

FEDERAL BUREAU OF INVESTIGATION
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\$20 Bills Get Close Look Here

For perhaps the first time, most people in the Portland area know whose picture is on a \$20 bill.

That's because they have been checking serial numbers on bills in their possession against the list of serial numbers being published in The Journal of the \$20 bills extorted from Northwest Orient Airlines in the \$200,000 "D.B. Cooper" hijack of 1971.

The newspaper will pay \$1,000 for the first of the "Cooper cash" to be turned in either to the newspaper or to the FBI.

Publication of the 10,000 serial numbers began in last Thursday's Journal and will be continued in installments until the entire list is reproduced for the newspaper's readers from the official FBI list.

The fate of the man who bought a ticket at Portland under the name "Dan Cooper" and then parachuted into the night with money he extorted from the airline is a baffling mystery. Not so baffling is what happened to those who thought Cooper's road to riches worth trying.

The FBI's breakdown of

cases, stripped to the bare essentials of date, name of hijacker or hijackers, airline involved, money demanded and results, shows the following, starting with four hijacks ahead of Cooper:

June 4, 1970, Arthur Gates Barkley, Trans World Airline; \$100 million, wounded by FBI agents; taken into custody and committed to a mental institution.

May 28, 1971, James Edwin Bennett Jr., Eastern Airlines, \$500,000, overpowered by airline officials; tried and found not guilty by reason of insanity.

June 12, 1971, Gregory Lamar White, Trans World, \$75,000, wounded by FBI agent and taken into custody.

July 2, 1971, Robert Lee Jackson and Ligia Lucrecia Sanchez Archila, Braniff International Airlines, \$100,000, taken into custody in Buenos Aires, Argentina, and incarcerated.

Nov. 24, 1971, unknown subject (Dan Cooper), Northwest Orient Airlines, \$200,000, identity and whereabouts unknown; money not recovered.

Dec. 24, 1971, Everett

Leary Holt, NWA, \$300,000, surrendered to FBI agents; awaiting sentencing.

Dec. 26, 1971, Donald Lewis Coleman, American Airlines, \$250,000, overpowered by crew and charged with aircraft piracy.

Jan. 12, 1972, Billy Eugene Hurst Jr., Braniff, \$1 million, taken into custody by FBI agents and charged with aircraft piracy.

Jan. 20, 1972, Richard Charles LaPoint, Air West, \$50,000, bailed out; taken into custody by FBI agents; sentenced to four years in prison; money recovered.

Jan. 26, 1972, Merlyn LaVerne S. George, Mohawk Airlines, \$200,000, shot and killed by FBI agents.

Jan. 29, 1972, Garrett Brock Trapnell, Trans World Airlines, \$308,600, shot and wounded by FBI agents and charged with aircraft piracy.

April 7, 1972, Richard Floyd McCoy Jr., United Airlines, \$500,000, bailed out; identified; charged with aircraft piracy and sentenced to 45 years imprisonment.

April 9, 1972, Stanley Harlon Speck, Pacific Southwest Airways, \$500,000, arrested

(Indicate page, name of newspaper, city and state.)

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by FBI agents on aircraft piracy.

April 11, 1972, Major Burton Davenport, Continental Airlines, \$500,000, taken into custody by FBI agents but federal charge dismissed by reason of mental condition.

April 17, 1972, William Herbert Greene, Delta Airlines, \$500,000, taken into custody by FBI and charged with aircraft piracy.

May 5, 1972, Frederick William Hahneman, Eastern, \$303,000, bailed out over Honduras; taken into custody and charged with aircraft piracy; money not recovered.

June 2, 1972, Willie Roger Holder and Catherine Kerkow (of Coos Bay), Western Airlines, \$500,000, arrived Algeria, money returned and both charged with aircraft piracy but at latest reports they were still in Algeria.

June 2, 1972, Robb Dolin Heady, United, \$200,000, bailed out; taken into custody by local authorities; pleaded guilty to aircraft piracy; sentenced to 30 years imprisonment.

June 23, 1972, Martin Joseph McNally and Walter John Petlikowsky, American, \$502,500, McNally bailed out; arrested by FBI and charged with aircraft piracy; Petlikowsky charged with aiding and abetting.

July 5, 1972, Dimitri Krestiv Alexiev, Michael Dimitrov Azmanoff and Lubomir Peichev, Pacific Southwest, \$455,000, taken into custody by FBI and charged with aircraft piracy.

July 6, 1972, Francis M. Goodell, Pacific Southwest, \$455,000, taken into custody

by FBI on charge of aircraft piracy.

July 12, 1972, Michael Stanley Green and Lulseged Tesfa, National Airlines, \$600,000, taken into custody by FBI on aircraft piracy.

July 12, 1972, Melvin Martin Fisher, American, \$550,000, taken into custody by FBI and charged with aircraft piracy.

July 31, 1972, George Edward Wright, George Brown, Melvin McNair III, Jean Carol McNair, nee Allen, and Joyce Tillerson, Delta; \$1 million, subjects in Algeria; money recovered.

Aug. 18, 1972, Frank Marcoe Sibley Jr., United, \$2 million, wounded by FBI agents; charged with aircraft piracy and awaiting trial; money recovered.

There have been no hijacks since that.

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L00 221 178A 69	L00 635 956A 69	L00 982 878A 69	L01 408 921A 69	L01 601 208A 69
L00 265 592A 69	L00 654 383A 69	L00 982 875A 69	L01 418 041A 63	L01 601 404A 69
L00 290 061A 69	L00 657 612A 69	L00 982 881A 69	L01 418 056A 69	L01 601 788A 69
L00 301 985A 69	L00 658 519A 69	L01 000 044A 69	L01 420 008A 69	L01 602 027A 69
L00 317 749A 69	L00 675 766A 69	L01 005 204A 69	L01 422 136A 69	L01 603 033A 69
L00 320 219A 69	L00 678 693A 69	L01 010 185A 69	L01 426 170A 69	L01 603 426A 69
L00 322 716A 69	L00 692 646A 69	L01 060 767A 63	L01 429 473A 69	L01 609 346A 69
L00 323 707A 69	L00 694 871A 69	L01 078 241A 69	L01 430 090A 69	L01 612 156A 69
L00 326 130A 69	L00 695 141A 69	L01 124 290A 69	L01 430 660A 69	L01 613 688A 69
L00 329 131A 69	L00 708 124A 69	L01 125 250A 69	L01 432 528A 69	L01 614 209A 69
L00 330 162A 69	L00 712 260A 69	L01 125 322A 69	L01 446 932A 69	L01 616 753A 69
L00 340 336A 69	L00 713 816A 69	L01 150 315A 69	L01 451 927A 69	L01 620 318A 69
L00 354 584A 69	L00 715 039A 69	L01 163 541A 63	L01 455 701A 69	L01 621 912A 69
L00 360 272A 69	L00 715 042A 69	L01 202 618A 69	L01 456 175A 69	L01 632 344A 69
L00 382 906A 69	L00 736 913A 69	L01 220 034A 69	L01 456 225A 69	L01 634 292A 69
L00 383 269A 69	L00 739 815A 69	L01 257 897A 69	L01 458 685A 69	L01 638 520A 69
L00 383 494A 69	L00 746 250A 69	L01 284 289A 69	L01 459 563A 69	L01 641 861A 69
L00 386 994A 69	L00 747 565A 69	L01 311 628A 69	L01 461 062A 69	L01 642 434A 69

(Mount Clipping in Space Below)

Skyjacked \$20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

The Journal is making its "Secret Witness" plan available for use in helping recover the "Cooper cash," the \$200,000 that disappeared the night of Nov. 24, 1971, with the parachuting hijacker popularly known as D. B. Cooper.

