

FEDERAL BUREAU OF INVESTIGATION
FREEDOM OF INFORMATION/PRIVACY ACTS SECTION
COVER SHEET

SUBJECT: D. B. COOPER

NOTICE

THE BEST COPIES OBTAINABLE ARE INCLUDED IN THE REPRODUCTION OF THE FILE. PAGES INCLUDED THAT ARE BLURRED, LIGHT OR OTHERWISE DIFFICULT TO READ ARE THE RESULT OF THE CONDITION AND OR COLOR OF THE ORIGINALS PROVIDED. THESE ARE THE BEST COPIES AVAILABLE.



BUR

LV 164-80

initial sketch



revised version

UNKNOWN SUBJECT;
HIJACKING OF NORTHWEST AIRLINES FLIGHT 305
PORTLAND, OREGON
11/24/71
CAA - HIJACKING; EXTORTION

164-80-157
ENCLOSURE

FOR IMMEDIATE RELEASE
DECEMBER 8, 1971

Attorney General John N. Mitchell announced today that a "ransom list" of the known serial-numbered bills that were given to the hijacker of Northwest Orient Airlines Flight 305 on November 24, 1971, has been prepared and is being distributed by the FBI throughout the country.

FBI Director J. Edgar Hoover advised that the "ransom list," 34 pages in length, contains the serial numbers of 226 Federal Reserve Notes which were paid to the hijacker for the release of 36 passengers and two crew members. The hijacker boarded the flight at Portland, Oregon, and hijacked the plane just prior to arrival in Seattle, Washington. He is believed to have parachuted from the Boeing 727 aircraft while it was in flight from Seattle to Reno, Nevada.

Mr. Hoover advised that copies of the "ransom list" are being furnished to FBI Offices and police departments throughout the United States, as well as certain financial and business establishments. He requested anyone having any information concerning this matter to immediately contact the nearest office of the FBI, the telephone number of which may be found on the first page of most telephone directories.

TBC:dmc

ENCLOSURE ATTACHED

ENCLOSURE

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52

Handwritten notes:
✓
RS
CMB
7-1-125
TBC



UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

Portland, Oregon

December 8, 1971

In Reply, Please Refer to
File No.

UNKNOWN SUBJECT, also known as
Dan Cooper, Northwest Airlines Flight #305,
Portland to Seattle, November 24, 1971

"The Daily Telegraph", a London, England, newspaper, contained an article on May 28, 1971, on Page 4, describing a plot by an unknown subject using the name "Mr. Brown". This individual hoaxed the Qantas Airline at the Sydney International Airport, apparently in Australia, into paying 235,000 pounds ransom money after a bomb threat. The aircraft involved was a Boeing 707 Airliner. "Mr. Brown" is not described in the article, but an "Identikit" picture of him bears a resemblance to an artist's sketch of an unknown subject who hijacked an airliner between Portland, Oregon, and Seattle, Washington, on November 24, 1971, and extorted \$200,000 from Northwest Orient Airlines. This individual is described as white male, 6'1" tall, 170-175 pounds, age-mid-forties, olive complexion, brown eyes, black hair, conventional cut, parted on left; slender build.

164-2111-265
ENCLOSURE

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62



UNKNOWN SUBJECT
NORTHWEST AIRLINES, FLIGHT 305
PORTLAND TO SEATTLE
NOVEMBER 24, 1971
CRIME ABOARD AIRCRAFT - HIJACKING;
EXTORTION

164-2111-3-71

The Robin Hood syndrome

Once upon a time there was an English archer named Robin Hood who lived in Sherwood Forest in Nottinghamshire. He gathered unto himself a band of rebels who supported themselves by robbing the rich upperclass gentry that ventured into his domain.

Over the years, Mr. Hood has been immortalized in song and poem for his legendary deeds. Many proverbs and sayings have been handed down in English literature that give this group of rogues an undeserved aura of respectability.

Legends die hard. Mr. Hood and his gangsters still occupy an honored place in story books, cartoons and films although their greedy motivations have been sanitized for young minds.

While *Air Line Pilot* is not in the business of destroying legends, one fact is clear. Mr. Hood was a thief, pure and simple, even though those he relieved of their gold might have been able to afford the loss.

A modern-day Robin Hood has now emerged. He told Northwest Airlines his name was D. B. Cooper when he boarded Flight 305 during the Thanksgiving holidays. After takeoff, he commandeered the 727, threatened to blow it up, demanded and got \$200,000 and four parachutes and then bailed out somewhere between Portland, Ore., and Reno, Nev.

When it turned out that Mr. Cooper couldn't be promptly located, his name and dramatic deed caught the public fancy. There were some citizens who felt he had earned the \$200,000 through his act of bravery and daring. A song was written about him; a Portland vendor is reportedly doing well selling T-

shirts featuring a parachute descending with a suitcase full of greenbacks.

Dr. Otto Larsen, sociology professor at Washington University, is reported to have explained the newly aroused Robin Hood syndrome this way:

"We all like adventure stories. That hijacker took the greatest ultimate risk. He showed real heroic features—mystery, drama, romanticism, a high degree of skill and all the necessities for the perfect crime.

"This man was neither political nor neurotic. His motive was simply \$200,000 and people can understand that."

"His was an awesome feat in the battle of man against machine. One individual overcoming, for the time being anyway, technology, the corporation, the establishment, the system."

Although it may be comforting to some to be able to explain human aberrations so easily, the fact remains that Mr. Cooper, or whatever his name is, committed a serious crime and is no less a criminal because social scientists can explain why he committed it. He endangered a plane-load of passengers, intimidated the crew, blackmailed the airline out of hard-earned cash and caused damage to an aircraft.

Mr. Cooper is no hero. He is a criminal in every sense of the word. He is being sought for an act of piracy that cannot be condoned or excused.

If Mr. Cooper is dead, justice has been done. If not, we have news for him. He is the object of one of the most thorough searches ever conducted by the FBI for a wanted criminal. When found, he will be prosecuted to the fullest extent of the law.

This Robin Hood will end up in jail.

The FAA On Seatbelts

It is certainly recognized that a person experiencing an inadvertent parachute opening while secured by a safety belt would suffer serious or possibly fatal injury. On the other hand, we have evidence to show that accidents have been caused by jump occupants who were not wearing their safety belts. The Southern Region recently investigated two such accidents. The pilot in each case was unable to maintain control of the jump aircraft because the parachutists on board were not wearing their safety belts. What should have been nothing more than two minor incidents resulted in serious accidents through noncompliance with Federal Aviation Regulation (FAR) 91.14.

It is our feeling that safety would suffer far more by allowing parachutists to ignore this rule than would be the case of requiring them to have their safety belts fastened during takeoff and landing. The chances of a pilot having to abort a takeoff run or make an emergency stop during landing will, I think, be greater than inadvertent parachute openings during takeoff and landing.

FAR 91.14 applies only during takeoff and landing. The rule does not prohibit unfastening safety belts after a takeoff has been completed; however, I would sincerely hope that jump aircraft pilots would request that safety belts be kept fastened until an altitude has been attained which would at least give the victim of an inadvertent parachute opening a fighting chance for survival.

Your interest in aviation safety is greatly appreciated and we will further explore this problem with the United States Parachute Association and others that we have contact with. It is hoped that you will continue to assist us in our efforts to keep the Federal Aviation Regulations realistic and effective.

James F. Rudolph
Director, Flight Standards Service
Federal Aviation Administration

A BULLETIN FROM THE F.B.I.

Following is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971.

