAFFER. SCHNAFFER showed the note to Hostess MUCKLOW, who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted \$200,000.00. Miss MUCKLOW stated she went back to the male passenger seated in 18-E with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time Miss MUCKLOW sat down alongside the individual in seat 18-D and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was

On 11/24/71 at Reno, Nevada

File#

LV 164-60 - 139by SA H. E. HINDERLITER, JR.SAC HAROLD E. CAMPBELL, JR. (HEC:tlw)Date dictated 11/26/71

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LV 164-60

dynamite; however, she is unfamiliar with the appearance of dynamite and could only describe it as stated above, adding that it was of a reddish rusty color.

Miss MUCKLOW then advised the pilot's compartment of the fact the plane was being hijacked via the intercom. She used the intercom while remaining in her seat inasmuch as it was close by and she could reach same from her seated position. It was with a pre-arranged signal of bells that she so advised the pilot's compartment. SCHAFFNER at that time on a plain envelope wrote out the demands of the hijacker, listing that he wanted four parachutes including two back packs and two chest packs, \$200,000.00 in cash in small bills and that he wanted all this "by five o'clock". She recalls that Miss SCHNAFFER delivered this note to the pilot's compartment inasmuch as the hijacker insisted that she be physically present alongside him at all times. She recalled that she sat with him almost the entire time of the flight.

Miss MUCKLOW recalled that during the flight from Portland to Seattle, all passengers were moved at least three rows forward from where the hijacker was seated. She stated that at one time he commented that "the bomb" he had was electrically fused and he certainly hoped the crew would not generate any electrical currents which would trigger it. In response to her query as to why he had chosen a Northwest airplane to hijack, she related his statement to the effect that he had "a grudge" but not against Northwest Airlines, adding that the Northwest plane just happened to be in the right place at the right time. In response to her query at one time during their conversation as to where he came from, Miss MUCKLOW stated the hijacker was adamant in his refusal to answer and seemed somewhat provoked by the question. Miss MUCKLOW recalled that frequently during her conversation with the hijacker he kept reminding her that the crew should attempt "nothing funny" and each time she assured him that he would receive the full cooperation of the crew.

HEAVY'S
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BOSS
A COLLECTOR
DRAGON

Sometime before going into the landing pattern at the Seattle - Tacoma Airport, the hijacker reiterated his previous instructions that all the items he had requested, including the money and the parachutes, must be available at the airport before he would permit the plane to land. He also instructed that upon landing, Miss MUCKLOW was to be his intermediary in not only delivering messages to the crew but also in transferring the items that he had requested from the ground to him in the aircraft. He specifically instructed that upon landing only one unmarked automobile should approach the aircraft and it should approach and park in such a position that the hijacker could observe it at all times. He also instructed that the pickup rig which delivers the exit stairway to the forward compartment of the aircraft be available immediately upon landing in order that Miss MUCKLOW could go out the forward door and contact the intermediary in the unmarked car to obtain the items he had requested. Additionally, he instructed that a fuel truck be available in the area upon landing and same fuel truck was to be manned by only one employee. He was insistent that every condition be met and that everything be available on the ground prior to the landing of the aircraft.

Miss MUCKLOW recalls that the aircraft went into a holding pattern for a period of time she estimated over one hour and she stated she felt this was because all of the items the hijacker had requested were not yet available on the ground.

After a period of time Miss MUCKLOW said the aircraft landed and an announcement was made from the cockpit rather than by a hostess in the cabin, as is the normal procedure, to the effect that some mechanical difficulty had been encountered and the passengers were all requested to remain in their seats with their seat belts fastened. Miss MUCKLOW recalls that the hijacker went to the nearby lavatory at this time stating he would return in a few minutes, at which time the stairway to the forward door should be ready. When he went to the lavatory, he closed the attache case and carried it with him. He came out of the lavatory in a matter of three or four minutes and again took the same seat he had occupied.

When the forward door stairway was attached, Miss MUCKLOW departed the aircraft through the forward door as soon as the stairs were put in place. She noted there was one car parked at approximately ten o'clock to the aircraft, the pickup rig was in the area and a fuel truck immediately went about attempting refueling of the aircraft. She stated she obtained a bag from an unknown male individual who got out of the car which was parked near the aircraft and although she is unable to recall the precise wording, she was told that the bag contained the money requested. She took the bag reportedly containing the money back to seat 18-E, which seat was still occupied by the hijacker. He opened the bag and inspected the contents which Miss MUCKLOW said she observed was money packed in small packages with bank-type bands around each package. Having inspected the money in a cursory fashion, the hijacker stated that "it looked okay" and then indicated to Miss MUCKLOW that the crew could now permit the passengers to deplane. She stated that she called the cockpit on the intercom with this message and an announcement was made from the cockpit that passengers could at that time disembark. Miss MUCKLOW recalled that she, in an attempt at being humorous, stated to the hijacker while the passengers were unloading that there was obviously a lot of money in the bag and she wondered if she could have some. The hijacker immediately agreed with her suggestion and took one package of the money, denominations unrecalled by Miss MUCKLOW, and handed it to her. She returned the money, stating to the hijacker that she was not permitted to accept gratuities or words to that effect. In this connection Miss MUCKLOW recalled that at one time during the flight the hijacker had pulled some single bills from his pocket and had attempted to tip all the girls on the crew. Again they declined in compliance with company policy. } 2

After the passengers deplaned, Miss MUCKLOW stated that in accordance with instructions from the hijacker, she went out to get the parachutes he had requested. She brought back one large parachute (back pack) first, stating that she could only carry one parachute of this kind at a time. It was after she brought this first parachute into the aircraft that he told her to lower all the window shades in his section of the aircraft. After pulling down these shades, Miss MUCKLOW

LV 164-60

then again left the aircraft and this time brought back the two smaller parachute packs (chest packs) and gave these to the hijacker. She made a last trip from the aircraft then to obtain another of the large parachute packs (another back pack). All of the parachutes were given to the hijacker and he was observed by Miss MUCKLOW to be looking them over as she left them with him. She also recalled that at this time all hostesses and male crew members were still aboard the aircraft.

At this point Miss MUCKLOW recalls discussing with the hijacker what the instructions were regarding future destination of the flight. Up to this point he had refused to tell her where he would order the flight to go. At this time, however, he told her not to worry, the flight was not going to Havana but it would go to a "pleasant place".

Miss MUCKLOW said that she obtained one of her pay sheets and by this time did have a pencil and took down the following instructions from the hijacker:

"Going to Mexico City -- or anyplace in Mexico -- nonstop -- gear down -- flaps down -- don't go over 10,000 feet altitude -- all cabin lights out -- do not again land in the States for fuel or any other reason -- no one behind the first class section".

Miss MUCKLOW forwarded this information to the cockpit and the hijacker also indicated that he wanted takeoff made with the rear door open and the stairs extended for takeoff. He had also indicated that in addition to the passengers, all of the hostesses would be allowed to exit the aircraft prior to their departure.

The crew, through Miss MUCKLOW, informed the hijacker that takeoff in that aircraft with the door open and stairs extended would be an impossibility, and it was finally agreed that takeoff would be made with the door closed, stairs retracted, and Miss MUCKLOW would remain on board to lower the door and stairs after the aircraft was airborne.

LV 164-60

The hijacker further indicated to Miss MUCKLOW that as soon as this lowering of the door and stairs were accomplished in flight, she would be permitted to go to the pilot's compartment. During the period of furnishing these conditions, the hijacker became extremely annoyed over the time required to refuel the plane as he had ordered.

INQUIRY

The hijacker displayed an extensive knowledge of the aircraft and seemed specifically well informed in refueling procedures to the point that the crew had difficulty in convincing him that only 96% of the required fuel was on board at the time he was protesting the fact that refueling had not been completed. It was also during this time (when he was upset concerning refueling) that he complained to Miss MUCKLOW also that he had requested the money be delivered to him in a knapsack and instead it was delivered in a cloth bank-type bag, which displeased him. It was at this time that Miss MUCKLOW recalls he stated that he would be forced to use one of the parachutes to rewrap the money since he had not been furnished a knapsack container. Miss MUCKLOW recalled that it was at about this time she observed a small green paper bag (contents unknown). She stated that she recalled no other packages or luggage belonging to the hijacker except for the attache case and this small green paper bag. She also recalls that it was at about this time she again offered to get him something to eat or drink, which offer he refused as he had several previous offers. She clearly recalled that he accepted no refreshments of any kind while he was on board the aircraft.