The plan can be used with or separate from the newspaper's offer to pay \$1,000 for the first \$20 bill to be turned in that can be verified by the FBI to be part of the money Cooper obtained from Northwest Orient Airlines prior to jumping from a jetliner he had commandeered. It can be used to return the money, enter into negotiations for its return or to provide information on the whereabouts of the elusive hijacker.

The "Secret Witness" plan will enable someone with one or more of the missing bills to surrender the money and still keep his or her identity secret.

Here is how to use the plan:

1. Place the money in a place of your choosing and write down instructions for locating it.
2. Do not sign your name, but on both lower corners of the first page write a code, using any combination of

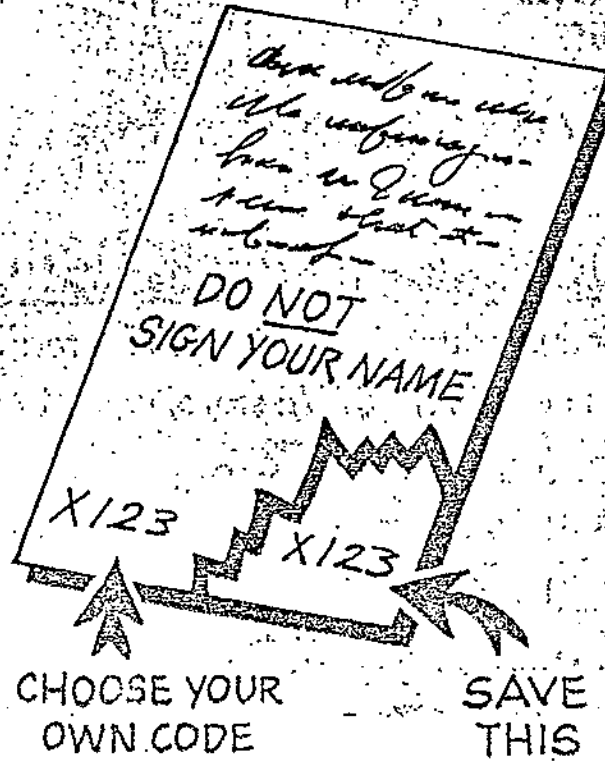
numbers and letters.

3. Tear off one of the corners, making a jagged tear. Keep the torn off corner bearing your code and mail the report containing the duplicate code to "Secret Witness," The Journal, 1320 SW Broadway, Portland, Ore. 97201.

The Journal will forward

your information to the FBI which will pick up the money and verify whether it is indeed from the Cooper ransom. If it is, that fact will be published in the newspaper.

After that, give the torn off corner you have kept to a trusted friend or to an attorney or to your minister with instructions to take it direct-



(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
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ly to the Secret Witness plan coordinator at The Journal. If the codes and torn edges match, your agent will be given the \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

The procedure listed in points 1, 2 and 3 can be followed for supplying information about what has happened to Cooper.

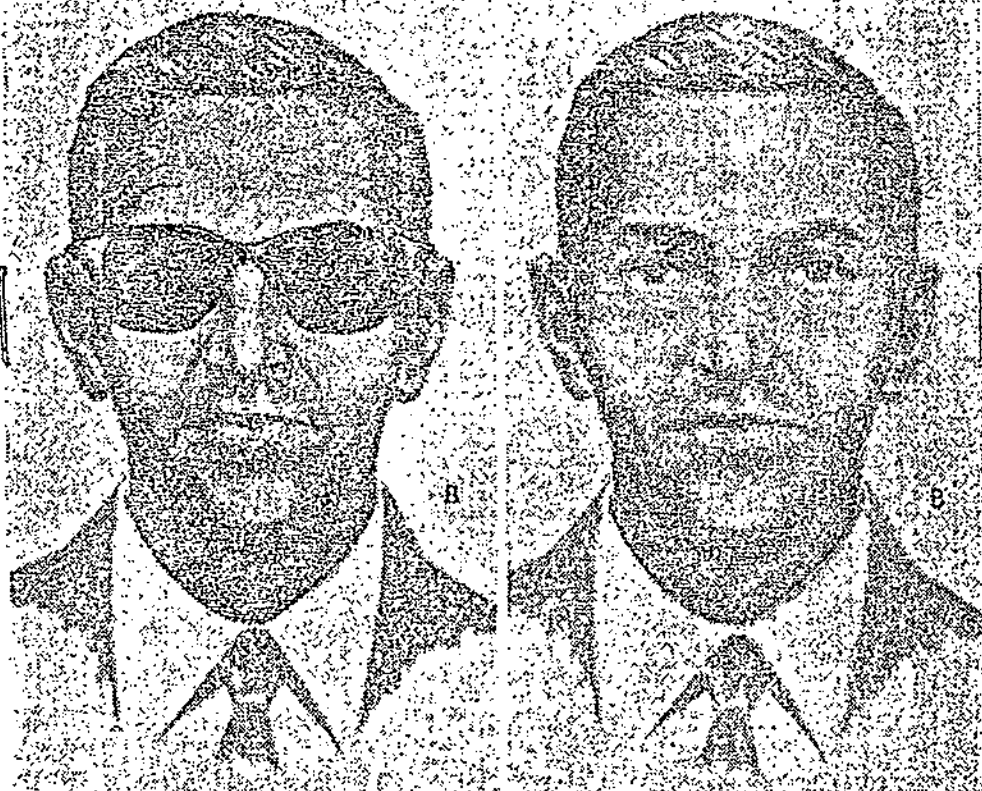
Julius Mattson, agent in charge of the Portland office of the FBI, says he can visualize situations where people with the money might be willing to turn it in, but do not wish it to become known that they have the money.

"Suppose someone had found the money and has been holding onto it afraid to turn it in, or has even spent some of it and then become afraid of the consequences; such a person might welcome the 'Secret Witness' opportunity," Mattson added.

There has long been speculation that the hijacker perished in his nocturnal leap from the jetliner and that some day a hunter or hiker would find his body or the money somewhere along the flight path of the aircraft between Seattle and Reno. It is this possibility to which Mattson refers.

(Mount Clipping in Space Below)

Where's D.B. Cooper? Journal Reward Aids Search



Have You Seen Him?

HERE ARE artist's composite sketches of parachuting hijacker Dan Cooper who disappeared with \$200,000 from Northwest Orient Airlines jet Nov. 24, 1971, as it flew at his orders between Seattle and Reno.