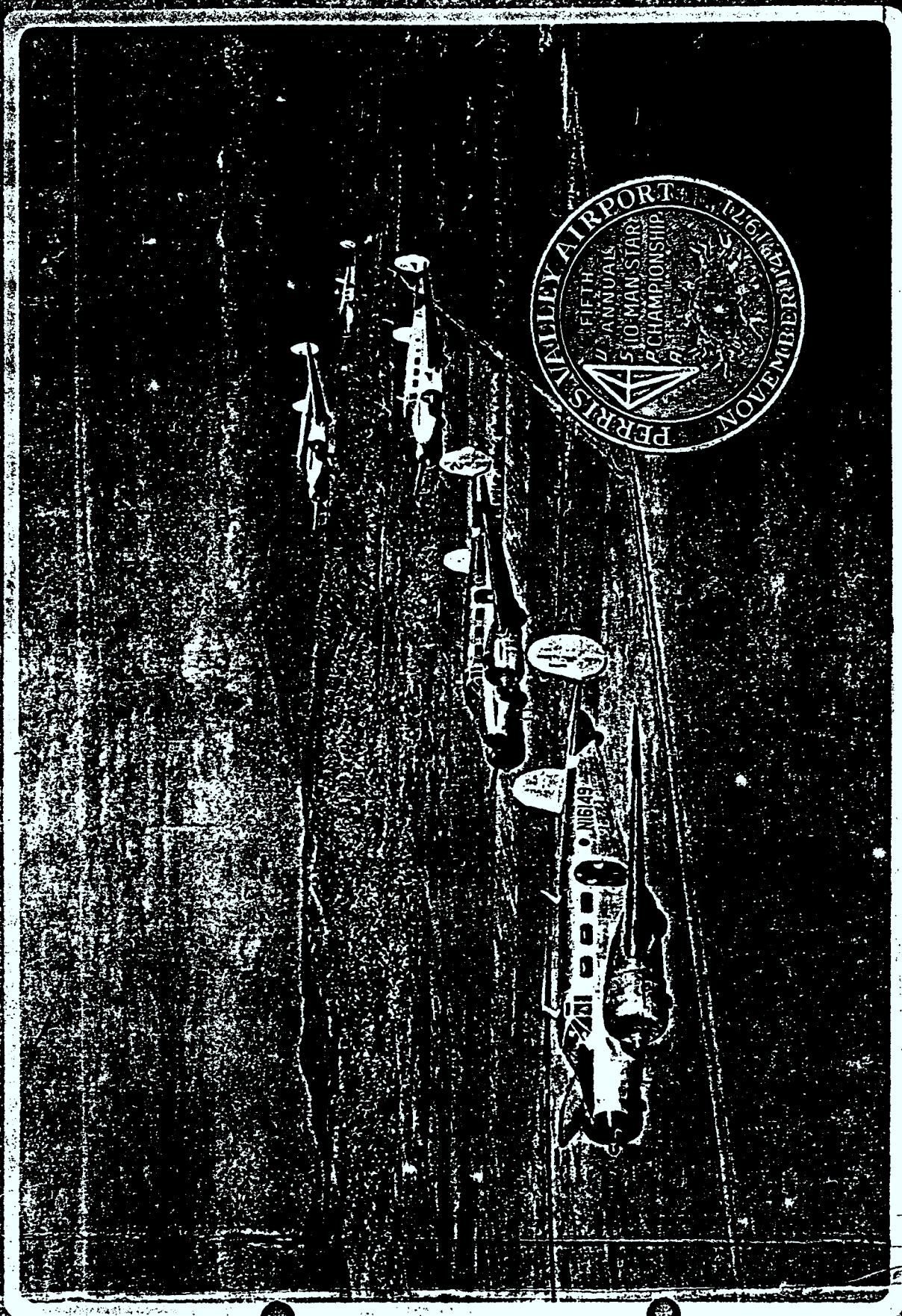


THIS MAN IS DESCRIBED AS FOLLOWS:

Race White
Sex Male
Age Mid 40's
Height 5' 10" to 6'
Weight 170 to 180 pounds
Build Average to well built
Complexion Olive, Latin appearance, medium smooth
Hair Dark brown or black, normal style, parted on left, combed back; sideburns, low ear level
Eyes Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims
Voice Low, spoke intelligently; no particular accent, possibly from Midwest section of U.S.
Characteristics Heavy smoker of Raleigh filter tip cigarettes
Wearing Apparel Black suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4" x 12" x 14"; brown shoes.

If you have any information which might lead to the identity of this individual, please contact the nearest FBI Office which would be found in the front of your telephone directory.

LA 4012-01



162-2111-406

ALPA

PILOT BULLETIN

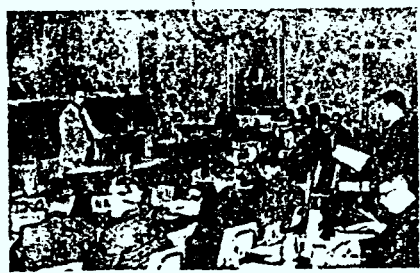
INFORMATION
MEMBERS OF

PUBLISHED MONTHLY BY THE AIR LINE PILOTS ASSOCIATION,
1329 E STREET, N.W., WASHINGTON, D.C. 20004, EXCLUSIVELY FOR MEMBERS

VOL. 31, NO. 1

JANUARY 1971

ALPA EXECUTIVE BOARD MEETS



The Executive Board of the Association resolved at its 14th meeting (Dec. 7-10) in Washington to register "total opposition" to FAA's proposal to impose responsibility for medical certification and surveillance of flight crew members upon the individual air carriers. The Board directed the Aero-medical-Flight Time/Duty Time Committee "to take any and all steps it feels are necessary to prevent the adoption" of the proposal and instructed the Association's President to "provide the necessary support and resources," and including "if necessary" recommending the Executive Board for consideration "of other appropriate courses of action."

The Board, after lengthy discussion concerning the impact of the Aloha arbitration award on ALPA's crew complement policy, reaffirmed its "full and vigorous support of the crew complement policy and of all existing

agreements and awards establishing the same." The Board said that consistent with the Nov. 23 arbitration award (which it noted "applied and interpreted the Association's policy as being founded on safety as related to the operating conditions and environment of the carrier involved") and consistent with past practice, the Boeing 737 crew complement policy is interpreted to require "with the concurrence of the Executive Committee and the President" that the MEC on each airline involved assess that airline's conditions and environmental factors "and reach a determination as to the basis of implementation" of the crew complement policy. The Board ordered the President to "cause the Association to provide full support to such determinations" and to conclude agreements that give full effect to such determinations.

Finally, the Board said the President and the Executive Committee should study and evaluate "crew coordination and operating techniques on all airline jet aircraft."

Other actions taken by the Executive Board include the following:
 ▶ Supported the Airworthiness and Performance Committee in its concern over the use of reduced-thrust takeoff procedures.

▶ Referred a proposal that ALPA initiate an aggressive policy with FAA to establish positive control, climb and descent corridors, "a high-

WARNING - NO IMMUNITY

Pilots are warned that, effective Dec. 31, 1971, they are no longer provided with immunity when Near Mid-air Collision Reports (FAA Form 8020-1) are filed.

President John J. O'Donnell attempted to persuade FAA to retain the immunity provision, but so far without success. The ATC Committee will again seek to convince FAA that the near mid-air reporting program is useless without some protection given to the pilot and controller. As additional information becomes available, it will be reported in future publications.

ly complicated subject," to the National ATC Committee, the national committee involved with this problem.

▶ Noted that "it is in the best interest of" ALPA "to present a united position to the government and industry on those subject areas which affect the entire membership" and resolved "that before any pilot group representing body of the Association takes action on subjects under the view of an ALPA national committee and not covered by ALPA policy, the proposed action be brought to the attention of the responsible national committees for their review and analysis to ensure a coordinated position."

▶ Directed the President "to actively pursue" ALPA policy, adopted in 1962, "to work to bring into national flight duty time limits in line with domestic FAR limits."

▶ Directed the Association to institute a procedure of withholding dues from flight pay loss checks.