DRINK & SMOKE

Miss MUCKLOW recalled that it was at this time that the hijacker requested that all notes, including the one he had furnished to Miss SCHNAFFER and those written by Miss MUCKLOW, to be returned to him. In this connection she also recalled that he was a chain smoker. At one time she lit a cigarette for him with the last match in the paper match folder. When she attempted to discard the empty card folder, the hijacker decisively took it from her and placed it into one of his

pockets, stating he did not want her to throw it away. She recalled that he smoked Raleigh filter tips. In commenting concerning the hijacker's actions in general, she stated that she recalled some conversation to the effect that the parachutes were coming from Mc Chord Air Force Base. The hijacker remarked that it was about 20 minutes from Mc Chord to the Seattle - Tacoma Airport. She also recalled that while they were in the holding pattern prior to landing, he at one time looked out the window and observed "We're over Tacoma now". Miss MUCKLOW indicated that there had been no announcement or no mention that the aircraft was over Tacoma and she accordingly concluded that the hijacker was familiar with the area.

After refueling was completed and takeoff appeared imminent, the crew called on the intercom and advised that after checking with appropriate authorities, they had been told that the fuel load would not permit them to fly nonstop to Mexico City, or anywhere in Mexico, in fact. They pointed out that the range of fuel was such that they recommended landing to refuel somewhere in the San Francisco, California area. The hijacker countered with Phoenix, Arizona, as an alternative landing for refueling. When the crew responded in the negative due to the distance to Phoenix, Arizona, he at that time stated the aircraft could make Yuma, Arizona, or Reno, Nevada, and he preferred a landing in Reno, Nevada. The crew called back and stated they would proceed to Reno, Nevada.

Miss MUCKLOW stated that upon takeoff from Seattle, the hijacker was in seat 18-D or E (occupying both seats at various times) and she was seated across the aisle in 18-C. It was during this time, as she recalls it, that he was occupied with opening one of the parachute packs (recalling the color of the parachute as a bright pink-orange color) and attempting to in some way pack the money in a parachute container in order that he could in some way attach it to his body along with the regular parachute straps. Her recollections in this regard were vague, but she stated she clearly recalled his removing a small jack knife from his pocket and cutting some portion of either the outside container or the parachute in order to

MISS MUCKLOW
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secure the money in this rather than in the white bank-type bag which he had been furnished. Her recollection was that she did not see him tampering with the two large parachute containers other than to cursorily inspect them when she had brought them aboard.

After the plane was airborne, there was conversation between Miss MUCKLOW and the hijacker regarding her opening the rear door and extending the stairway. She told him that she was fearful of being sucked out of the airplane and, accordingly, wanted to tie an emergency safety rope around her waist and attach it to a seat in order to prevent being sucked out of the door when she opened it. He told her at that time it would not be necessary for her to use the emergency safety rope inasmuch as he would cut one of the parachute shroud lines for her to insure her safety when she opened the door. It was at this time that he was still working with the parachute to in some way secure the money to his body. Shortly thereafter he asked her to demonstrate to him the procedure for opening the rear door and extending the stairway. She did this and was under the impression that he understood how to do it. She commented that it occurred to her at this time that this was the only function of the aircraft which she had discussed with the hijacker during the time she had been with him which he did not seem to be fully aware of. She stated that as a matter of fact, he had even shown a knowledge of where the oxygen bottles were located at an earlier time, which information she felt is normally known only to air crew personnel. While she could not recall specifically, she stated there were several other comments he made which indicated to her that he had an extensive technical knowledge of this particular type of aircraft and perhaps aircraft and flying in general. She also commented that he appeared to be completely familiar with the parachutes which had been furnished to him.

It was estimated by Miss MUCKLOW that in less than five minutes after takeoff, the hijacker suddenly told her to go forward of the aft compartment, to close the curtain behind her and not to return to the rear compartment again. She

quickly complied with this request, going to the first class cabin, closing the curtain behind her, then proceeding to the cockpit and closing and locking the cockpit door behind her. She did not thereafter leave the pilot's compartment and had no further conversation with the hijacker face to face or via the intercom.

Miss MUCKLOW furnished the following physical description of the unknown subject, it being noted that Miss MUCKLOW is approximately 5'8" in height and she observed the hijacker in a seated position except for the brief period when he went to the lavatory. She also commented that at no time did he remove the dark glasses he was wearing and consequently, she was unable to observe his eyes or eyebrows:

Race	White
Sex	Male
Age	Mid 40's
Height	5'10" to 6'
Weight	180 to 190 pounds
Build	Medium, well built
Hair	Dark brown, had sideburns partially past ears, hair parted and combed back
Complexion	Medium, smooth
Characteristics	Wore dark rimmed wrap-around glasses with black frames, concealed eyes entire time; Had no accent, possibly from West or Midwest; Had low voice
Clothing	Dark top coat, brown suit, brown shoes, and noted black tie and tie tack found on plane was possibly his.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/7/71

Mrs. ALICE GARLEY HANCOCK, a stewardess aboard Northwest Airlines Flight #305, provided the following information:

On November 24, 1971, Mrs. HANCOCK stated that the individual who hijacked Northwest Airlines Flight #305, a Boeing 727, initially boarded the aircraft in Portland, Oregon, and at the time he boarded the aircraft he was carrying a briefcase which measured about 12 inches by 18 inches and was dark brown or black in color. She stated that the hijacker handed another stewardess on board the flight by the name of FLORENCE a ransom note demanding \$200,000 in cash. Mrs. HANCOCK believes that the note was handed to FLORENCE very shortly after takeoff from Portland. She advised that the hijacker's demands were communicated to the Captain of the aircraft via the aircraft's intercom system by another stewardess named TINA MUCKELOW.

Mrs. HANCOCK stated that the note which the hijacker handed to FLORENCE stated that the hijacker had a bomb in the briefcase that he was carrying and that he wanted \$200,000 and absolutely no trickery or he would explode the bomb that he had in his briefcase. In addition, Mrs. HANCOCK advised that the hijacker requested four parachutes. After these demands were stated, the stewardess named FLORENCE went to the cockpit of the aircraft to advise the captain of the situation and remained in the cockpit until just before landing in Seattle. Meanwhile the hijacker remained in his seat and had another stewardess by the name of TINA MUCKELOW next to him.

Mrs. HANCOCK stated that the hijacker wanted the stewardess named TINA to go to get off the plane in Seattle and to get the money that he demanded and then after she got the money, she was to go off the aircraft again to get the four parachutes that he demanded. In addition to the parachutes and the money the hijacker also requested four crew meals. Mrs. HANCOCK advised that TINA had told her that the hijacker wanted to go to Mexico and was very concerned throughout the flight about sky marshals being on board the

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

by SA PATRICK K. MURPHY:bfr

Date dictated 12/1/71

- 54 -

aircraft. She stated that the hijacker made his demands known in this order:

- 1) He wanted the money first
- 2) He wanted the people off the aircraft after the money was on board
- 3) He wanted parachutes and four crew meals
- 4) He wanted the plane completely re-fueled
- 5) He wanted maps

Mrs. HANCOCK could not remember what kind of maps the hijacker had requested.

During the flight, Mrs. HANCOCK advised that the hijacker wanted continued re-assurance that nothing was going to go wrong. After the plane landed and the passengers dis-embarked, TINA MUCKELOW was on the telephone relaying the hijacker's demands to the captain of the aircraft.

Mrs. HANCOCK stated that the hijacker was good-natured during the flight.

The hijacker then informed TINA MUCKELOW to tell the other stewardesses and crew to remain on board. At this point, Mrs. HANCOCK stated that the pilots of the aircraft wanted the stewardesses to leave the plane. Once the stewardesses had successfully left the aircraft, Mrs. HANCOCK stated that the pilots had planned to get off the plane by jumping out through the cockpit. However, none of them did deplane because the hijacker could see them and they feared that he would set off the bomb that he had in his briefcase.

Then Mrs. HANCOCK went to the back of the plane and asked the hijacker if the stewardesses could go and he said "Whatever you girls would like." Then she and FLORENCE, another stewardess on board left the aircraft.