The FBI is still looking for him and money. The Journal is offering \$1,000 for first \$20 of that money to be turned in, if money matches serial numbers of any of 10,000 bills that vanished with Cooper. Some of serial numbers are to be found on page 2.

(Indicate page, newspaper, city and state.)

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(Mount Clipping in Space Below)

List Of \$20 Numbers Spurs Hunt For D.B. Cooper

By ROLLA J. CRICK
Journal Staff Writer

The search goes on.

For two years, the FBI has combed the woods for a clue to the location of the airline hijacker who called himself Dan Cooper and of the \$200,000 he extorted from Northwest Orient Airlines.

"We've never stopped looking for the man or the money or both," J. Earl Milne, agent in charge of the Seattle office of the FBI, informed The Journal Tuesday in thanking the newspaper for publishing the serial numbers of the missing \$20 bills.

The baffling Cooper case falls under the jurisdiction of the Seattle FBI office because the actual extortion of the money occurred in Seattle, although the crime had its beginning in Portland.

"Leads continually are being received and we check them out," Milne said.

"But I would like to add my continued plea for people to look for the missing bills. If we could recover just one of those \$20 bills, it would put us far ahead of where we have been."

The Journal is offering \$1,000 for the first of the missing bills to be turned in either to the newspaper or to any office of the FBI. Authenticity of the bill as a part of the Cooper ransom money will be verified by the FBI and then The Journal will pay the \$1,000 to the person who had it.

The reward offer has attracted attention across the nation. Inquiries about it have been received by the newspaper from as far away as Virginia, New York, Los Angeles and Hawaii.

Reproduction of the FBI's official 34-page booklet of the 10,000 "Cooper cash" serial numbers was started in The Journal Thanksgiving Day and will be continued in installments. Persons who cannot easily obtain copies of the newspaper could inquire at the FBI office nearest their home cities as to whether they could obtain or inspect a copy of the FBI's list.

Since making the reward offer, The Journal has referred to the FBI information coming to it on the finding of part of a parachute at the 6,700-foot level on the northeast slope of Mt. Hood.

The find was recent and may have no connection with the Cooper case, but Julius Mattson, agent in charge of the Portland office of the FBI, said a part of the find is being sent to Seattle for comparison with what is known about the four parachutes delivered to the hijacker. The parachutes and the money were delivered to "Cooper" as ransom for the passengers and some crew members of the jet he commandeered out of Portland.

Milne said the composite picture of the hijacker published on Page 1 of this edition of The Journal "is the best likeness we have ever had of the man."

The hijacker bought a ticket to Seattle, giving the name Dan Cooper, about an hour before he boarded NWA flight 305 at Portland International Airport on Thanksgiving Eve, 1971. He handed his demand note to a stewardess, displayed what appeared to be a dynamite bomb in the briefcase he carried, and warned, "No funny stuff."

The crew cautioned against intervention from law enforcement people for fear the hijacker would carry out his threat. The jet spent several hours on the ground at Seattle while the money was rounded up. Then the passengers and all but a skeleton crew were released and the 737 took off toward Reno.

The hijacker disappeared from the jetliner after the rear stairway was lowered in flight. So did the money.

Cooper spoke in a low voice and intelligently. There was no particular accent, according to the witnesses, although possibly he spoke as someone from the mid-West section of the United States.

He smoked Raleigh filter-tipped cigarets. He was dressed in a black or brown suit, narrow black tie, white shirt, black rain-type overcoat or topcoat and brown shoes. He carried a dark briefcase and a paper bag.

During part of the flight, he put on dark wrap-around sunglasses with dark frames.

He was thought to be in his mid-40s, 5 feet 10 to 6 feet, 170 to 180 pounds and had an olive or Latin appearance. He parted his dark hair on the left and combed it back.

(Indicate page, name of newspaper, city and state.)