▶ Noted that the use of "Air Line Pilots" in the name of any organization, other than ALPA, "is confusing and misleading to the membership, the public, the government and the industry and might be harmful to the public image of the Association," and resolved "that all members so involuntarily refrain from any activities which generate the impression that they or their organization, association or firm act in behalf of or under the jurisdiction

(Continued on page 2)

LATE NEWS ROUND-UP

- Revised ALPA merger policy has been adopted by the Executive Board (see page 2).
- The Department of Transportation is investigating the manner in which a Deita 880 was contaminated by radioactive leakage. DOT is attempting to determine whether the cause was from faulty packaging or from handling damage.
- CAB examiner is against AAL-WAL merger plan (see page 4).
- PATCO says FAA has fired four more controllers for their actions during a "sickout" in March 1970, bringing

the number of dismissed controllers to 80. Thirty-eight of the 80 have won their jobs back through appeals procedures and the courts.

- ALPA opposes DOT action in AAL-WAL merger case (see page 5).
- "Cooper" is no Robin Hood (see page 7).
- NTSB and FAA officials say that a National Airlines 747, which ran afoul of turbulence, did so as the crew picked its way through thunderstorm cells using airborne radar.
- Pilots should specify payments (see page 8).

164-2111-403

COOPER IS NO 'ROBIN HOOD'

Despite some attempts to prove otherwise through opportunism and commercialism, the person who labels himself as "D. B. Cooper" is--if he is still alive--no modern-day Robin Hood. He is a thief and a criminal of the highest order. He demonstrated more than passing knowledge of the air environment, especially parachuting. It is possible that "D. B. Cooper's" path may have crossed that of airline personnel--and airline pilots--at some time under another name. He is reported to have a bitter hatred against the airlines--he may have worked for one.

For these reasons PILOT BULLETIN is printing the specifications of the criminal that extorted \$200,000 from Northwest Airlines on Nov. 24, 1971. Two artist drawings of "Cooper" are included in the hopes they may prod the memories of ALPA members who may have seen or known him in the past.

The Federal Bureau of Investigation describes the man as follows:

Race: White
Age: Mid-40s



Artists sketch of Cooper with and without glasses

Height: 5 feet 10 inches to 6 feet
Weight: 170 to 180 pounds
Build: Average to well built
Complexion: Olive, Latin appearance, medium smooth
Hair: Dark brown or black, normal style, parted on left, combed back, sideburns, low ear level
Eyes: Possibly brown; during latter part of flight put on dark wrap-around sunglasses with dark rims
Voice: Low, spoke intelligently, no particular accent

Characteristic: Heavy smoker
Raleigh filter-tip cigarettes
Wearing apparel: Black and white shirt, narrow black tie, dress suit, black rain-type over dark topcoat, brown shoes, dark paper bag 4 inches by 12 inches and dark briefcase or attache case
If you have any information that might lead to the identity of the individual, please contact the nearest FBI office.

ALPA PRESSES FOR ACTION ON MID-AIR COLLISIONS

Pointing to a "needless slaughter" resulting from 70 mid-air collisions of U. S. airliners in the past 25 years, ALPA urged congressional action to make collision-avoidance equipment a mandatory requirement for all aircraft operating in government-controlled airspace.

In testimony before the Senate Subcommittee on Aviation on Dec. 1, the Association emphasized the increasing hazards of mid-air accidents. A study made by the Department of Transportation, ALPA said, projected that by 1980 there would be approximately 10 mid-air collisions occurring each year. In 1971, there were four such tragedies.

ALPA recommended two government actions that should be taken immediately to reduce or eliminate the mid-air collision hazard:

"The first of these requires an immediate decision on the part of the U. S. government that the use of an adequate collision avoidance system or proximity warning indicator should be made mandatory for every aircraft

operated within controlled airspace.

"The other action requires that the Federal Aviation Administration take a more realistic and sophisticated approach to inflight segregation of military and general aviation aircraft from airline and other high performance civil aircraft."

In addition to these recommendations, ALPA asked for a live evaluation of the several collision avoidance systems now available. Recognizing that installation of these systems would entail particular burdens for light plane owner, ALPA called for development of a plan to help them finance this hardware.

Although ALPA does not endorse any particular equipment now being offered as solutions to the collision problem, it supported the Senate bill under consideration (S. 2264), which would facilitate the installation of collision avoidance devices. "The establishment of definite compliance dates," ALPA said, "will also emphasize the urgency of the problem and take it out of the 'study' category."

FAA Continuing Taxiway - Exit Identification Light Test At JFK And Newark

The September 1971 PILOT BULLETIN announced the beginning testing of taxiway exit lighting at Newark runway 4L-22R. Now the test is ready to be implemented at runway 31R-13L. The runway shows red threshold lights at both ends. Green flush centerline lights at runway and taxiway intersections are the main features of the test, along with green curved lead-in lights at the center taxiway exit.

The airlines have probably already issued information and procedures to pilots operating into these airports. FAA will provide additional information. ALPA requests that pilots cooperate in this evaluation. Please send a copy of your comments to the ALPA Engineering and Safety Department for information.

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

STAN PITKIN
United States Attorney

1012 United States Courthouse
Seattle, Washington 98104

(206) 442-7970

UNITED STATES DISTRICT COURT
WESTERN DISTRICT OF WASHINGTON
AT SEATTLE

UNITED STATES OF AMERICA,)
)
Plaintiff,) COMPLAINT FOR VIOLATION
) OF U.S.C. TITLE 18
) SECTIONS 2381, 2382, 2383
v.)
)
WILLIAM JOHN LEWIS, also known)
as JACK LEWIS and)
DONALD SYLVESTER MURPHY)
)
Defendants.)

COUNT I

That beginning on or about the first day of February 1972, and continuing to the date of this complaint in King County and Kitsap County in the Western District of Washington, William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy, the defendants herein, did wilfully and unlawfully combine, conspire and agree together to commit offenses against the United States, to wit, to violate Section 2314, Title 18, United States Code, by devising and intending to devise a scheme for obtaining money by means of false and fraudulent promises and inducements to Karl Payne Fleming to travel in interstate commerce from Los Angeles County, California to King County, Washington in execution of the scheme to defraud said Karl Payne Fleming of forty-five thousand dollars. The form and substance of the conspiracy was as follows:

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

MANNER AND MEANS

It was a part of the conspiracy that the defendant William John Lewis, also known as Jack Lewis, responding to an advertisement in the Seattle Times newspaper soliciting a contact from the alleged aircraft hi-jacker "D. B. Cooper" called Karl Payne Fleming at his home in Los Angeles, California on or about February 1, 1972 and stated that "Seth Thomas" (a fictitious name adopted by the defendant Jack Lewis for the purposes of this scheme) had been in touch with "D. B. Cooper", knew his true identity and could arrange an interview.

It was further a part of the conspiracy that the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy arranged for Donald Sylvester Murphy to pose as the alleged aircraft hi-jacker "D. B. Cooper". Jack Lewis photographed Donald Murphy wearing a wig and glasses and otherwise appearing much like the widely circulated "artist's conception" of "D. B. Cooper" and delivered a print to Karl Fleming in support of the scheme to defraud. Jack Lewis and Donald Murphy arranged to copy three twenty dollar bills with serial numbers taken from the ransom money list - superimposed - so as to appear to be copies of twenty dollar bills acquired by the alleged hi-jacker "D. B. Cooper" as ransom for the release of passengers on Northwest Orient Airlines Flight 305 at Seattle-Tacoma International Airport on November 24, 1971. Jack Lewis furnished this fraudulent copy of the three twenty dollar bills (copy attached hereto as Exhibit "A") to Karl Fleming in support of the scheme to defraud.