Mrs. HANCOCK described the hijacker as a male Caucasian, olive complexion, age 30 to 45, 6' 1", 170 to 175 pounds, slim build, black hair, wavy, short and trimmed in the back. He wore no hat, and wore dark sunglasses with plastic frames which looked like prescription sunglasses. He wore a black trench-coat, white shirt and tie, and dark slacks. He wore no gloves and was soft-spoken and had no accent. He had no visible scars or marks.

Mrs. HANCOCK advised that the briefcase which the hijacker carried on board with him was in the window seat next to him and that he was sitting in the middle seat with the stewardess, TINA MUCKELOW on his left. She stated that he had his right hand inside the briefcase at all times. At one point

3
SE 164-81

during the hijacking Mrs. HANCOCK noticed that one of the parachutes that had been brought on board had been unpacked and she asked the hijacker if he had taken the parachute apart and he replied Yes.

*true
• ink*

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

WILLIAM A. SCOTT, residence 262 Peninsula Road, Minneapolis, Minnesota, telephone Liberty 5-5524, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He advised that he was the captain on Northwest Airlines Flight 305.

Captain SCOTT advised that he was present during the interview of all of his crew members and that events, as supplied by them, were correct to the best of his recollection and he had no pertinent additional information to provide at this time. He added that he personally had no direct contact or observation of the hijacker and was, therefore, unable to provide a physical description.

*true
ink*

On 11/24/71 at Reno, Nevada File # LV 164-60-150

SAC HAROLD E. CAMPBELL, JR. and
SA H. E. HINDERLITER, JR. (HEH:ckh) Date dictated 11/30/71

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

WILLIAM JOHN (BILL) RATA CZAK, residence 3407 Selkirk Drive, Burnsville, Minnesota, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He identified himself as the third officer on Northwest Airlines Flight 305.

RATA CZAK advised that according to some notes he had made concerning the incident, it was at 2759 Zulu time or 3:59 p.m. Pacific Standard Time that he received an emergency signal from hostess TINA MUCKLOW on the intercom with a series of bells signaling that they had trouble on board. They had a pre-arranged flight signal for such emergencies and he made a notation in his book of the time of this notification.

Almost immediately thereafter, he received a note from TINA MUCKLOW advising she thought they were being hijacked and added she was not kidding.

Subsequently, hostess FLORENCE SCHNAFFER brought a note on what appeared to be a standard 6 x 9 tablet written with a felt pen as well as an envelope that had notations also containing the figure \$200,000, two back parachutes, two chest packs and under it a time of 5:00 p.m.

Hostess MUCKLOW then went back to the compartment and sat with the hijacker at which time he insisted that all of the above items be physically present and waiting for them at the Seattle Airport upon their arrival and prior to their landing.

RATA CZAK received the impression that the above hijacking had been carefully thought out in advance in that the hijacker specified that the money was to be furnished in a knapsack and even insisted that a discarded match cover be returned to him. He also insisted on the return of the original note and the envelope and appeared especially careful to see that nothing of his was left behind.

On 11/24/71 at Reno, Nevada

File # LV 164-60 - 138

by SAC HAROLD E. CAMPBELL, JR., and
SA H. E. HINDERLITER, JR. HEH/skh

Date dictated 11/30/71

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LV 164-60

RATACZAK stated that as soon as they verified the intentions of the hijacker, they immediately contacted the company via their radio connections concerning the situation but they did not alert the passengers nor did they press the emergency transponder code button signaling a hijacking to the control towers due to the hijacker's insistence of "no funny stuff".

They subsequently radioed the Seattle approach control tower and requested holding instructions in order they could remain airborne for the approximate 1½ hours which was estimated to be required in order that all of the items requested by the hijacker could be obtained.

RATACZAK noted that all of the demands of the hijacker were forwarded to the cockpit through hostess MUCKLOW and at no time did he have occasion to personally observe or have any direct contact with him.

Inasmuch as Seattle was the destination and actual termination point for that flight, an announcement from the cockpit was made to the passengers that they were burning off excess fuel which helped put the other passengers at ease. In addition, the hostesses were instructed not to serve any additional drinks to any of the passengers.

It was further established that hostess MUCKLOW was to act as intermediary between the hijacker and the individuals meeting the plane to supply his demands. The chief pilot for Northwest Airlines and one other individual were to be in the first vehicle with the money, the second vehicle was to carry the stairs so that the hostess could exit from the front of the plane with only one driver designated for that vehicle, with a third vehicle being a fuel truck containing a driver only which was to remain in a 10 or 11 o'clock position from the plane in order that all would be in full view of the hijacker at all times.

After the plane had landed and the initial delivery made of the money and parachutes, the hijacker then forwarded through hostess MUCKLOW the following instructions which he also listed: (1) They were going to Mexico City non-stop

or if they could not reach Mexico City, anywhere in Mexico; (2) they would fly with landing gear down and flaps down; (3) they would not fly above 10,000 feet; (4) they would fly with the lights out in the cabin; (5) they were not to land in the U. S. for fuel or for any other reason; (6) there was to be no one aft of the first class curtain; (7) he indicated that after taking off, hostess MUCKLOW would be allowed to visit the cockpit; (8) he wanted the rear door open and the stairs extended for taking off.

RATACZAK noted that at this point they informed him that it would be impossible to make a take-off with that aircraft in that position and the hijacker subsequently agreed to having the door closed with the stipulation that hostess MUCKLOW could lower the stairs after the plane was airborne. RATACZAK noted that all of the above instructions were given on the ground at Seattle orally by the hijacker through TINA during the period she was carrying on the parachutes.

After the release of the passengers, and during the period of re-fueling, the hijacker became considerably annoyed at the delay in re-fueling and at the point where 96 per cent of the fuel was on board, he implied that the procedure was being deliberately delayed. The hijacker displayed a specific knowledge of flying and aircraft in general and that one in particular and they were finally able to convince him that the time being utilized was entirely necessary. 727

They subsequently informed the hijacker that under the operating conditions that he had stipulated, it would be impossible for them to reach Mexico City and he thereafter countered with the possible destination of Phoenix. Each point that he mentioned would be considered and rejected with the cities of Yuma, Sacramento and Reno being mentioned and a final agreement reached whereby the plane would fly to Reno, Nevada, as its initial destination.

RATACZAK stated that after take-off they flew at an indicated air speed of 170 knots which would have provided an estimated ground speed of 205 miles per hour.

LV 164-60

The hijacker was questioned concerning his intentions with regard to the bomb package and he responded through MUCKLOW that he would either take it with him or disarm it at the time of his departure. Upon their departure from Seattle, they followed a course known as "Victor 23" which is a standard low altitude routing to Portland, and received clearance from Sacramento tower for Victor 23 at 10,000 feet.

RATACZAK recalled that initially after receiving descriptive data from hostess SCHNAFFER, they radioed the company for any likely suspects or modus operandi and the company furnished the name of R. SIMMONS who had previously been arrested for being intoxicated and was suspected as a possibility of being the hijacker.

RATACZAK stated that departure from Seattle was made at 7:36 p.m. and at approximately 8:05 p.m. he called the hijacker on the intercom, inquired whether he could hear and whether there was anything they could do for him. The hijacker responded in the negative and the crew then decided that the hijacker was on board for the duration and they decided against any more tests or contacts with him until after they arrived at Reno, Nevada. Upon approaching Reno Airport, they tried to contact the hijacker with no response and they notified their company of same.

RATACZAK stated that approximately 5 to 10 minutes after the last contact with subject at 8:05 p.m., they heard and felt an oscillation of the aircraft and commented at the time that the hijacker could have departed, causing the unusual vibration since there had been no change in flight altitude, speed or any other external force which would account for this sudden oscillation. They telephoned the company representative, PAUL SODERMAN, in Minneapolis shortly thereafter, and stated that the oscillation, which could have been the hijacker's departure, would have occurred between 8:05 p.m. and their call to SODERMAN 5 or 10 minutes later, the exact time which would be recorded in the company log.

RATACZAK stated that they had not yet reached Portland proper but were definitely in the suburbs or immediate vicinity thereof.