2 THE OREGON JOURNAL
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101 646 617A 69	101 805 094A 69	102 657 313B 63A	103 877 104A 69	105 50 781A 69
101 653 132A 69	101 805 273A 69	102 699 617A 69	103 985 785A 69	105 107A 69
101 654 044A 69	101 805 291A 69	102 719 696A 63A	104 034 998A 69	105 927* 63A
101 656 759A 69	101 868 007A 69	102 727 715A 69	104 088 199A 69	105 920* 63A
101 659 509A 69	101 809 466A 69	102 729 123A 63	104 136 834A 69	105 713A 69
101 660 214A 69	101 829 300A 69	102 792 545B 63A	104 177 697A 63	105 645 685B 63A
101 664 423A 69	101 842 041A 69	102 868 540A 63A	104 217 077B 63A	105 662 422A 63
101 667 646A 69	101 842 447A 69	102 827 473B 63A	104 231 952A 69	105 676 114A 69
101 679 000A 69	101 842 972A 69	102 848 801A 69	104 264 734B 63A	105 698 765A 69
101 682 345A 69	101 843 141A 69	102 855 942* 63A	104 280 357A 69	105 705 988* 63A
101 684 865A 69	101 844 151A 69	102 882 111B 63A	104 340 450A 69	105 716 028A 69
101 685 589A 69	101 844 429A 69	102 894 472B 63A	104 348 461A 69	105 742 281A 69
101 686 348A 69	101 850 356* 65	102 897 407B 63A	104 367 664A 69	105 760 866A 69
101 688 833A 69	101 850 360* 69	102 900 995A 69	104 432 348A 69	105 761 987A 69
101 690 347A 69	101 869 876A 69	102 915 692* 63A	104 451 624B 63A	105 794 760A 63
101 692 927A 69	101 870 665* 69	102 923 034B 63A	104 461 895* 63A	105 805 357A 63
101 696 040A 69	101 873 639* 69	102 931 694B 63A	104 490 024A 69	105 806 851B 63A
101 696 337A 69	101 884 799A 65	102 973 263* 49	104 495 237A 69	105 822 929A 69
101 706 546A 69	101 909 027A 69	102 996 664A 69	104 505 359A 69	105 826 956A 69
101 708 014A 69	101 909 673A 69	103 064 636A 69	104 527 804A 69	105 837 633A 69
101 715 067A 69	101 911 304A 69	103 071 077B 63A	104 534 857A 69	105 863 937A 63
101 722 025A 69	101 940 191A 69	103 075 934* 63A	104 545 454A 69	105 899 917A 50
101 726 871A 69	101 943 823A 69	103 091 946A 69	104 738 679A 69	105 909 840A 69
101 728 164A 69	102 003 656* 63A	103 095 072A 69	104 740 598A 69	106 028 807* 63A
101 728 900A 69	102 078 006* 63A	103 096 645B 63A	104 781 870A 69	106 033 026A 69
101 730 160A 69	102 080 205A 69	103 140 998B 63A	104 795 379A 69	106 033 513A 69
101 735 865* 69	102 091 158A 69	103 149 037A 69	104 798 182* 69	106 186 709A 69
101 737 366A 69	102 146 153B 63A	103 160 387B 63A	104 803 677A 69	106 293 479B 63A
101 737 965A 69	102 184 635A 69	103 166 965B 63A	104 811 421A 69	106 273 469A 69
101 740 330A 69	102 184 720A 69	103 169 654* 63A	104 839 003A 69	106 363 526* 63A
101 740 475A 69	102 199 191* 63A	103 172 247A 63	104 866 504A 69	106 403 168A 69
101 740 975A 69	102 220 951B 63A	103 197 072B 63A	104 901 867A 69	106 449 612B 63A
101 741 600A 69	102 226 038B 63A	103 252 347B 63A	105 024 850A 69	106 459 015A 69
101 742 420A 69	102 228 921A 69	103 286 514B 63A	105 029 629A 69	106 471 653A 69
101 744 392A 69	102 255 862A 69	103 319 608A 69	105 067 861B 63A	106 503 368A 69
101 744 834A 69	102 275 724A 69	103 329 195B 63A	105 070 890A 69	106 514 394* 63A
101 748 627* 63A	102 276 054B 63A	103 346 430A 69	105 079 067A 69	106 518 381A 69
101 753 785* 69	102 284 810B 63A	103 361 474A 69	105 084 323A 69	106 520 328B 63A
101 756 426A 69	102 316 025A 69	103 372 757B 63A	105 090 299A 69	106 559 618* 63A
101 756 905A 69	102 330 542A 69	103 386 693B 63A	105 097 520* 63A	106 583 531A 69
101 758 491A 69	102 347 654A 69	103 425 427B 63A	105 099 902* 63A	106 630 791* 63A
101 758 846A 69	102 391 043B 63A	103 425 427B 63A	105 148 806A 69	106 726 717* 63A
101 760 004A 69	102 404 933A 69	103 441 346A 69	105 171 305A 69	106 795 877* 63A
101 764 411A 69	102 407 028B 63A	103 462 67CA 69	105 181 293A 69	106 753 755* 63A
101 769 073A 69	102 436 473A 69	103 470 023B 63A	105 225 404* 63A	106 774 907* 63A
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101 779 793A 69	102 486 229A 69	103 473 191A 69	105 230 642A 69	106 814 250* 63A
101 781 113A 69	102 517 967A 69	103 575 78CA 69	105 258 176A 69	106 814 925* 63
101 781 757A 69	102 527 459A 69	103 610 985A 69	105 264 461* 63A	106 819 249A 69
101 785 401A 69	102 529 915A 69	103 648 936A 69	105 300 189A 69	106 832 736A 69
101 787 046A 69	102 563 532B 63A	103 653 552A 69	105 312 333A 69	106 871 062A 69
101 788 552A 69	102 567 825* 63A	103 670 789A 69	105 340 823A 69	106 957 631A 69
101 789 731A 69	102 571 247A 69	103 697 656A 69	105 358 121A 69	106 975 696* 63A
101 791 230A 69	102 575 574A 69	103 698 433A 69	105 388 364A 69	107 002 916* 63A
101 791 615A 69	102 579 428A 69	103 700 722A 69	105 457 546A 69	107 019 737* 63A
101 794 382A 69	102 585 001B 63A	103 701 448A 69	105 542 817A 69	107 035 775* 63A
101 794 915A 69	102 604 908A 63	103 809 648A 69	105 552 066A 69	107 040 638A 69
101 796 643A 69	102 610 103A 69	103 827 887A 69	105 554 739A 69	107 069 252A 69
101 798 210A 69	102 620 075B 63A	103 864 316A 69	105 555 437B 63A	107 071 980* 63A
101 804 234A 69	102 636 936A 69	103 865 806A 69	105 562 382A 63	107 085 783A 69

107 095 562A 69	108 055 625* 63A	109 865 122* 63A	109 683 830A 69	110 800 000A 69
107 098 871* 63A	108 067 152* 63A	108 877 462A 69	109 701 232A 69	110 912 611A 69
107 116 623* 63A	108 073 130* 63A	108 938 303A 69	109 713 684A 69	110 917 674A 69
107 117 635* 63A	108 085 780* 63A	108 938 439A 69	109 731 482B 63A	110 918 550A 69
107 129 525* 63A	108 091 623A 69	105 960 024* 63A	109 761 313B 63A	110 919 321A 69
107 159 566B 63A	108 093 902* 63A	108 972 834* 63A	109 765 268B 63A	110 947 190A 69
107 165 711* 63A	108 096 399* 63A	109 005 759* 63A	109 775 369B 63A	111 109 631A 63A
107 259 495A 69	108 105 640* 63A	109 041 272A 69	109 781 412A 69	111 110 771A 63A
107 281 442A 69	108 160 443* 63A	109 049 563* 63A	109 783 152B 63A	111 127 262A 63A
107 311 318* 63A	108 186 795A 69	109 051 166A 69	109 787 198A 69	111 158 225A 69
107 345 300A 69	108 198 165* 63A	109 056 036A 69	109 792 787B 63A	111 164 157A 63A
107 361 143A 69	108 210 700A 69	109 057 929B 63A	109 814 147A 69	111 180 082A 69
107 373 895A 69	108 290 070* 63A	109 064 787* 63A	109 823 006A 69	111 425 618A 69
107 390 736* 63A	108 295 699* 63A	109 083 141A 69	109 834 498B 63A	111 434 028A 69
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107 483 214* 63A	108 438 342* 63A	109 283 128A 69	109 971 454A 69	111 748 513A 69
107 491 997A 69	108 475 413* 63A	109 290 132* 63A	109 981 839A 69	111 768 693A 69
107 523 728* 63A	108 477 034* 63A	109 297 421A 69	110 054 461A 69	111 778 595A 69
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107 597 609B 63A	108 504 657* 63A	109 354 185A 69	110 073 090A 69	111 847 295A 69
107 626 237* 63A	108 512 377* 63A	109 354 801A 69	110 077 316A 69	111 868 268A 69
107 658 203A 69	108 512 771A 69	109 372 359A 69	110 093 204B 63A	111 882 247A 69
107 661 732A 69	108 521 016A 69	109 387 389* 63A	110 133 852A 69	111 888 745A 69
107 665 895* 63A	108 522 128A 69	109 401 871* 63A	110 141 163A 69	111 903 775A 63A
107 710 409A 69	108 533 292* 63A	109 402 927* 63A	110 151 505B 63A	111 934 877A 63A
107 717 687* 63A	108 552 925* 63A	109 412 585* 63A	110 168 433B 63A	111 938 587A 69
107 722 841* 63A	108 555 355* 63A	109 433 354A 69	110 219 551A 69	111 966 526A 63A
107 730 532A 69	108 575 263* 63A	109 433 792A 69	110 220 092B 63A	111 991 431A 69
107 735 302B 63A	108 579 767* 63A	109 439 088A 69	110 270 932A 69	112 032 495A 63A
107 773 715* 63A	108 609 199A 69	109 440 821* 63A	110 304 576A 69	112 039 030B 63A
107 796 903* 63A	108 611 696A 69	109 450 482B 63A	110 321 760A 69	112 061 232B 63A
107 833 413A 69	108 613 453A 69	109 455 615* 63A	110 339 005A 69	112 094 044B 63A
107 844 280A 69	108 633 272* 63A	109 476 572* 63A	110 407 837A 69	112 104 211A 69
107 860 888A 69	108 657 011* 63A	109 510 573A 69	110 415 017A 69	112 153 779B 63A
107 864 939A 69	108 672 026* 63A	109 518 525B 63A	110 450 585A 69	112 199 724A 69
107 885 555A 69	108 678 211* 63A	109 525 640A 69	110 475 061A 69	112 215 877A 63A
107 902 384A 69	108 700 418A 69	109 524 342B 63A	110 542 791A 69	112 220 667A 69
107 905 954A 69	108 726 455* 63A	109 525 013B 63A	110 567 720A 69	112 270 753A 69
107 943 062* 63A	108 764 839* 63A	109 540 782A 69	110 567 948A 69	112 375 168A 69
107 960 617A 69	108 754 675* 63A	109 542 468A 69	110 592 520A 69	112 397 425A 69
108 008 488* 63A	108 756 592* 63A	109 558 235A 69	110 608 472A 69	112 417 299A 69
108 013 391* 63A	108 788 205A 69	109 569 893* 63A	110 712 147A 69	112 424 745A 69
108 015 988* 63A	108 822 074* 63A	109 571 621A 69	110 779 732A 63A	112 426 440B 63A
108 030 597* 63A	108 822 075* 63A	109 576 945* 63A	110 776 427A 69	112 465 126A 69
108 032 184* 63A	108 829 912* 63A	109 588 909B 63A	110 788 915A 69	112 465 709A 69
108 044 709* 63A	108 843 636A 69	109 610 918A 69	110 831 011A 69	112 494 338B 63A
108 046 127* 63A	108 847 311* 63A	109 644 265B 63A	110 835 357A 69	112 504 077B 63A
108 053 174* 63A	108 849 932* 63A	109 666 304A 69	110 868 160A 69	112 650 395A 69
108 054 073* 63A	108 856 056A 69	109 681 346B 63A	110 873 361A 69	