It was further a part of the conspiracy that the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy falsely represented Donald Murphy

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

to be the alleged hi-jacker "D. B. Cooper" when they met with Karl Fleming at the Swept Wing Inn in King County, Washington on or about February 16, 1972 and demanded that Karl Fleming produce forty-five thousand dollars in return for "D. B. Cooper's" story about the hi-jacking. The defendants agreed to accept thirty thousand dollars, fraudulently representing that the money would be held in trust by Jack Lewis for the legal defense of "D. B. Cooper" should he be apprehended. Jack Lewis signed the document recording that payment, one signed as "Seth Thomas" and wherein he signed his true name (copy attached hereto Exhibit "B").

It was further a part of the conspiracy that the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy prepared Donald Murphy to pose as the alleged hi-jacker "D. B. Cooper" by reading the published information about the hi-jacking of Flight 305 and the alleged hi-jacker "D. B. Cooper" and otherwise developing a plausible theory of the hi-jacking which began with a "confession" of the crime. Extraordinary steps for the security of the alleged hi-jacker "D. B. Cooper" such requiring that the cameraman and audioman recording the interview do so from an extreme distance while wearing earplugs, added credibility to the fraudulent scheme.

OVERT ACTS

1. On or about February 1, 1972 the defendant William John Lewis, also known as Jack Lewis called Karl Payne Fleming in Los Angeles, California from his residence at Seavue Estates, Seabeck, Washington.

2. On or about February 13, 1972 the defendant William John Lewis, also known as Jack Lewis called the

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

1 Swept Wing Inn near Seattle-Tacoma International Airport
2 and made reservations for Karl Fleming for February 16,
3 1972, requesting a ground floor room.

4 3. On or about February 16, 1972 the defendant
5 William John Lewis, also known as Jack Lewis met with
6 Karl Fleming at the Swept Wing Inn in King County, Washin.
7 and used the fictitious name "Seth Thomas".

8 4. On or about February 16, 1972 the defendant
9 Donald Sylvester Murphy met with Karl Fleming at the Swept
10 Wing Inn in King County, Washington and used the fictive
11 name "D. B. Cooper".

12 5. On or about February 21, 1972 the defendant
13 William John Lewis, also known as Jack Lewis received
14 three hundred dollars from Karl Fleming for expend. money.

15 6. On or about February 12, 1972 the defendant
16 William John Lewis, also known as Jack Lewis received the
17 thousand dollars from Karl Fleming and signed two accounts
18 recording the payment, one using his true name and one u.
19 the fictitious name "Seth Thomas".

20 7. On or about February 21, 1972 the defendant
21 William John Lewis, also known as Jack Lewis drove Karl
22 Fleming around King County, Washington looking for a secure
23 place to film the interview with "D. B. Cooper".

24 8. On or about February 22, 1972 and February 23,
25 1972 the defendant Donald Sylvester Murphy, posing as the
26 alleged aircraft hi-jacker "D. B. Cooper" submitted
27 views with Karl Fleming, and fraudulently confessed to
28 hi-jacking Northwest Orient Airlines Flight 305 on Novem.
29 1972.

30 9. On or about February 23, 1972 the defendant
31 Donald Sylvester Murphy was photographed posing as the
32 alleged aircraft hi-jacker "D. B. Cooper" and displayed

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

1 a copy of three twenty dollar bills in front of the
2 camera.

3 All in violation of Title 18 U.S.C. Section 371.

4 COUNT II

5 1. The defendants William John Lewis, also known
6 as Jack Lewis and Donald Sylvester Murphy devised the
7 scheme and artifice to obtain money from Karl Payne Fleming by
8 fraudulently representing the defendant Donald Sylvester
9 Murphy to be the alleged aircraft hi-jacker "D. B. Cooper"
10 as more particularly alleged in Count 1 of this complaint
11 and all of the allegations of Count I are realleged and
12 incorporated herein as if fully set out in Count I.

13 2. On or about the 16th day and the 20th day of
14 February, 1972 the defendants William John Lewis, also known
15 as Jack Lewis and Donald Sylvester Murphy, having devised
16 and having intended to devise the aforesaid scheme and
17 artifice to defraud and to obtain money by means of false
18 and fraudulent pretenses, representations and promises did
19 unlawfully and fraudulently induce Karl Payne Fleming to
20 travel in interstate commerce from Los Angeles County,
21 California to King County, Washington in execution of the
22 aforesaid scheme and artifice to defraud said Karl Payne
23 Fleming of money in an amount exceeding five thousand
24 dollars, that is, forty-five thousand dollars in cash.

25 All in violation of Title 18 U.S.C. Section 2314
26 and Section 2

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

The complainant states that this complaint is based on the copy of three twenty dollar bills bearing serial numbers L54904730A, L33529797A, and L20168977A acquired from Karl Fleming who states that the copy of the three bills Fleming received (now in the custody of the F.B.I.) was delivered to him by Jack Lewis in support of the claim that Fleming was interviewing the real "D.B. Cooper," which copy is attached hereto as exhibit "A". The original copy has been examined by the F.B.I. laboratory in Washington, D.C. and determined to be fraudulent in that the serial numbers, which are three numbers from the ransom paid were superimposed on twenty dollar bills prior to being copied.

Further, Jack Lewis executed the two receipts for thirty thousand dollars attached hereto as exhibit "B" (original in the custody of the F.B.I.) in the presence of Karl Fleming and "D.B. Cooper". Fingerprints lifted from these receipts by the F.B.I. laboratory in Washington, D.C. have been identified as belonging to William John Lewis.

Further, movie film and an audio tape of the interview between Karl Fleming and Donald Murphy, posing as "D.B. Cooper" which took place on the morning of February 23, 1972 on a beach fronting Puget Sound in King County, Washington, have been viewed and heard by agents of the F.B.I. personally familiar with the defendants William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy; Donald Murphy is the person depicted on film as "D.B. Cooper". The interview of February 23, 1972 was recorded on movie film and audio tape taken by Neil Peter Reichline and William Barry Kaplan, from a location remote from the point of interview at the request of Karl Fleming (originals of the tape

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62

1 recordings, movie film and audio tape are in the custody of
2 the F.B.I.). Agents of the Federal Bureau of Investigation,
3 familiar with William John Lewis and Donald Sylvester Murphy
4 have listened to tapes, made by Karl Fleming, of interviews
5 of "D.B. Cooper" and "Seth Thomas" and have identified the
6 voices appearing on the tapes as William John Lewis and
7 Donald Sylvester Murphy.

8 Complainant further states that Karl Fleming has been
9 interviewed by Special Agents of the F.B.I. and has related
10 the following:

11 That he, Karl Fleming, placed an advertisement
12 in the Seattle Times newspaper, among others on the
13 West Coast, requesting that the alleged airplane
14 hi-jacker "D.B. Cooper" contact him. Karl Fleming
15 was then a Contributing Editor of Newsweek magazine
16 stationed in Los Angeles and the advertisement listed
17 his home telephone number and indicated that he
18 represented a national news magazine.

19 On or about February 1, 1972 Karl Fleming
20 received two telephone calls from a "Seth Thomas,"
21 who in subsequent personal contacts identified himself
22 as Jack Lewis, the caller stating that he knew the
23 identity of "D.B. Cooper" and could arrange an
24 interview.

25 In response to this information Karl Fleming
26 flew from Los Angeles County, California to King
27 County, Washington on or about February 10, 1972
28 and checked into a ground floor room at the Sweet-Wil
29 Inn which had been reserved for him by Jack Lewis,
30 alias "Seth Thomas."

31 Jack Lewis contacted him there and later
32 introduced him to "D.B. Cooper" who entered the
33 room through a sliding patio-type door.