LV 164-60

RATACZAK added that the stipulations made for the reception of the aircraft at Reno, Nevada, were based on the same instructions that the hijacker had previously furnished prior to the landing at Seattle and no member of the crew departed from the cockpit to check on the presence of the hijacker following the arrival in the compartment of hostess MUCKLOW who had locked the door behind her.

RATACZAK added that it had not occurred to them at the time, but they could have pinpointed their exact location at the time the oscillation was felt and admitted that the crew had emergency exits from the pilot's compartment via the windshields and a rope ladder. Conceivably, following the departure of the passengers and during one of the periods that hostess MUCKLOW was off the plane obtaining the parachutes, the remainder of the crew could have vacated the aircraft leaving the hijacker on board alone.

FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

Miss TINA MUCKLOW, residing at the home of her mother, 476 Clearview, Trevose, Pa., provided the following information:

On November 24, 1971, while employed as a stewardess for Northwest Airlines, she flew on Flight 305 which originated in Washington, D. C., arrived at Minneapolis, Minn., about 10 a.m., and she boarded shortly thereafter. She said the crew for her flight were Pilot WILLIAM SCOTT, Co-pilot WILLIAM RATA CZAK, Second Officer, HAROLD ANDERSON, Senior Stewardess ALICE HANCOCK, B Stewardess FLORENCE SCHAFFNER, and C Stewardess TINA MUCKLOW.

Miss MUCKLOW advised that her flight departed Minneapolis, Minn., at 10:35 Central Standard Time, with a light load, less than half, and flew to Great Falls, Montana, then to Missoula, Montana, then to Spokane, Washington, and Portland, Oregon. She said that the aircraft departed Portland, Oregon at 2:53 Pacific Time, and arrived two hours and fifty-three minutes later at Seattle which is normally a 35 minute flight.

Just before the Second Officer gave the word for take off from Portland, FLO SCHAFFNER took a beverage form to the aft jump seat. There was a man in seat 13 E, middle right aft passenger seat, and as she, TINA, faced the barrier strip, she observed FLORENCE dropping a note, stand up, and unfasten the barrier strip and sit down next to the man in seat 13 E. FLORENCE appeared emotional in that she was trying to speak to her, was moving her lips, but other than "TINA," no other words came out.

TINA picked up the note lying at her feet and read it which, to the best of her recollection, is as follows:

"Miss, I am hijacking this plane. I have a bomb. Sit next to me."

The aircraft lifted off the runway at 2:53 and TINA used the inter phone to advise the pilot the ship was being

On 12/1-2/71 at Trevose, Pa. File # Philadelphia 164-133
 by SA PATRICK JOSEPH KELLY
SA JOHN WILLIAM CULPEPPER JWC/lgs Date dictated 12/3/71

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2

hijacked. She said, "We're being hijacked, he's got a bomb and this is no joke." She replaced the phone and leaned down in the aisle near FLO and saw her writing something on an envelope. After FLO finished writing, she said to the man next to her that she would take the note to the cockpit. TINA asked FLO if she wanted her to take the note and she said no. TINA said, "Do you want me to stay here?" and the man replied, "yes." FLO took the note and entered the cockpit.

TINA sat next to the man and shortly thereafter he opened a black cheap appearing imitation leather attache case and showed her a device with eight red cylinders and a wire running from the cylinders towards a large 6" x 8" x 2" in diameter battery. The wire had a red plastic coating around it, all with the exception of the last inch which was bare and which the man held in between his fingers. He told her it was an electronic device and suggested the aircraft radio be used as little as possible. He said he didn't think radio transmissions would bother it, but wanted to let the crew know.

She then called the pilot over the interphone and advised him of the device and from that point on she acted as a communications media between the hijacker and the pilot through the interphone. During one message to the pilot, he specified that all of the previous requested items be at the airport when they landed. She later learned that the note which FLO had carried to the pilot contained a list of demands. He later told TINA that he wanted \$200,000 in circulated U. S. currency, two back and two front parachutes, and fuel trucks to meet the plane when it landed at Seattle. One of the specific demands that he made was that the fuel truck is to come first and start fueling the plane immediately. Everyone in the plane was to remain in their seat and he indicated that TINA was to be a liaison and the one to get the money. After fueling is completed and the money is aboard, he indicated that the passengers would be released, and the last item to be brought aboard the aircraft would be the chutes, and at that time only the crew members were to be aboard and they must stay out of the aisle and remain in their seats.

During the flight from Portland to Seattle, she had light conversation with the hijacker. For example, she asked him where he was from and he became upset and said he didn't want to answer that. She somehow brought up that they would be going to Cuba and mentioned that personnel were advised to warn passengers against buying any Cuban rum or cigars because U. S. Customs would confiscate them when they returned to the United States.

The hijacker laughed and said that they weren't going to Cuba, but that she would like where they were going. He asked her where she was from and she told him that she was from Pennsylvania, but was living in Minneapolis, Minn. He indicated that Minneapolis, Minn., was very nice country.

She asked him why he picked Northwest Airlines to hijack and he laughed and said, "It's not because I have a grudge against your airlines, it's just because I have a grudge." He paused and said that the flight suited his time, place, and plans. Other conversation centered around personal habits such as smoking and he asked her if she did and she said she used to but had quit and he offered her a cigarette which she took and smoked. She asked if he wanted any food or drink and he refused everything.

During the flight from Portland to Seattle, a male customer started aft down the aisle and she met him at approximately Row 14 where she asked him what he wanted and he indicated he was looking for a sports magazine. They went to the aft section of the plane immediately behind the hijacker where they looked and finally he accepted a New Yorker Magazine and returned to his seat. After he was seated and TINA returned to seat 18 D, next to the hijacker, he said, "If that is a Sky Marshal I don't want any more of that," and she reassured him that it wasn't and further, that there were no sky marshals on that flight.

A short while after that, the pilot called her and asked her to determine from the hijacker if he wanted the pilot to inform the passengers of the situation, and the hijacker said, "no." The pilot said that he would make up another excuse to cover the extension of the flight way beyond the normal 36 minutes. It was at this point the hijacker instructed her to tell the pilot that he wanted the note and envelope back that he had given to the other stewardess. He also wanted the empty matchbook cover from which he had been lighting his cigarettes and had thrown into the back pouch of the seat in front as she said she would normally do with trash. She indicated that he had another book of matches the cover of which was blue and said, "Sky Chef," from which she had pulled matches to light his cigarettes. He retained this book of matches.

The hijacker made a comment while the aircraft was in a holding pattern north of the airport that it is 5:15 and he is still waiting, and this is something that he had wanted by 5 p.m. She called the pilot on the phone and he said that they were waiting for the front pack chutes to arrive at the

airport from Mc Cord. The hijacker said, "Mc Cord is only 20 minutes from Tacoma; it doesn't take that long." She called the cockpit back over the interphone and they said that the chutes were en route and the cockpit requested permission from the hijacker to start their descent without the chutes being present at the airport. The hijacker said yes, provided they don't have to wait for the chutes after the fueling was completed. A few minutes later, the pilot called TINA back on the interphone and advised the chutes were there and he was going down.

The flight landed at Seattle International Airport at 5:46 Pacific time. Prior to landing, the captain wanted permission from the hijacker to park his aircraft away from the terminal and the hijacker said okay. The pilot said he would park the aircraft in a semi-lighted runway not being used and this pleased the hijacker. While the aircraft was being taxied to the area at which the aircraft would be parked, she asked the hijacker's permission to move five passengers away from the immediate area of his seat which he approved of and she did.

Stewardess FLO SCHAFFNER stood at Row 15 in the middle of the isle to be certain that no one came aft. When the aircraft stopped, the pilot got permission from the hijacker to let the fuel trucks approach the plane and begin refueling. The truck stairs came to the front door and TINA left by way of the front door, went to a car carrying the money, chutes, food, maps, and radio for cockpit communications. At this point, he got up with the attache case and headed towards the aft lavatory. When she returned, he was back in his seat. She dragged a white canvas money bag down the isle to where the hijacker was sitting and placed it on seat 18 D next to him. He looked through the bag and said that it was alright for the passengers to get off the plane. TINA phoned the pilot and told him and he told the passengers over the intercom system that they could leave the aircraft.