(Mount Clipping in Space Below)

Cooper Bill List Creates 'Unusual Interest' In \$20s

Banks in the Portland area are reporting an "unusual interest" in \$20 bills.

They believe the demand for the bills is the result of the decision of The Journal to publish the numbers of all the \$20 bills included in \$200,000 extorted by airline hijacker D. B. Cooper two years ago.

A man calling himself Cooper extorted the money from Northwest Orient Airlines, then apparently bailed out of a skyjacked plane over Southwestern Washington.

John Kodel of First National Bank said all of the tellers of the bank's Head Office

branch had been asked to change money into \$20 bills by persons hoping to cash in on The Journal's offer to pay \$1,000 to the person bringing in the first \$20 bill from Cooper's haul.

The money may also be turned in to any office of the Federal Bureau of Investigation.

Kodel said fairly large sums of money were being exchanged for \$20 bills, many by people carrying copies of The Journal's listings.

The largest sum was brought in by a man who laid five \$100 bills on the

counter and asked for \$20 bills in return," said Kodel.

One woman wrote The Journal from Orlando, Fla., saying that she had asked for her Social Security payment in \$20 bills.

The Florida correspondent and others writing from New York, Virginia, Vermont, California and Hawaii have been advised to check the numbers of their \$20 bills at local offices of the Federal Bureau of Investigation.

Copies of the numbers also are in the hands of Scotland Yard, Interpol and major police agencies throughout the world.

(Indicate page, name of newspaper, city and state.)

11 THE OREGON JOURNAL
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112 700 009A 69	114 378 493A 69	115 593 586B 63A	117 390 484A 68	118 567 708 63A
112 766 924A 69	114 387 433A 69	115 635 858A 69	117 398 116A 69	118 577 70A 69
112 820 854A 69	114 396 125A 69	115 660 995A 69	117 421 010A 69	118 592 475A 69
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(Mount Clipping in Space Below)

Hijack 'Near-Miss' Surface

The Journal has received several telephone calls from people who have \$20 bills in which the serial numbers almost match those from the D.B. Cooper hijack loot.

None, however, have matched all the way and thus the newspaper's offer still stands to pay \$1,000 for

the first \$20 of the Cooper money to be turned in.

The money given to the man called Cooper was hastily gathered in the Seattle area on Thanksgiving Eve, 1971. The serial numbers are not in consecutive order, although the FBI's list, which

is being republished in The Journal in installments, has been arranged alphabetically and numerically.

The newspaper began reproducing the list on Nov. 22 and additional numbers have been published each day except for the weekend editions.

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(Mount Clipping in Space Below)

Cooper Bill List Sparks New Leads

The FBI has received several new leads and offers of help in the 2-year-old D.B. Cooper hijacking case since The Journal offered to pay \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

Julius Mattison, agent in charge of the Portland office of the FBI, said every re-

sponse is followed through and that there have been several new ones during the days the newspaper has been publishing the list of serial numbers of the bills Cooper disappeared with.

A man who gave the name Dan Cooper when he purchased a ticket at Portland hijacked a Northwest Orient Airlines Boeing 727 Thanksgiving Eve, 1971, and extorted \$200,000 from the airline. He and the money disappeared when he parachuted from the jet somewhere between Seattle and Reno.

Anyone coming into possession of one of the 10,000 \$20 bills can call The Journal at 221-8374, use the newspaper's Secret Witness if he desires safeguard his identity or bring the bill to the news-

paper or to the nearest office of the FBI. If it is the first one to surface from the money Cooper had, and that fact is verified by the FBI, the newspaper will pay the holder \$1,000.

The Journal began publishing the list of serial numbers Nov. 22 and other parts of the list have appeared each day since with the exception of weekend editions. Persons unable to obtain copies of the newspaper may, by checking with their nearest FBI office, be able to inspect a copy of the official list there.

(Indicate page, name of newspaper, city and state.)

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PORTLAND, OREGON

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3 THE OREGON JOURNAL
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Editor: Donald Sterling,

Title: NORJAK

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Being Investigated

Could D.B. Cooper Be In Kansas?

Is D. B. Cooper alive and well in Kansas?

A Wichita resident who heard of The Journal's offer to pay \$1,000 for the first \$20 bill to be turned in from the \$200,000 the man known as Cooper disappeared with two years ago raised that issue in a letter to the newspaper.

He wrote that about the time The Journal began its search for the missing bills a Wichita television station re-

ported that a man who would not give his name was passing out \$20 bills to motorists on a turnpike. He reportedly was rewarding motorists who were driving at 50 miles per hour.

"After reading about Mr. Cooper I got to wondering could he possibly be doing

something like this to get rid of the money?" wrote the Wichita resident.

Whatever happened to the money the hijacker Cooper got, none of it has so far surfaced, not even in Kansas and not even with The Journal's continuing reward offer.