34 The individuals identifying themselves as "Seth
35 Thomas" and "D.B. Cooper" requested forty five
36 thousand dollars for the story and details concerning
37 the hi-jacking. The initial payment of fifteen
38 thousand dollars to be paid when Karl Fleming was
39 satisfied he was talking to the hi-jacker, a second
40 instalment in the same amount, upon completion of the
41 interviews, and a final payment upon publication of
42 the story.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32

"Seth Thomas" and "D.B. Cooper" agreed to have "D.B. Cooper" submit to interviews which would be taped and photographed after being advised by Karl Fleming that Newsweek magazine would not support the undertaking but that a partner of Fleming's in Platypus Publications Incorporated would put up thirty thousand dollars.

On or about February 20, 1972 Karl Fleming traveled from Los Angeles County, California to King County, Washington with thirty thousand dollars in cash consisting of an unknown number of bills in twenty, fifty, and one hundred dollar denominations. He stayed at the Edgewater Inn, in Seattle, Washington through February 23, 1972 and interviewed "D.B. Cooper" on February 22 and 23.

Karl Fleming was furnished the xeroxed copy of the three twenty dollar bills, allegedly part of the ransom paid to "D.B. Cooper" (Exhibit "A") and on or about February 21, 1972, paid the thirty thousand dollars to Jack Lewis who signed a receipt (Exhibit "B"). Karl Fleming related that Jack Lewis told him the name "Seth Thomas" prior to signing the receipt and that "D.B. Cooper" appeared upset at Jack Lewis' disclosure of his true name.

Karl Fleming also paid three hundred dollars to Jack Lewis on or about February 21, 1972 for expenses.

The complainant further states that he believed that statements made by Karl Fleming to Special Agents of the F.B.I. are accurate in that checks of motel, airline, rental car, and telephone toll records corroborate his story and photographs of William John Lewis, also known as Jack Lewis and Donald Sylvester Murphy have been identified by Karl Fleming, and other persons, as the individuals who called themselves "Seth Thomas" and "D.B. Cooper" respectively.

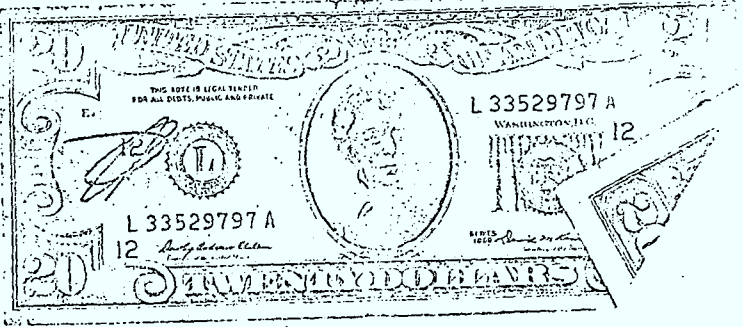
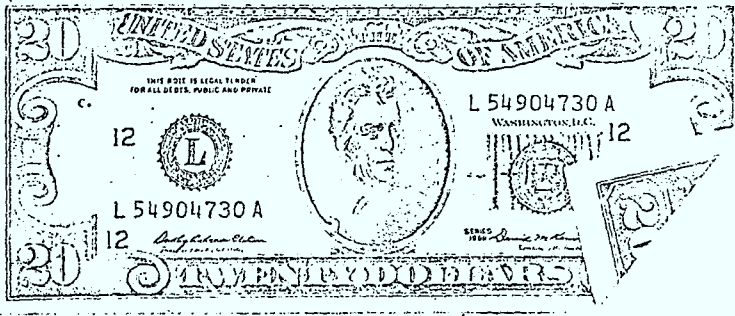
CHARLES E. FARRELL
Special Agent
Federal Bureau of Investigation

Sworn to before me, and subscribed in my presence
_____, 1972.

United States Magistrate

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

EXHIBIT



2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60

MEMORANDUM, FEB. 21, 1942

EXHIBIT B

... Mr. Fleming to herewith convey in cash money the
\$50,000 (fifty thousand dollars) to Jack Lewis who
reports to be designated agent for William H. George, who
boarded a Northwest Airlines plane on Thanksgiving Day, 1941. This
money is conveyed with the understanding and under the proviso that
it is to be held in trust from this day forward to be used as legal defense
fund if and on when George is apprehended or voluntarily surrenders. The
money is conveyed with the understanding of both parties, and also of Mr.
George, that the money is to be used for that purpose and that it is
not to be used for any other purpose whatsoever and that
none of it is to be conveyed to George to be used
for his legal defense.

SIGNED: Jack Lewis
WITNESSES: Robert Fleming

Further, Mr. George has in
possession of the following items:
Exclusive rights to his life story and of
the \$50,000 robbery. He has committed, written
photos, newspaper and magazine articles,
books, movies, television, radio and
interviews, serializations, both in the
United States and all foreign countries
now and future.

Signed Jack Lewis
Signed

1
2
3
4
5
6
7
8
9

10
11
12
13
14
15
16

17
18
19
20
21
22

23
24
25
26
27
28

29
30
31
32
33
34

35
36
37
38
39
40

41
42
43
44
45
46

47
48
49
50
51
52

53
54
55
56
57
58

59
60
61
62
63
64

KARL FLEMING do
hereby on Feb. 20, 1972,
convey to Seth Thomas,
who purports to be Agent for
D.B. Cooper, \$30,000 to be
held in Trust for use
for a legal Defense Fund
for Cooper when or if
he is apprehended or surrenders,
and with the understanding
that the money is to be
used for that purpose
alone.

Seth Thomas
21 Feb 1972

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

FBI - Seattle, Washington 66121

EDGEWATER INN



1000 1st Avenue
Seattle, Washington 98101

NO. 16-006-21, 1972

SUMMER PAY (P.9)

SUMMER SAVINGS (P.15)

GENERAL INSURANCE (P.11)

THE D. A. TUNNO (P.4)

DEITY LITTLE PAGE (P.5)

THE TALE OF

By Karl Fleming

D.B. COOPER AROSE AT 6 A.M. THAT day leaving his wife of 25 years asleep in their ranch-style suburban Seattle home, dressed hurriedly in a dark business suit, and packed his briefcase with the tools he would need to carry him through this, the most important day of his life.

Cooper, age 49, a balding unprepossessing out-of-work Boeing engineer, had never been arrested for anything more serious than a traffic violation.

This day, Thanksgiving Eve of last year, he would hijack a Northwest Airlines Boeing 727 between Portland and Seattle, would successfully bail out with \$200,000 of the airline's money, and then would vanish as if evaporated. He still hasn't been discovered by the law.

Cooper planned the hijacking for more than a year. Every detail had been carefully researched. Every step had been unmistakably rehearsed. Every possible foul-up had been anticipated even marked money and bad weather. Every

A LONER, D.B. COOPER TELLS HOW HE STOLE PLANE AND GOT AWAY

the hijack note. Under his suit, he wore a heavy sweatshirt. It would be cold that night when he jumped. On his feet he wore high-topped Western style boots. They could pass as dress shoes, and at the same time could protect his ankles when he hit the ground after parachuting from the plane.

Making Plans

As he drove, he listened idly to the radio and methodically reviewed his plan—the landing site, the weather, the timing, the getaway route, all the minute details, he had brooded over with slide rule precision for months. He originally had wanted to bring in a confederate

in flight so that a jump could be accomplished without ripping a chute to pieces.

Also, this particular daily commuter flight was chosen because of the route it followed. Cooper chose it after patiently studying dozens of aerial maps. The route, over rural terrain where the land was hilly, but not too rough, was close enough to a freeway to make a getaway possible. It was sufficiently removed from water and high tension lines, which a parachutist always fears and was remote enough so he could land without detection.

The spot Cooper selected was just east of the tiny farming village of La Center, less than five miles from Inter-

or windy enough to make the jump overly hazardous.

The day he chose was perfect: rainy, overcast and gusty—which would discourage light planes and helicopters from following. And he had chosen this day for another reason. It was a holiday. He had wanted July 4, but hadn't been able to get his plan perfected in time. He wanted a holiday because people in airports would be in a festive mood, there would be huge crowds and a lot of confusion.