After the passengers left, she asked if he wanted her to get other items and he said yes but wanted the other crew members to remain seated. She first brought in the big parachute and he told her to pull the window shades which she did. She then went and brought back the small chutes and carried them on the ship. Her next trip she got the big chute and placed it with the others on Row 18. At this point, she gave him a paper sheet giving instructions on how to jump and he said he didn't need that. Prior to this, she asked the hijacker if

he wouldn't rather have one of the cockpit crew get the chutes and he told her that they weren't that heavy and she wouldn't have any trouble.

When she returned to the plane with the last chute, she saw he had one chute cut open and nylon cords out and he was cutting them with his pocket knife. He took the nylon cord and wrapped it around the neck of the money bag numerous times and then he wrapped it a few times from top to bottom, and with the same piece made a loop like a handle at the top. This nylon cord was pinkish in color. He appeared irritated because they didn't give him a knapsack for the money which he had initially requested, and after trying to put the money in an unfolded parachute, he decided to leave it in the canvas bag.

She told him that they had crew meals and maps, and requested permission to go get them. He said, "yes," and she did, returning the items and taking a seat next to him.

He said, "We're going to Mexico City, gear down, flaps down, you can trim the flaps to 15, you can stop anywhere in Mexico to refuel, but nowhere in the United States. The aft door must be open and the stairs to be down. The altitude under 10,000 feet, they know they can't go over that. Cabin lights out and everyone is to be forward of the first class curtain." TINA related these instructions to the pilot. ALICE came back to where the hijacker was seated and asked if she could get her purse and he said that she should come on back, he wouldn't bite her. Then she asked if the stewardesses could get off and he said, "yes."

About one hour had passed since landing, and TINA was taking information for the hijacker from the pilot and she told the other stewardesses to go ahead and she would be with them in a second and they went forward to the cockpit. She told the hijacker that the plane couldn't take off with the ladder down and he said in a low tone, "Yes they can, but the cockpit can put it down after they get airborne." She told him that the stairs had to be let down from the rear and at this point he appeared disturbed because of the duration of time of refueling and he told her to stay.

Just prior to take off, he became very excited because they had been on the ground over an hour and she related this to the cockpit and they answered that they had only 1500 pounds of fuel to be put on and this was about one quarter of their capacity. She explained this to him and he calmed down.

She then told him it would be a few minutes longer while they filed a flight plan and he said, "Never mind, they can do that over the radio once we get up. Let's get the show on the road."

The cockpit called and told her to use the escape rope to secure herself when they found out that she was going to lower the ladder once the aircraft is airborne. She related this to the hijacker and he said, "no," he didn't want her to go up front or them to come back. She asked if the second officer could shut the front door and he said yes. She opened the aft door and locked it open and the pilot started the engines and taxied towards the runway. During the taxi, she said, "You know we have oxygen," and he said, "Yes, I know where it is, if I need it I will get it." She asked him to cut some nylon cord from the parachute for her to use as a safety line, when she opened the rear ladder and the hijacker said, "Never mind," that he would do it. She showed him where the panel was and the controls and how to do it, and reminded him to be sure to put the ladder up before they land or the aircraft would be so damaged in landing that it could not take off again. She returned to seat 18 C, he to 18 E, the money was in 18 D, and the bomb in 18 F. The plane took off and she held her ears because the noise was so loud from the engines. Approximately four minutes after take off, he stood up, told her to go to the cockpit and close the first class curtains, and for no one to come out from behind the curtains. The lights were out in the rear compartment and she went forward, faced the curtain, and the last time she saw him he had a nylon cord tied around his waist and was standing in the aisle. Before she finished securing the curtain, she pleaded with him to take the bomb with him and he said he would take it with him or disarm it before he leaves.

After securing the curtain, she entered the cockpit and, approximately ten minutes after that, one of the officers received an interphone call from the hijacker advising that he could not get the rear stairs down. The pilot informed him that he would level the craft off and reduce the air speed. She recalls that a short time after that, she observed the red indicator light go on the second officer's panel indicating that the stairs had been lowered and approximately five minutes after the first call, one of the officers received another call from the hijacker which was the last communication that anyone in the plane had with the hijacker.

Before descending at Reno, Nev., she called repeatedly over the intercom system to the hijacker to cooperate, that the aircraft must land. The last message was, "Sir, we are going to land now, please put up the stairs. We are going to land anyway, but the aircraft may be structurally damaged and

8

Clothing

Dark brown suit, possibly with
a thin black stripe, brown socks,
brown ankle length pebble grain
shoes, not tie type shoes.

She did not have recollection of any rings or
unusual facial scars, marks, or tattoos.

Miss MUCKLOW advised that her recollection of the
flight from the Seattle International Airport was that the
weather was extremely murky and that the ground could not be
seen.

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we may not be able to take off after we've landed." The pilot landed the aircraft and parked it away from the terminal. She and the pilot entered the cabin and he called to the hijacker a number of times to cooperate and asked for instructions. When they received no answer, they went behind the curtain. She went to the gally, did not see the man, and simultaneously flipped on all of the cabin lights and there was no one there. The captain and her ran to the rear of the ship and they looked for the bomb. She looked in the aft lavatory and checked the oxygen bussels, then began crawling up the isle looking under seats for the bomb. While she was doing this, the first officer was coming down the isle from the cockpit on his knees with a flashlight looking under the seats for the bomb. After a few minutes, the co-pilot told her to get off of the ship which she did. She walked two blue lights down the taxiway away from the aircraft. It was dark. She recalls that upon entering the aft section of the ship, she observed the one chute that had been cut open and another chute. One was on Row 17, the other on Row 18, both left side of ship.

She said that about five minutes after she left the aircraft, three cars came to the nose of the plane.

Miss TINA MUCKLOW described the hijacker as follows:

Sex	Male
Race	White
Age	44-46
Height	6'
Weight	180-190 pounds
Complexion	Medium to dark
Build	Medium
Hair	Dark, flat, straight, sideburns narrow, mid ear
Eyes	Not observed
Characteristics	Wore sunglasses, dark plastic wrap-around frames.

The man impressed her as being an executive by his dress, special mannerisms, and consideration that he exhibited for her while he was on the aircraft.

The only time she can recall any actual threat to her life was during the flight from Portland to Seattle he mentioned to her to impress upon everybody that the device he had he would use, that he would not be taken off of the plane. She could not detect an accent in his voice.

The following is a list of the physical evidence obtained in this case:

A. CONTENTS OF ASH TRAY

The ash tray was removed from the seat used by the subject and an examination by the Laboratory, reflects that it contained eight cigarette butts, seven of which were Raleigh 85mm filter tipped cigarettes.

It is noted that Stewardess TINA MUCKLOW described the hijacker as a chain smoker who used Raleigh filter tipped cigarettes. No fingerprints of value from the ash tray were found.

B. TOWEL FROM BACK OF SEAT

A towel was removed from the back of the seat allegedly used by the hijacker and examination by the Laboratory, disclosed that it contained a head hair clipping and a brown limb hair. The head hair clipping is suitable for significant comparison.

C. BLACK TIE AND TIE CLIP

A black clip-on tie which contained a tie clip, yellow gold in color, with a round, white pearl in the center, was located in the seat allegedly used by the hijacker. The tie bore the label "Towncraft", a trademark of the J.C. Penney, Company. Tie and clip were found on seat 18E and Stewardess TINA MUCKLOW, after seeing the tie, said it possibly belonged to the hijacker.

D. AIRLINE TICKET

The ticket used by the hijacker was obtained from Northwest Airlines, Minneapolis, and examined by the FBI Laboratory, but no fingerprints of value were obtained.

E. ONE COMPLETE PIONEER PARACHUTE COMPANY, 26 FOOT, WHITE RIP STOP CONICAL PARACHUTE (BACK TYPE 226, SN 9/57. INSPECTED AND REPAKED 5/21/71 BY E.J. COSSEY, RIGGERS LICENSE 1579638, ISSAQUAH, WASHINGTON

This parachute was found intact on the plane when the plane landed at Reno. Also an integral part of this parachute is a 24 foot rip stop, made by Steinthal Manufacturing Company, type 60-9707, SN 7/60. This also was packed by E.J. COSSEY on 5/21/71.