(Mount Clipping in Space Below)

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6 THE OREGON JOURNAL
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Being Investigated

Cooper Bill Hunt Hits Dixie

The Journal's offer to pay \$1,000 to anyone who turns in the first \$20 bill of the money extorted from Northwest Orient Airlines two years ago by the hijacker known as Dan Cooper has brought a tourist-oriented response from Florida.

"I could not think of a better excuse to visit your beautiful area if I were successful

in uncovering one of these bills," wrote C. J. Berg, Lighthouse Point, Fla.

He sent money to pay for copies of the newspaper carrying some of the serial numbers of the missing bills and reported that his area is tourist and pari-mutuel oriented "and it is quite possible that some of those \$20

bills are being circulated here."

For persons who live in areas where it is inconvenient to obtain copies of The Journal, the newspaper advises them to check with their local FBI office for permission to inspect the official FBI list of bills. The Journal is reproducing that list in installments.

(Mount Clipping in Space Below)

420 FEDERAL RESERVE NOTE

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L34 173 948A 69	L34 240 221A 69	L34 278 225A 69	L34 335 896A 69	L34 400 230A 69
L34 174 941A 69	L34 240 261A 69	L34 279 524A 69	L34 338 129A 69	L34 400 298A 69
L34 176 492A 69	L34 240 675A 69	L34 280 122A 69	L34 338 246A 69	L34 400 344A 69
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L34 178 334A 69	L34 242 087A 69	L34 281 841A 69	L34 339 375A 69	L34 401 371A 69
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L34 180 758A 69	L34 242 366A 69	L34 283 103A 69	L34 339 731A 69	L34 401 853A 69
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L34 182 507A 69	L34 243 022A 69	L34 286 505A 69	L34 342 545A 69	L34 404 304A 69
L34 182 755A 69	L34 243 681A 69	L34 287 1008 63A	L34 342 546A 69	L34 404 503A 69
L34 182 887A 69	L34 243 998A 69	L34 288 062A 69	L34 342 547A 69	L34 405 127A 69
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L34 183 354A 69	L34 248 187A 69	L34 289 236A 69	L34 346 791A 69	L34 407 440A 69
L34 183 635A 69	L34 248 235A 69	L34 290 337A 69	L34 347 034A 69	L34 410 031A 69
L34 184 148A 69	L34 248 545A 69	L34 290 754A 69	L34 347 173A 69	L34 410 954A 69
L34 184 330A 69	L34 249 462A 69	L34 290 254A 69	L34 347 226A 69	L34 411 164A 69
L34 185 144A 69	L34 249 584A 69	L34 290 956A 69	L34 349 473A 69	L34 411 174A 69
L34 186 516A 69	L34 249 652A 69	L34 291 319A 69	L34 353 206A 69	L34 414 778A 69
L34 186 973A 69	L34 250 091A 69	L34 292 784A 69	L34 356 192A 69	L34 416 125A 69
L34 187 365A 69	L34 250 266A 69	L34 293 112A 69	L34 360 613A 69	L34 416 299A 69
L34 187 472A 69	L34 250 279A 69	L34 294 935A 69	L34 360 885A 69	L34 417 576A 69
L34 191 246A 69	L34 250 893A 69	L34 295 887A 69	L34 363 302A 69	L34 417 620A 69
L34 191 472A 69	L34 250 918A 69	L34 297 167A 69	L34 363 383A 69	L34 417 576A 69
L34 191 575A 69	L34 251 816A 69	L34 299 021A 69	L34 364 198A 69	L34 418 125A 69
L34 191 606A 69	L34 251 879A 69	L34 299 646A 69	L34 364 202A 69	L34 419 081A 69
L34 196 943A 69	L34 251 930A 69	L34 300 895A 69	L34 364 899A 69	L34 420 828A 69
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L34 212 082A 69	L34 255 667A 69	L34 311 811A 69	L34 387 450A 69	L34 426 049A 69
L34 212 082A 69	L34 256 260A 69	L34 312 202A 69	L34 388 524A 69	L34 426 081A 69
L34 212 689A 69	L34 256 558A 69	L34 312 607A 69	L34 389 661A 69	L34 428 067A 69
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(Indicate page, newspaper, city and state.)

10 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 5, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, J

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

Investigated

"Cooper Cash"

STILL NOT FOUND, apparently, are any of the 10,000 \$20 bills that vanished with the airline hijacker known as D.B. Cooper two years ago. When given to him, they were in packet weighing 24½ pounds and

measuring 6 by 8 by 27 inches. The Journal will pay \$1,000 for the first bill turned in. This is another page from the FBI's booklet listing serial numbers of the missing currency. Check your \$20 bills against list being reproduced over several days in the newspaper.

(Mount Clipping in Space Below)

\$20 FEDERAL RESERVE NOTE

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134 439 257A 69	134 504 914A 69	134 562 294A 69	134 592 150A 69	134 615 418A 69
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134 440 741A 69	134 505 959A 69	134 562 755A 69	134 596 547A 69	134 616 671A 69
134 441 050A 69	134 506 573A 69	134 564 240A 69	134 596 449A 69	134 618 413A 69
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134 443 979A 69	134 508 004A 69	134 564 666A 69	134 596 877A 69	134 621 782A 69
134 444 567A 69	134 509 085A 63A	134 564 995A 69	134 597 353A 69	134 622 305A 69
134 445 596A 69	134 509 493A 69	134 566 962A 69	134 597 785A 69	134 623 102A 69
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134 447 335A 69	134 511 763A 69	134 567 424A 69	134 597 958A 69	134 623 364A 69
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134 458 142A 69	134 512 814A 69	134 569 567A 69	134 598 099A 69	134 624 536A 69
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134 458 531A 69	134 514 851A 69	134 570 156A 69	134 598 342A 69	134 625 234A 69
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134 463 237A 69	134 527 693A 69	134 573 051A 69	134 599 953A 69	134 628 654A 69
134 463 764A 69	134 528 158A 69	134 573 084A 69	134 600 095A 69	134 628 667A 69
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134 466 624A 69	134 531 006A 69	134 573 086A 69	134 601 223A 69	134 629 539A 69
134 466 857A 69	134 531 322A 69	134 573 176A 69	134 601 224A 69	134 630 030A 69
134 466 874A 69	134 534 449A 69	134 575 125A 69	134 602 578A 69	134 630 099A 69
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134 474 514A 69	134 538 781A 69	134 577 794A 69	134 604 122A 69	134 632 859A 69
134 476 088A 69	134 538 782A 69	134 578 144A 69	134 604 499A 69	134 633 747A 69
134 476 825A 69	134 538 789A 69	134 578 448A 69	134 605 017A 69	134 634 171A 69
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134 482 685A 69	134 548 512A 69	134 578 981A 69	134 606 745A 69	134 635 615A 69
134 483 009A 69	134 548 527A 69	134 579 217A 69	134 606 852A 69	134 635 718A 69
134 483 266A 69	134 548 777A 69	134 579 605A 69	134 608 197A 69	134 638 971A 69
134 483 989A 69	134 549 051A 69	134 579 626A 69	134 608 611A 69	134 639 334A 69
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134 492 461A 69	134 552 571A 69	134 587 215A 69	134 609 775A 69	134 640 684A 69
134 492 627A 69	134 552 625A 69	134 588 219A 69	134 610 327A 69	134 641 262A 69
134 492 830A 69	134 552 988A 69	134 588 391A 69	134 610 596A 69	134 641 448A 69
134 493 098A 69	134 554 468A 69	134 588 420A 69	134 611 389A 69	134 641 956A 69
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134 494 395A 69	134 556 508A 69	134 588 895A 69	134 612 215A 69	134 643 199A 69
134 497 696A 69	134 556 635A 69	134 588 996A 69	134 612 250A 69	134 643 299A 69
134 500 310A 69	134 557 581A 69	134 589 413A 69	134 612 418A 69	134 643 392A 69
134 500 592A 69	134 557 674A 69	134 590 090A 69	134 612 592A 69	134 643 397A 69
134 500 606A 69	134 558 923A 69	134 590 105A 69	134 612 788A 69	134 643 592A 69
134 501 216A 69	134 559 343A 69	134 590 336A 69	134 612 789A 69	134 643 762A 69
134 502 518A 69	134 559 414A 69	134 590 503A 69	134 613 052A 69	134 643 792A 69
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2 THE OREGON JOURNAL
PORTLAND, OREGON