The Triangle

Cooper turned off Interstate 5 at Woodland at about 9:45 a.m., drove along the macadam rural road to Main Street in La Center, and parked his car in the gravel lot beside the post office.

He applied his make-up—stuff to alter his facial coloring and white paste to obscure his gold-capped teeth. Then he drove into the adjacent countryside to set his radio transmitters in place. There were three of them, pocket-sized

Seattle would supposedly bail out with \$500,000 of the airline money, and then would vanish or evaporate. He still hasn't been discovered by the law.

Cooper planned the hijacking for more than a year. Every detail had been carefully researched. Every step had been painstakingly rehearsed. Every possible foul-up had been anticipated—even marked money and bad weather. Every previous hijacking had been patiently studied. They had all failed, at least by D.B. Cooper's standards. The perpetrators all had been caught, killed or set down empty-handed in some distant place like Cuba.

Cooper was no political fanatic. Nor was he a nut. He was an ordinary, God-fearing, patriotic, country club-oriented, upward-climbing WASP engineer, (salary: about \$25,000 a year) who was motivated by two things: anger, and money. He had no desire to be either hero or martyr. He simply wanted to get the money, and get away.

As he tooted down Interstate 5 that rainy morning, he carefully reviewed what he had stashed in the briefcase to pull the job off: two cheap hairpieces (cost: \$35); an altimeter, a compass, a stop-watch, a walkie-talkie, three small radio transmitters, black gloves, dark wrap-around sunglasses, a make-up kit, a foul weather jacket, a black cap. And a replica of a bomb—three red flares of the type police use to mark auto accidents, wired cleverly together and attached to what appeared to be a detonating device.

In the right-hand inside pocket of his dark business suit jacket, he carried

Karl Fleming was associated with Newsweek magazine as correspondent, Los Angeles bureau chief and contributing editor for 11 years before resigning April 15 to found L.A. While with Newsweek, he covered virtually every significant civil rights story of the turbulent '60s, including Birmingham, Selma, Ole Miss, Little Rock and Watts. He covered the assassinations of President John F. Kennedy and his brother Robert and those of Martin Luther King and Medgar Evers. He was assigned to Richard Nixon during the last Presiden-

Making Plans

As he drove, he listened idly to the radio, and methodically reviewed his plan—the landing site, the weather, the timing, the getaway route, all the minute details he had brooded over with slide-rule precision for months. He originally had wanted to bring in a confederate. That would make the job easier, especially if he could get an accomplice who could fly a helicopter and scoop him up when he touched down and rush him to safe obscurity. But he finally discarded that idea. Too risky. A partner might talk. And besides, when the chips were down, could he really count on somebody else? No, he decided.

Cooper was tense, but confident. Since he had worked at Boeing for 15 years, he knew the Boeing more intimately than he knew his motorboat. He had chosen this particular flight in part for that reason: 727s were used exclusively on the Seattle-Portland run, and the 727 was the only airplane in commercial use that opened in the rear, making a parachute jump feasible. And further, the 727 could be slowed down enough

enough to a ferry, to be towed away possible, but was sufficiently removed from water and high tension lines, which a parachutist always fears, and was remote enough so he could land without detection.

The spot Cooper selected was just east of the tiny farming village of La Center, less than five miles from Interstate 5, and about 30 miles north of Portland. There was water around (Lake Merwin) but Cooper felt he could jump and avoid it, even at night. And there were high-tension lines, but Cooper believed he could see them at night and steer away from them.

The weather was usually forecasted a "cloudy" overcast, but even at night. He reasoned that other planes would be dispatched to follow the hijacked craft (C-130s were in fact used), so he wanted cloud conditions and rain, anything that would reduce visibility and make spotting him difficult if not impossible when he bailed out. He couldn't afford to have it known exactly where he was jumping. Hence he needed inclement weather, but not rainy enough

to make a rural road in Malheur County Center, and parked his truck in a gravel lot beside the post office. He applied his make-up, stuff, and his facial coloring, and white paste, to obscure his gold-tipped teeth. Then he drove into the adjacent town, La Center, set his radio transmitters in place. There were three of them, each with a battery-powered deflector which he talked a friend into making for him. This friend of mine, this was a long time prior to the execution of this, were talking idly, but he talked and transmitters, and he told me you make one up for, I don't know. For I said something about how he would like, because unless he had radar, he would be picked up by a fellow had a little transmitter because if he were going to a fishing area somewhere and he should happen get soaked in by fog or something, I could use the transmitter and hon right in. So I said sometimes if you are thinking about it, how about making a couple of these? So he did. Cooper said.

The tiny radio transmitters each had a small antenna, and each emitted a "beep" signal which could be picked up by a walkie-talkie tuned to the proper frequency. The transmitters were crucial to his plan.

Cooper drove out and placed one of the transmitters in a weed patch near a rural church; he set another one in a ditch beside the road; he left the third one in the trunk of the car. The placement of the three transmitters formed a loose triangle, so that when he received the signal from all three of them on his walkie-talkie, he would know precisely where he was. "I figured I would be able to see between the clouds, would be able to see the highway, and the lights down there, but I wanted to have that 'beep' signal in case anything went wrong," Cooper said.

A Little Satire

Cooper had made practice runs on the Portland-Seattle flight, a half-dozen times, checking the terrain, checking the compass route, familiarizing himself with landmarks and on the final

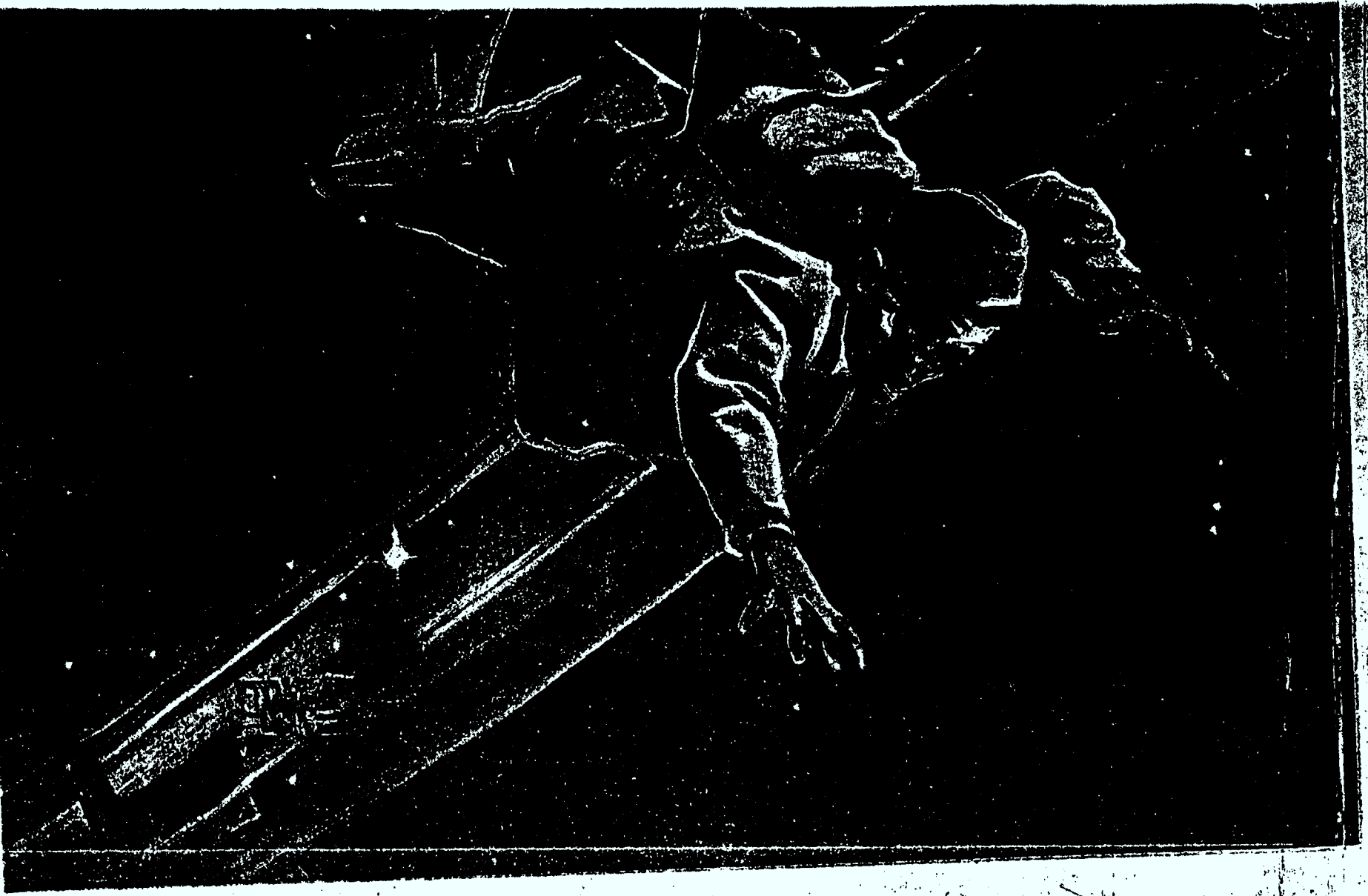
Fleming clandestinely interviewed D.B. Cooper outside Seattle.