F. ORANGE CHEST PARACHUTE, 24 FOOT RIP STOP, TYPE SN DA5853912. DATE OF MANUFACTURE 10/59. OWNER-SEATTLE SKY SPORTS, ISSAQUAH, WASHINGTON INSPECTED AND REPAKED 9/16/71 BY E.J. COSSEY. THREE SHROUD CORDS CUT

This parachute was found on the plane when it landed at Reno. The parachute had been opened and removed from its packing. Three of the shrouds had been cut, apparently by the hijacker.

SE 164-81

Items A, B, and C, are being maintained as evidence by the Las Vegas Division.

Item D is being maintained as evidence by the Minneapolis Division.

Items E and F have been forwarded to Seattle and are being held as evidence by the Seattle Division.

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RALEIGH CIGARETTES

Unsub is allegedly a smoker of Raleigh filter-tip cigarettes. The search of the plane involved in NORJAK conducted at Reno, Nevada, revealed eight Raleigh cigarette butts found near Unsub's seat.

On the possibility that Unsub may save Raleigh coupons and redeem them regularly, the following investigation was conducted:

On January 11, 1973, DAVID KREMER, Warehouse Superintendent, Coupon Redemption Center, Brown and Williamson Tobacco Company, Hill Street, Louisville, Kentucky, advised this is the only Raleigh coupon redemption center. Except for local residents who may come to the center personally, all redemptions are by mail with average of six million coupons received daily.

Miss MARCY JENKINS, Supervisor, Correspondence Section, advised that redemption orders and any correspondence received are retained for one year only.

She advised that since January, 1972, her records revealed that DAN COOPER, 11048 Temple Avenue, Seminole, Florida, 33542, sent in coupons, received on November 1, 1972 for catalog item number 50312 - a black billfold, manufactured by Amity; catalog item number 55380 - a Schick electric razor.

DANIEL COOPER, 9877 Casa Linda, Cincinnati, Ohio, 45237, sent in coupons and received on June 5, 1972, for catalog item number 74850, a kettle-shaped grill.

Cincinnati Division reported on February 15, 1973 the following information:

On February 7, 1973, the following directories were checked by SA LOUIS P. RUSSO:

The 1973 Hains Criss Cross Directory revealed no street listed as Casa Linda, Cincinnati. A check under the street Casa Loma Boulevard, Cincinnati, revealed no such 100 block

SE 164-81

listed as 9877 and no such person by the name of DANIEL COOPER.

A check of the 1972 Williams Cincinnati Suburban Directory revealed no such street listed as Casa Linda in Cincinnati.

A check of the 1971 Williams Cincinnati City Directory revealed no such street listed as Casa Linda in Cincinnati.

On February 8, 1973, MARY MALONE, Records Section Cincinnati Police Department was contacted and advised that she has an individual by the name of DANIEL LEE COOPER in her files. This individual is described as follows:

Race:	White
Sex:	Male
Born:	4-25-47
SSAN:	276-44-0983
Address:	5157 Colerain

This individual was arrested for three traffic violations which are listed as follows:

4/29/67 - speeding - fined \$10.00 and costs
2/21/70 - speeding - fined \$10.00 and costs
11/3/70 - speeding - fined \$20.00 and costs

This individual may or may not be identical to the individual that was set out in Cincinnati communication.

On February 8, 1973, BARBARA LEACH, Cincinnati Credit Bureau, was contacted and advised that she has no positive information identical with the individual set out in Cincinnati communication.

On February 8, 1973, GENE TOWNLEY, Hamilton County Sheriff's Office, Cincinnati, was contacted and advised he had no record for the individual in the Cincinnati communication.

SE 164-81

The Cincinnati Division reported on March 14, 1974, the following information:

On February 28, 1973, the 1971 Williams Cincinnati City Directory was checked and revealed a DANIEL L. COOPER residing at 5157 Colerain Avenue, Cincinnati, telephone 541-6673.

On March 6, 1973, the 1973 Haines Criss-Cross Directory for the City of Cincinnati and Northern Kentucky was checked and revealed no one is listed by the name of DANIEL LEE COOPER residing at 5157 Colerain Avenue. The check also revealed that telephone number 541-6673 is listed to E.J. GABBARD, residing at 1823 Chase, Cincinnati.

The June, 1972 Cincinnati Bell Telephone Directory for Cincinnati and Metropolitan areas was checked on March 6, 1973 and revealed no one by the name of DANIEL LEE COOPER or DANIEL COOPER listed.

RUBY LEWIS, Clerk, Records Section, Cincinnati Police Department was contacted on March 7, 1973 and advised that there is no picture in the files regarding DANIEL LEE COOPER, white, male, date of birth April 25, 1947. She also advised the only other information concerning DANIEL LEE COOPER was that he was arrested for a traffic violation in which Social Security Number 276-44-0983 was reflected in the file.

The following investigation was reported by the Tampa Division:

TP 164-110

JNB:rab

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The following investigation was conducted by SA JEROME N. BOWERS, at Seminole and St. Petersburg, Florida:

On February 6, 1973, a review of the current telephone directory for the St. Petersburg, Florida, area, reflected a DAN L. COOPER, 11048 Temple Avenue, Seminole, Florida, telephone 393-3688.

On February 7, 1973, DIANE SERRE, St. Petersburg Credit Bureau, St. Petersburg, Florida, advised her records contain the following information concerning a DAN COOPER with the above residence:

Employments: July, 1961 - Super Par Oil Service Station - Attendant
September, 1965 - Modern Plating Company, St. Petersburg, Florida, Laborer
March, 1966 - Woolums Manufacturing Company, St. Petersburg, Florida - Woodworker
November, 1968 to present - L'il General Food Stores, St. Petersburg, Florida
Current residence: 11048 Temple Avenue, Seminole, Florida

The above records reflected an inquiry dated April, 1966, from a St. Paul, Minnesota, Credit Bureau regarding this individual. This inquiry was not further explained.

On February 8, 1973, the following agencies were contacted concerning the above individual with negative results:

Pinellas County Sheriff's Office
Clearwater, Florida
Files reviewed by DONNA TROTTER

St. Petersburg Police Department
St. Petersburg, Florida
Files reviewed by MARIE LORK

On February 14, 1973, Mrs. DOROTHY WICKLUND, Personnel Clerk, Suncoast Division Office, 6135 32nd Street North, St. Petersburg, Florida, advised their records reflect DAN COOPER to be currently employed with their firm. Mrs. WICKLUND advised the above firm includes several food chains located in the Florida area. She said COOPER has been employed with their food chain since November, 1968, and is presently a store manager at Farm and Town, 1243 Lakeview, Clearwater, Florida.

On February 23, 1973, JACK MC COY, Division Manager, Suncoast Division Office, described above, advised COOPER has been an excellent employee with this firm since November, 1968. Mr. MC COY described COOPER as follows:

Race:	White
Sex:	Male
Date of birth:	April 19, 1944
Place of birth:	St. Petersburg, Florida
Residence:	11048 Temple Avenue, Seminole, Florida
Height:	6'2"
Weight:	185 pounds
Hair:	Dark, partially bald, high forehead
Characteristics:	Wears glasses

Mr. MC COY stated their records reflect COOPER to be on duty on November 24, 1971.

SE 164-81

true
RANSOM MONEY
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SE 164-81

Ransom money in the amount \$200,000 was made up entirely of used, random 20 dollar bills. It was obtained from the Seattle-First National Bank, Main Office, and was part of a ransom package of \$250,000, which had been maintained by the bank for such emergencies.

The money was delivered from the bank to the Seattle-Tacoma International Airport (Sea-Tac), by two bank employees; Mr. WILLIAM C. GRINNELL and Mr. FRANK J. BURNS, both employed as Investigators, Security Department, Seattle-First National Bank, who were transported from the bank to the airport in an unmarked Seattle Police Department vehicle, driven by Detective OWEN C. MC KENNA.

The money was delivered to Northwest Airlines (NWA), at Sea-Tac, where the bank officials handed it to Mr. AL LEE, Director of Flying, Western Region, NWA.

The money was later delivered to the plane by the same unmarked Seattle Police Department vehicle by Mr. LEE and Detective MC KENNA. The money was then handed over to Stewardess TINA MUCKLOW, who delivered it to the hijacker on board the aircraft.

The entire list of the ransom bills had previously been microfilmed by the Seattle-First National Bank, and has now been incorporated in a 34 page pamphlet of ransom bills.