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Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

Being Investigated

More Bills Listed

FBI AGENTS in Oregon and Washington are checking into some new leads in the baffling Dan Cooper skyjacking case that have come in since The Journal began publishing lists of the serial numbers of

\$20 bills taken in the extortion and offered \$1,000 for the first of the bills to be turned in. Some of the leads involve reports of persons who look like the artist's sketch. The Journal ran recently of how people on the jetliner Cooper hijacked think he looked.

(Mount Clipping in Space Below)

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L35 191 3198 63A	L35 602 5784 69	L36 411 0634 69	L37 420 5304 69
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L35 343 2558 63A	L35 820 3744 69	L36 571 9244 69	L37 553 8234 69
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(Indicate page, name of newspaper, city and state.)

2 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 7, 197
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Author: Rolla J. Crick
Editor: Donald Sterling,
Title: NORJAK

Beware Bogus Bills

FUNNY MONEY circulating in the Pacific Northwest could complicate the search for \$20 bills from the money taken by the hijacker known as D.B. Cooper when he parachuted from a plane two years ago.

The Journal is offering \$1,000 for the first of the genuine "Cooper cash" bills to be turned in and is publishing serial numbers of the bills in installments. But counterfeiters are circulating \$1 bills with pasted-on \$20 markings. Real \$20 bills do not have a picture of George Washington.

Character: Bufile
or
Classification: 164-2111
Submitting Office: Portland
 Being Investigated

(Mount Clipping in Section Below)

\$1,000 For \$20 Unclaimed

Despite a scattering of new clues and national publicity since The Journal launched its offer of \$1,000 for the first D.B. Cooper \$20 bill found, the airline hijacker's where-

abouts is still unknown. FBI officials report receiving many letters and phone calls — many offering new clues — but no big break in the 1971 hijack of a North-

west Orient jet in Seattle. The Journal will continue running the extensive list of serial numbers until all have been published. The \$1,000 reward will remain valid indefinitely.

520 FEDERAL RESERVE NOTE

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- L38 177 569A 69
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- L38 179 006A 69
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- L38 179 466A 69
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- L38 180 103A 69
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Being Investigated

More Bills Listed

DON'T ASSUME that banks already have checked against the hijack loot of the man called D.B. Cooper the serial numbers of \$20 bills that come into your possession. It's true that since The Journal made its

offer to pay \$1,000 for the first of those bills to be turned in, many bank tellers have joined the public in checking serial numbers. But in this period of Christmas shopping the turnover of bills is so great that many \$20s likely escape comparison with the list the newspaper is publishing in installments.

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(Mount Clipping in Space Below)

Search For Skyjacked Bills Revives 'D.B. Cooper' Song

By ROLLA J. CRICK

Journal Staff Writer

Remember the song, "D.B. Cooper: Where Are You?"

Since The Journal made its offer to pay \$1,000 for the first \$20 bill turned in from the money the man popularly known as D.B. Cooper parachuted into the night with, the song has been played periodically on disc jockey programs.

It had almost faded away, but the new Cooper publicity gave it new life.

It was written by Judy Sword, 25, of Baker, a guitarist now singing in a Yaki-



JUDY SWORD

... writes 'D.B.' song

... mia, Wash., supper club. She was in Astoria when the hijack occurred and the name D.B. Cooper was on everyone's lips.

Whether prophetically or not, she wrote lyrics and music within two weeks of the incident and indicated that Cooper died hanging in a tree in the shrouds of a parachute while his stolen money drifted to the ground.

The song further emphasized the D.B. Cooper name in the minds of the public in

those first weeks as the search for the hijacker ranged from Seattle to Reno. It enjoyed another brief round of popularity a year ago when FBI agents and Army troops from Ft. Lewis, Wash., combed the woods of Cowlitz County.

And now it's playing again.

Ironically, though, D.B. Cooper is the wrong name.

Somehow in the first hours after the hijack the name D.B. Cooper cropped up and stuck. It may have been because the FBI was checking on an individual whose name really was D.B. Cooper, but he was in jail at the time of the hijack.

When the hijacker bought his Portland to Seattle ticket in Portland, he gave the name Dan Cooper. The FBI now officially identifies the man they want as Dan Cooper. That name was obtained by a process of elimination as the only passenger left on the 727 jelliner in Seattle after the hijacker let the other passengers go.

Curiously, there was a bona fide Cooper who got off the still-to-be-hijacked plane at Portland. The FBI investigated him and determined that he had not flown on to Seattle and thus could not be the hijacker. His first name was not Dan; it was Michael.

Dan Cooper was not the right name for the hijacker in any case, the FBI believes.

But whether Dan or D.B. or Rumpelstiltskin Cooper, the FBI would like to talk to him, if he is the hijacker.

And The Journal is willing to pay the first \$20 of the money to be turned in. Some of the right.

(Indicate page, newspaper, city and state.)

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(Mount Clipping in Space Below)

Journal Completes 'Cooper' Bill

Listing

The Journal in this edition reproduces the last of the official FBI list of serial numbers of \$20 bills that disappeared with the hijacker known as D.B. or Dan Cooper when he parachuted from a Northwest Orient Airlines jet Thanksgiving Eve, 1971, between Seattle and Reno.

He extorted \$200,000 from the airline that night as ransom for the release of the passengers and some of the crew of the jet he originally hijacked just after it left Portland for Seattle.

To date, neither Cooper nor the money has shown up.

The Journal last Nov. 22 offered to pay \$1,000 for the first of the missing \$20 bills to be turned in to the newspaper or to any FBI office in the nation. The offer triggered requests from all parts of the country, by telephone and letter, for copies of the list of serial numbers that the newspaper has been publishing in installments.

In checking bills in their possession, many people have come close to matching them with the serial numbers of the missing currency, but so far none of the money Cooper took has been recovered.