A HIJACKING



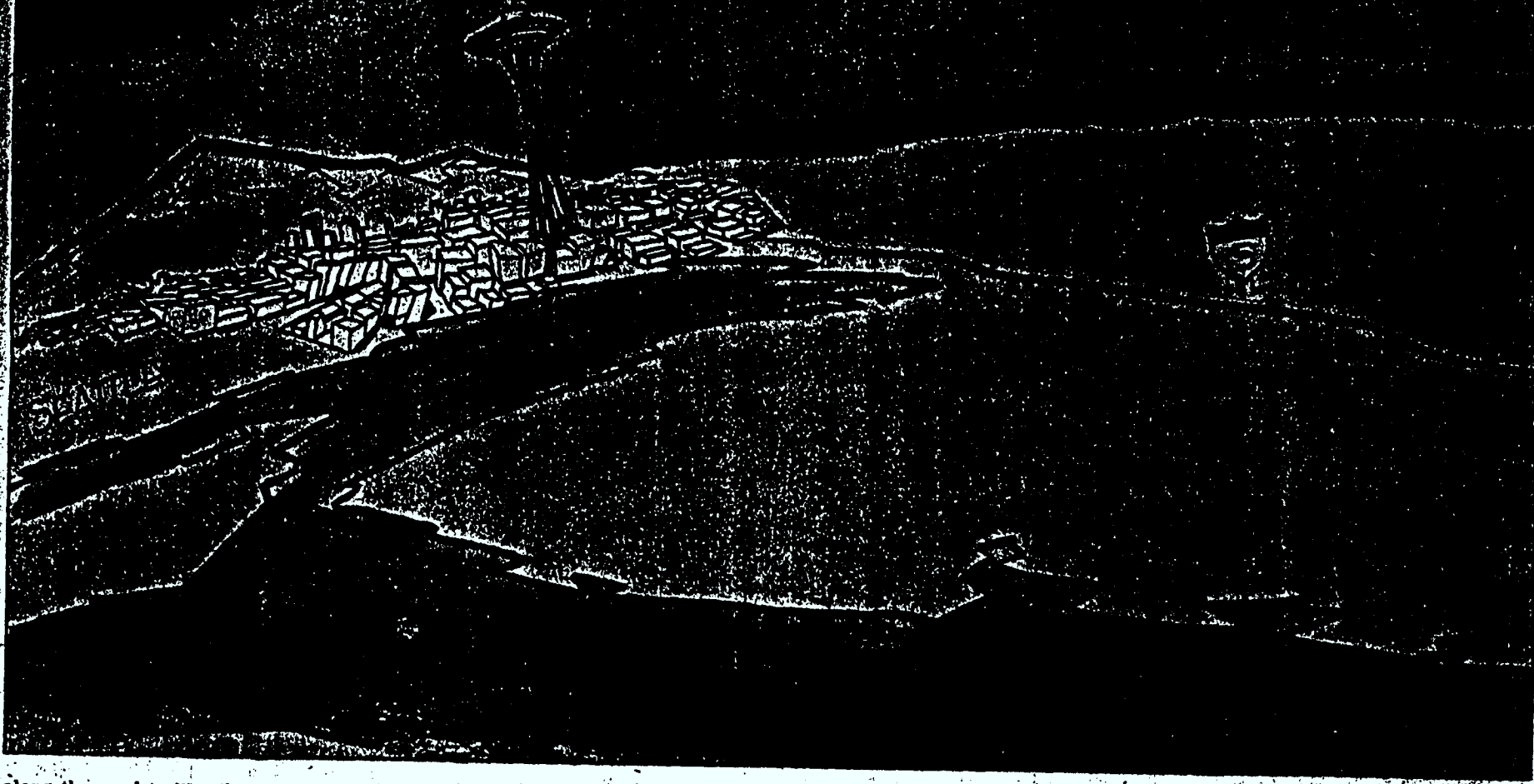




NIJ OGDONIA PUBLISHED BY THE U.S. DEPARTMENT OF JUSTICE

COOPER BAILED OUT AND





along the road to Woodland, went into a restaurant and had a ham and cheese sandwich and a piece of apple pie, while he waited for the Greyhound bus. He had already purchased a ticket to Portland, for 90 cents, and had a plane ticket from Portland to Seattle as well.

On the practice flights, he had used several aliases, including Montgomery and Wright. For the big trip, he chose the name D.B. Cooper.

It was a little satire, he said. He had worked at Boeing where noise was always a problem. So he chose the word decibels, and took the letter "D" from it. And what, he said, would make more noise than a lot of decibels in a barrel?

of the plane. Had there been air marshals on board, which was happening on some flights, he planned just to sit tight and take a normal flight to Seattle. No marshals were on board, however, so Cooper took a seat in the extreme left rear of the plane and just waited.

"I was still safe. I still had the note. I still had the option just to take a ride. But I knew this was the beginning. Right here. All the work that had gone on before, that was just an accessory. Because nobody knew what I was doing. And I wasn't doing wrong to anybody.

"Odd as it may seem, I had prepared for this so long that when it actually

might not open. But other than me, nobody was endangered at any time," Cooper said.

The crucial flight was about six minutes late leaving. When it was about 10 minutes out of Portland, the stewardess, taking orders for drinks, had worked her way back to Cooper's seat. When she asked him what he wanted to drink, Cooper reached inside his jacket and handed her the note. It was typewritten, on plain white paper, and the message was plain: "I have a bomb in this briefcase. I am hijacking this plane."

The stewardess's eyes widened. "Surprised?" Cooper said. "Just follow me

she was from Minnesota, so we talked briefly about Minnesota and how did she like flying and this sort of thing. But actually, the atmosphere wasn't too conducive to idle conversation. Because I was very keen, I had to be very alert. I didn't want to get lost in conversation."

The captain informed the passengers there was a minor mechanical problem. While the FBI was rounding up the money and parachutes, Cooper sent word that when the plane landed he wanted it parked away from the terminal, in a well-lighted area so he could see out the windows and protect himself from possible ambush. When that was

along the road to Woodland, went into restaurant and had a ham and cheese sandwich and a piece of apple pie, while he waited for the Greyhound bus. He had already purchased a ticket, to Portland, for 90 cents, and had a plane ticket from Portland to Seattle as well.

On the practice flights, he had used several aliases, including Montgomery and Wright. For the big trip, he chose the name D.B. Cooper.