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 11/30/71

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 Detective OWEN C. MC KENNA, Homicide Section, Seattle Police Department, telephone 583-2340, home address 7620 239th Place SW, Edmonds, Washington, provided the following information:

At approximately 4:45 PM, November 24, 1971, MC KENNA was advised by the Chief of Detectives that there was an extortion in progress at Sea-Tac Airport. MC KENNA then drove his unmarked police vehicle to the Seattle First National Bank where he met various bank officials who had in their possession \$200,000. in currency. He drove them to the airport, reaching the Northwest Airlines Operation Center approximately 5 PM. There the money was transferred from the bank officials to a Northwest Airlines official, Mr. LEE. Also four parachutes were loaded into the police car as were eight crew meals and one set of instructions for exiting the Boeing 727.

MC KENNA then drove the vehicle out onto the runway. His car was followed by a stairway truck and a gas truck. He stopped the vehicle approximately 300 yards from the plane landing area at approximately 5:45 PM. Shortly thereafter he observed the plane land and drove the car to the ten to eleven o'clock angle of the nose of the plane. He remained in the parked car and a short time later one stewardess exited the plane via the stair truck and approached his car. She obtained the sack containing the \$200,000. and took it on board the plane. She made other trips from the car to the plane carrying the parachutes and the exiting instructions and the flight crew meals.

During this period of time, all of the passengers left the plane and proceeded approximately 200 feet beyond the police vehicle. The passengers boarded a bus which met them at that area and then the bus proceeded toward the terminal.

At approximately 7:25 PM MC KENNA drove the police vehicle from the area of the plane and returned to the terminal. This was done upon instructions he received from the captain.

Interviewed on 11/24/71 at Seattle, Washington File # SE 164-81

SA ROBERT L. FUHRIMAN/set

-237-

Date dictated 11/26/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

On November 24, 1971, I was at the Operations Office of the Northwest Airlines, Seattle-Tacoma International Airport, when Mr. WILLIAM C. GRINNELL, Investigator, Security Department, Head Office, Seattle-First National Bank, and Mr. FRANK J. BURNS, Senior Investigator, Security Department, Seattle-First National Bank, arrived at that office. They carried a white canvas bag which they advised contained \$200,000 in \$20 denominations. The bag was encased in a large leather satchel. The bag was removed from the leather satchel and seal on it was cut by Mr. GRINNELL, and I personally examined the bag to insure that it did contain currency. I did not count the money. The package measured approximately one foot by one foot by eight or nine inches. The money was handed to Mr. AL LEE, Director of Flying, Western Region, Northwest Airlines, who departed for the plane.

On 11/24/71 at Seattle, Washington File # SE 164-81
 by SAC J. E. MILNES/eon Date dictated 11/26/71

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Date of transcription 12/1/71

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On November 25, 1971, Mr. JOHN R. TRENDALL, Head Office, Security Officer, Seattle-First National Bank, the head office being in Seattle, Washington, provided the following information:

Mr. JOHN R. TRENDALL, upon being advised of the identity of the writer, handed the writer a film canister containing a microfilm, upon which the serial numbers of \$250,000 worth of notes were recorded. He advised that of the \$250,000 worth of notes, the Federal Bureau of Investigation should only be concerned with the \$20 bills, that is the serial numbers of the \$20 bills, because the hijacker received only \$20 bills. TRENDALL stated that there are \$230,000 worth of \$20 bills recorded on the microfilm. TRENDALL advised that in order for the Federal Bureau of Investigation to determine the serial numbers of the \$20 bills which the hijacker actually received, we must subtract serial numbers which he provided me from the total list of serial numbers on the microfilm.

Mr. TRENDALL provided a list of serial numbers of \$20 totaling \$30,000 worth of notes, which, although they were on the microfilm itself, were not part of the \$200,000 worth of \$20 bills which the hijacker received. TRENDALL stated that the bank packs \$20 bills in packages of 100. Each packet therefore contains \$2,000 worth of \$20 bills. TRENDALL provided the first and last serial number in each of these \$20 bill packets and advised that we should subtract both of these numbers, as well as the 98 serial numbers between each of these groups of numbers in order to determine the actual serial numbers of the bills which the hijacker received. These groups of numbers are as follows:

L41197159A thru E12561828B
 L33639577A thru L20458572A
 J02051511 thru I00466866
 L33410247A thru L32378753A
 C05722105A thru G16813690A
 G98535159A thru L14348853A
 L34429987A thru L19556442A

Interviewed on 11/25/71 at Seattle, Washington File # SE 164-81-894 *Sub C*

by SA PATRICK K. MURPHY/mjc Date dictated 12/1/71

- 239 -

²/_{SE} 164-81

L33474929A thru L09819218A
L38139808A thru L00934693
L34346374A thru L33449321A
E50344994A thru E50344506A
B07656937B thru L05419634A
E22084591A thru L66634223B
L52807604A thru L01043096
L19538120A thru L72860402B

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FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/1/711

On November 25, 1971, Special Agent (SA) PATRICK K. MURPHY handed a brown manila envelope containing a film canister to United Airlines Captain RICHARD J. BENNETT of 360 Bennett Street, Herndon, Virginia. Captain BENNETT's telephone number is 703 exchange 437-4114. Captain BENNETT was the flight captain on United Airlines Flight #150 which departed from Seattle-Tacoma International Airport at 1:05 p.m., Pacific Standard Time, and arrived at Friendship Airport at ten minutes after 10:00 p.m., Eastern Standard Time.

Captain BENNETT was advised of the writer's identity and the general nature of the package which was handed to him. He was also advised that there would be another special agent of the Federal Bureau of Investigation on hand to meet his flight when it arrived at Friendship Airport and to relieve him of the package which was handed to him by the writer.

The film canister which was handed to Captain BENNETT contained a microfilm upon which was recorded the serial numbers of all the bills which were given to the hijacker of Northwest Airlines Flight #305, which was hijacked out of Seattle, Washington, on November 24, 1971. The film canister was obtained from Seattle-First National Bank, Main Branch, Seattle, Washington, on November 25, 1971.

Interviewed on 11/25/71 at Seattle, Washington File # SE 164-81

by SA PATRICK K. MURPHY/mlc

Date dictated 12/1/71

- 241 -

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true
PARACHUTES
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SE 164-81

JSD:klb

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Mr. GEORGE HARRISON, Northwest Airlines (NWA) Flight Operations, Seattle-Tacoma International Airport (sea-Tac), advised that he talked with Mr. BARRY HALSTAD of Pacific Aviation at Boeing Field, Seattle, in order to secure parachutes to furnish to the hijacker in this matter. He stated that two parachutes were obtained through HALSTAD, these two parachutes being back pack parachutes. He stated that two chest pack parachutes which were also furnished to the hijacker, were obtained from Mr. LYNN EMERICK of Seattle Sky Sports at Issaquah, Washington. He stated that these two chest pack parachutes were transported to Sea-Tac by the Washington State Patrol.

Mr. BARRY HALSTAD, Pacific Aviation, Boeing Field, Seattle, advised that the two back pack parachutes which were furnished to Northwest Airlines were obtained from a Mr. NORMAN HAYDEN of Hayden Manufacturing Company at Renton, Washington.

Mr. NORMAN HAYDEN, Hayden Manufacturing Company, Renton, advised that two back pack parachutes which were his property, were furnished to Northwest Airlines. He stated that he called a taxi cab in Kent, Washington, and had the taxi cab deliver the parachutes to Boeing Flight Service, Seattle. He described the two back pack parachutes as:

1. Civilian luxury type, tan soft cotton material outside, 26 foot white canopy inside. The parachute inside is a military parachute. The parachute has a foam pad cushion and a fray mark down the rib on the back from rubbing on metal.

2. A military back pack parachute, standard military olive drab green on outside, 28 foot white canopy on inside. He stated that this parachute also has a foam pad cushion.

He stated that both parachutes bore lead seals which had not been broken and it is possible that the seals may bear a confidential number, such as a rigger's number. He stated that both of his parachutes were assembled

SE 164-81

JSD:klb

2

for him by Mr. EARL COSSEY, who works at Seattle Sky Sports at Issaquah, Washington, and has a telephone number of SU 3-0475. HAYDEN stated he can positively identify both of his back pack parachutes.

*true
ink*

SE 164-81

true
BLACK SNAP-ON TIE AND TIE TACK
INVESTIGATION AT LAS VEGAS, NEVADA
ink

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

On this date Mr. R. E. O'CONNELL, Manager, and Mr. RICHARD PARR, Assistant Manager, Penneys Store Number 44 located on Maryland Parkway, were interviewed by the reporting agent. They were shown a black snap-on tie with a Towncraft label and #3 Penneys also on the label.

Mr. O'CONNELL advised that to his knowledge it would be impossible to tell at what store or location same was purchased. He stated that the #3 signified that the tie sold for one dollar and a half. He advised that the tie was of polyester material and washable and as such was a favorite item worn by waiters or busboys or bartenders.

Mr. PARR checked the tie counter of that store and exhibited the same type of tie, as to color and material and snap on, but this tie was approximately two and one half times the width of the one shown to him by the reporting agent. He stated that it has been at least a year, and probably a year and a half, since that store handled the narrow type. He advised that these ties are not a dress-type tie but usually worn by working people. He advised that these ties are usually purchased by that store in bulk orders of thirty to forty dozen at a time.

Regarding the tie clasp with the imitation pearl centerpiece, attached to the tie, they concurred in advising that they would have no way knowing where it had been manufactured or sold.

On 11/29/71 at Las Vegas, Nevada File # LV 164-CU

by SA FRANCIS J. SCHMIDT:jhp Date dictated 11/29/71

SE 164-81

true
SEARCH OF AIRCRAFT AT RENO
ink

Date 11/26/711

A. E. JULFS, Manager, Reno International Airport, Reno, Nevada, advised the Northwest Airlines 727 Flight 305 would park on the ramp approximately 150 yards east of the airport terminal building. He said no vehicles other than service vehicles would be permitted on the ramp or runway except for FBI vehicles or those authorized on the airport by the FBI.

true
ink

On 11/24/71 at Reno, Nevada File # LV 164-60

by SA JOHN A. NORRIS, JR. - tlw Date dictated 11/26/71

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FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

TINA MUCKLOW, Stewardess, indicated to Special Agents JOHN F. RICKS and ALF T. STOUSLAND the two seats which she had observed to be occupied by the unknown subject. Thereafter, those areas were processed for fingerprints. In addition the telephone, the area around the rear door, the rear door and four plastic drinking glasses found in the trash receptacle by the back door were also processed for fingerprints. Fingerprint impressions obtained were all initialed by SA STOUSLAND. In addition, a cloth towel affixed to the rear of one of the seats reportedly occupied by the unknown subject was removed and initialed by SA STOUSLAND. On that towel was noted what appeared to be a short human hair.

*true
ink*

On 11/25/71 at Reno, Nevada File # LV 164-60

by SA JOHN F. RICKS
SA ALF T. STOUSLAND ATs:js Date dictated 11/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

Date 11/26/71

On this date, the below listed individuals examined a Boeing Aircraft, Type 727, which belongs to Northwest Orient Airlines, and which had been utilized as their flight number 305 on that date. This examination took place at 11:25 P.M. at the Municipal Airport in Reno, Nevada.

Prior to the initiation of this search, information had been furnished to the below agents by a member of the crew who had flown this airplane into the Reno airport to the effect that the unknown subject involved in the hi-jacking of this airplane had been seated in the rear right-hand window seat of this plane.

Upon boarding this aircraft, it was determined that the rear row of seats on this airplane were numbered 18, and the right window seat was designated 18F. On the seat numbered 18E a black clip-on tie was observed. This black tie contained a tie clasp, yellow gold in color with a white pearl circular stone in the center. The label on this tie indicated it to be a "Towncraft" tie and bore the store name of Penneys Number 3. It further bore a label showing it to be a "Snapper" patent type tie. On the floor directly in front of seat number 18D, the exterior canvas cover for a chest type parachute was observed along with the handle utilized for releasing this parachute. The label on this canvas covering indicated it to be Pack Part Number 4511876B and indicated the date of manufacture to have been October, (year illegible). The flap on this canvas exterior contained a sewn on white label with the notation SSS # 5 and COSS. This flap had also been stenciled with the name JOHNSON.

An opened parachute which apparently had been removed from the canvas parachute cover described above was found spread out over seats 17C and 17B. This parachute was of a pink-orange color.

On seat 18B, an unopened back type parachute was observed. A card in the pocket of this parachute reflected it to be a Conacol type parachute, number 60-9707 and made by the Pioneer Parachute Company. This card indicated it was last inspected on May 21, 1971.

A search throughout the entire airplane did not reflect any additional items of an evidenciary nature.

on 11/24/71 at Reno, Nevada FI

by SA FRANCIS J. SCHMIDT; SA MARVIN T. BELL;
SA HAROLD E. NEWPHER; SA NORMAN M. STONE
FJS:jd

Date dictated 11/26/71

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FEDERAL BUREAU OF INVESTIGATION

11/26/71

Date

The ash tray from the seat reportedly occupied by the unknown subject was examined and noted to contain a number of cork tipped cigarette butts. Those cigarette butts were obtained by SA JOHN F. RICKS.

*true
ink*

On 11/25/71 at Reno, Nevada

File # LV 164-60

by SA JOHN F. RICKS: jd

Date dictated 11/26/71

This document contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; it and its contents are not to be distributed outside your agency.

SE 164-81

The contents of the ash tray used by the subject and a towel removed from the rear of the seat he allegedly occupied, were submitted to the FBI Laboratory on 12/7/71, by the Las Vegas Division.

The Laboratory, by communication dated 12/13/71, advised that no latent fingerprints had been developed as a result of examining the contents of the ash tray.

The Laboratory advised however, that the ash tray contained eight cigarette butts, seven of which are Raleigh 85mm filter tipped cigarettes. The eighth cigarette butt has the same design and composition as Raleigh 85mm cigarettes and accordingly, probably is a Raleigh 85mm filter tipped cigarette. This type of cigarette is sold in a "soft pack."

The FBI Laboratory by communication dated 12/9/71, advised that an examination of the towel submitted by the Las Vegas Office, disclosed a brown head hair clipping and a brown limb hair, both of Caucasian origin. The report continued that the head hair clipping is suitable for significant comparison results, but that the limb hair possesses too few unique microscopic characteristics to be of value for that purpose.

The Laboratory also advised that the hairs obtained from the towel have been mounted on a glass microscopic slide. They suggested that if microscopic comparisons between the head hair clipping and a known head hair sample, were desired, that the glass microscopic slide containing the hair clipping should be resubmitted to the Laboratory by the Las Vegas Office.

The contents of the ash tray, the towel and the microscopic slide were returned by the Laboratory to the Las Vegas Office and are being held by the Las Vegas Division as evidence.

The fingerprint lifts made during the search of the interior of the aircraft in the area where the hijacker was known to have been, such as the rear door, the area around the door, the lavatory door, as well as the seat area, susceptible to dusting, were submitted for fingerprint examination, but no fingerprints of value were found on any of the latents thus obtained.

FEDERAL BUREAU OF INVESTIGATION

Date December 15, 1971

PAUL A. SODERLIND, Director, Flight Operations-
 Technical, Northwest Airlines, Inc., [REDACTED]
 Eden Prairie, Minnesota, advised as follows:

Flight 305, which was hijacked on November 24, 1971, involved a Boeing 727, a tri-jet. As you stand in front of the rear stairs facing the pilots cockpit, there are panels which open on the right and left sides of the aircraft. These panels can be opened and the panel on the right side has sufficient room for two average-sized males. The panel on the left side has sufficient room for one average male.

However, these panels cannot be entered unless the stairs are 100 per cent down. In his opinion these panels could not be entered at all while the aircraft is in flight; even though the stairs are partially decended.

Under the best conditions while the aircraft is on the ground, it is a difficult matter for an individual without assistance to enter these panels and then re-close the doors. In his opinion, it would be practically impossible for the unknown subject to have entered and concealed himself in either one of these compartments.

On 12/3/71 at Minneapolis, Minnesota File # MP 164-73

by SA RAY W. GAMMON:bab

SEARCHED	INDEXED
Date dictated <u>12/9/71</u>	
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