It was a little satire, he said. He had worked at Boeing where noise was always a problem. So he chose the word decibels, and took the letter "D" from it. And what, he said, would make more noise than a lot of decibels in a barrel? Thus "B." And who makes barrels? A "cooper". Thus, D.B. Cooper, just the kind of name a methodical-minded engineer would choose.

When the bus reached Portland, at about 1:45 p.m., Cooper caught a taxi to the airport, arriving at about 2:15. The flight was scheduled to leave at 2:40 p.m. Cooper strolled around the terminal to kill time, then walked directly to the gate, carrying his briefcase. He watched as the check-in line formed, apprehensive for fear federal agents would be at the gate searching hand luggage. There were no such agents present, so Cooper tagged along at the end of the line, so he could get a seat at the back

of the plane. Had there been air marshals on board, which was happening on some flights, he planned just to sit tight and take a normal flight to Seattle. No marshals were on board, however, so Cooper took a seat in the extreme left rear of the plane and just waited.

"I was still safe. I still had the note. I still had the option just to take a ride. But I knew this was the beginning. Right here. All the work that had gone on before, that was just an accessory. Because nobody knew what I was doing. And I wasn't doing wrong to anybody.

"Odd as it may seem, I had prepared for this so long that when it actually took place, it was just like having a dress rehearsal," Cooper said.

The Crucial Flight

Cooper avoided any weapons—he said he dislikes guns—and the way his plan was to go the only person who would even see his "bomb" would be the stewardess. And she would be "scared to death, and wouldn't know a real bomb from anything at all. I could have made it out of paper and she wouldn't have known any difference."

"So, what was the worst that could happen? They could apprehend me. Or, if I got as far as putting the plan into motion, and left the plane with a chute I wasn't familiar with, then the chute

might not open. But other than me, nobody was endangered at any time," Coopersaid.

The crucial flight was about six minutes late leaving. When it was about 10 minutes out of Portland, the stewardess, taking orders for drinks, had worked her way back to Cooper's seat. When she asked him what he wanted to drink, Cooper reached inside his jacket and handed her the note. It was typewritten on plain white paper, and the message was plain: "I have a bomb in this briefcase. I am hijacking this plane."

The stewardess's eyes widened. "Surprised?" Cooper said. "Just follow my instructions. Exactly! And everything will be fine and no one will be any wiser. Just report this to your captain."

That was the substance, if not the verbatim words, of the conversation. For the next two and a half hours, Cooper and the stewardess were seatmates. He kept her beside him and used her as a courier to take instructions to the captain. When the plane reached Seattle and began circling, Cooper instructed her to go forward and tell the captain "to advise Seatac (Seattle-Tacoma Airport) and Northwest to procure \$200,000 in \$20 bills and four parachutes, and have them at the plane."

While the plane circled, Cooper and the stewardess chatted. "She told me

she was from Minnesota, so we talked briefly about Minnesota and how did she like flying and this sort of thing. But actually, the atmosphere wasn't too conducive to idle conversation. Because I was very keen. I had to be very alert. I didn't want to get lost in conversation."

The captain informed the passengers there was a minor mechanical problem. While the FBI was rounding up the money and parachutes, Cooper sent word that when the plane landed he wanted it parked away from the terminal, in a well-lighted area so he could see out the windows and protect himself from possible ambush. When that was done, and the money and parachutes were delivered to the plane by courier, a bus came out, and everyone deplaned except one stewardess. She was vital to Cooper's plan and was involved in his ordering of four parachutes.

The Order for Two

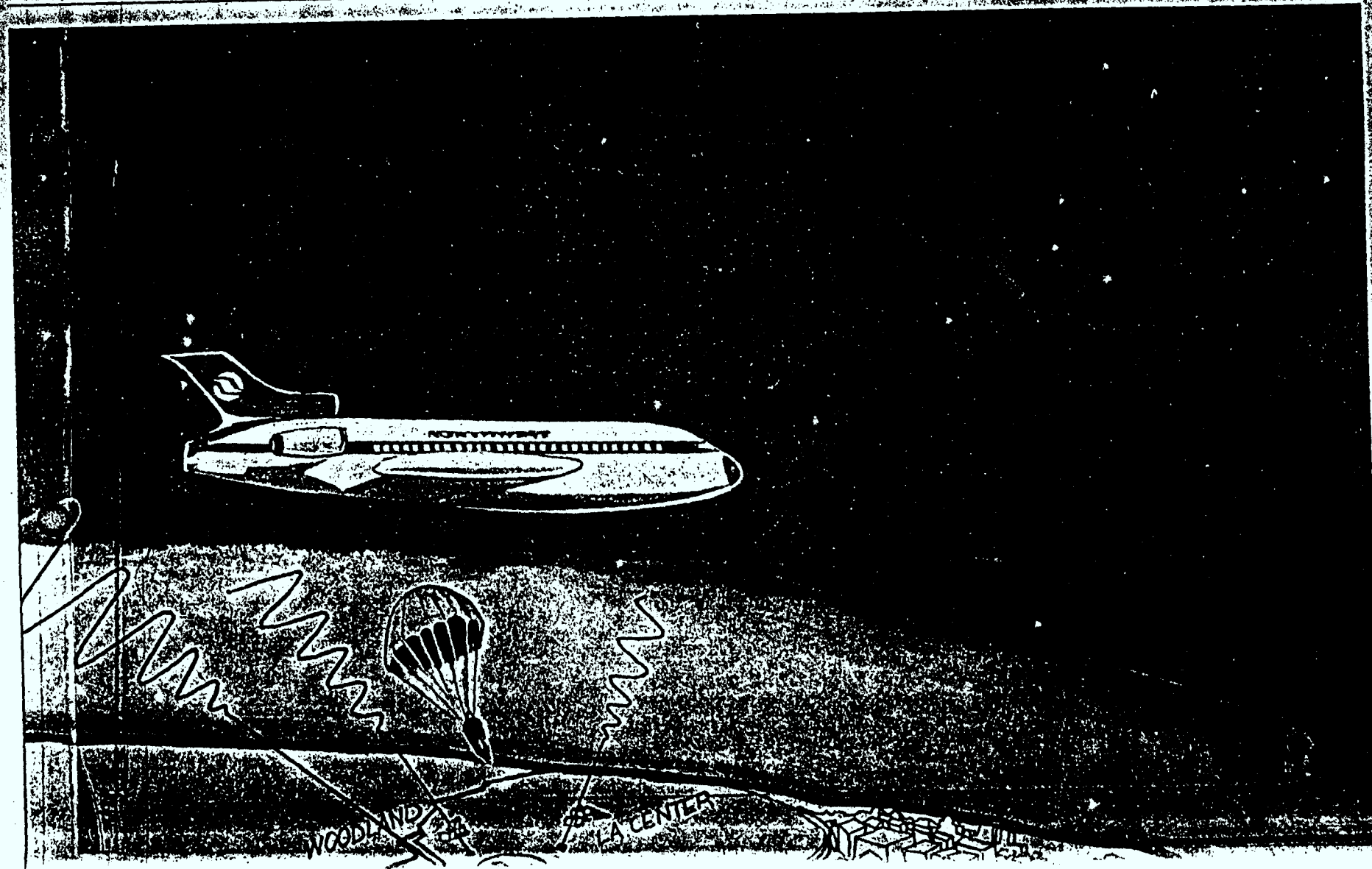
No one had pulled this kind of skyjacking before, so Cooper had had some careful planning to do. "The one thing I had to watch very carefully was the chutes. I decided to order two complete sets. Why? Because if they thought I was going out of that plane alone, I wouldn't have given you a plugged nickel for my chances. Because they wouldn't care if I dropped out and went straight

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

October 21, 1972

23

FELL FREE FOR 22 SECONDS...



WOODLAND

LA CENTER