Many readers have prepared their own booklets from the newspaper listings and with this edition those readers will have complete copies of the official document prepared by the FBI and heretofore distributed mainly to financial institutions.

Persons who are missing key editions of The Journal may order them from the Circulation Department by telephoning 221-8240 or writing to The Journal, 1320 SW Broadway, Portland, Ore. 97201. For people who are outside of the normal circulation area of the newspaper, check with the nearest FBI office for permission to inspect a copy of the list there.

(Indicate page, name of newspaper, city and state.)

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The Journal will continue \$20 of a Cooper loot until 1974, the third anniversary of its offer of \$1,000 for the first Thanksgiving Eve, the hijacking.

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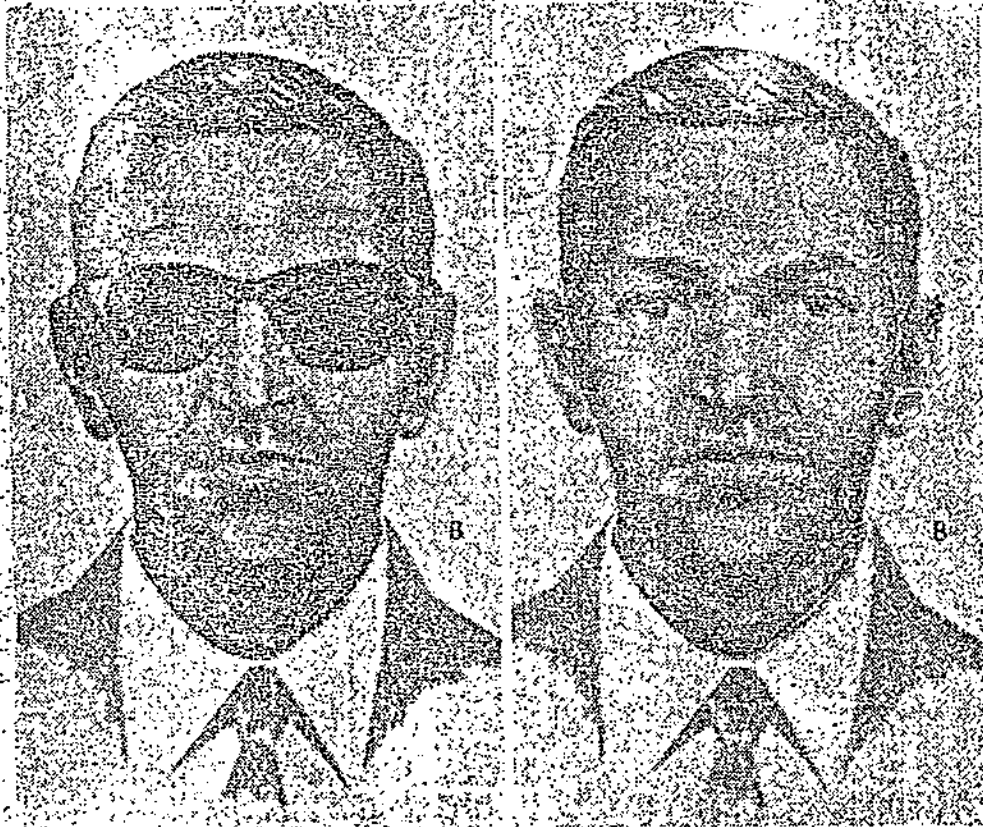
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L85 574 017A 63A	L87 612 075A 69	L90 050 302A 63A	L93 215 788A 63A	L96 642 957A 63A
L85 690 087A 63A	L87 845 420A 69A	L90 045 652A 63A	L93 218 273A 63A	L96 642 957A 63A
L85 778 00CA 63A	L87 872 678A 69	L90 171 797A 63A	L94 442 614A 63A	L96 642 957A 63A
L85 901 617A 63A	L88 100 350A 69	L90 179 325A 63A	L94 870 201A 63A	L96 642 957A 63A
L86 200 142A 69	L88 604 553A 69	L90 188 782A 63A	L94 983 556A 63A	L96 642 957A 63A
L86 567 062A 69	L88 604 714A 69	L90 344 557A 63A	L94 985 652A 50C	L96 642 957A 63A
L86 685 506A 63A	L88 604 727A 69	L90 472 564A 63A	L95 046 482A 63A	L96 642 957A 63A
L86 745 522A 69	L88 604 770A 69	L90 520 111A 63A	L95 056 207A 63A	L96 642 957A 63A
L86 746 531A 69	L88 604 871A 69	L90 619 024A 63A	L95 149 597A 63A	L96 642 957A 63A
L87 024 876A 63A	L88 632 171A 69	L90 680 06CA 63A	L95 275 209A 63A	L96 642 957A 63A
L87 133 444A 69	L88 632 174A 69	L90 680 800A 63A	L95 407 688A 63A	L96 642 957A 63A
L87 325 232A 69	L88 633 174A 69	L90 804 237A 63A	L95 469 030A 63A	L96 642 957A 63A
L87 386 056A 69	L88 633 174A 69	L90 848 938A 63A	L95 916 474A 69	L96 642 957A 63A
L87 394 714A 69	L88 633 174A 69	L91 322 367A 63A	L95 920 036A 69	L96 642 957A 63A

Where's D.B. Cooper?

Journal Reward Aids Search



Have You Seen Him?

HERE ARE artist's composite sketches of parachuting hijacker Dan Cooper who disappeared with \$200,000 from Northwest Orient Airlines jet Nov. 24, 1971, as it flew at his orders between Seattle and Reno.

The FBI is still looking for him and money. The Journal is offering \$1,000 for first \$20 of that money to be turned in, if money matches serial numbers of any of 10,000 bills that vanished with Cooper. Some of serial numbers are to be found on page 2.

10¢

W

Tuesday, November 27, 1973

OREGON **Journal**

Portland, Oregon

Skyjacked

20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

The Journal is making its "Secret Witness" plan available for use in helping recover the "Cooper cash," the \$200,000 that disappeared the night of Nov. 24, 1971, with the parachuting hijacker popularly known as D. B. Cooper.

The plan can be used with or separate from the newspaper's offer to pay \$1,000 for the first \$20 bill to be turned in that can be verified by the FBI to be part of the money Cooper obtained from Northwest Orient Airlines prior to jumping from a jetliner he had commandeered. It can be used to return the money, enter into negotiations for its return or to provide information on the whereabouts of the elusive hijacker.

The "Secret Witness" plan will enable someone with one or more of the missing bills to surrender the money and still keep his or her identity secret.

Here is how to use the plan:

1. Place the money in a place of your choosing and write down instructions for locating it.

2. Do not sign your name, but on both lower corners of the first page write a code, using any combination of

and letters. Tear off one of the corners, making a jagged tear. At the torn off corner, write your code and mail the report containing the duplicate code to "Secret Witness," The Journal, 1320 SW Broadway, Portland, Ore. 97201.

The Journal will forward

your information to the FBI which will pick up the money and verify whether it is indeed from the Cooper ransom. If it is, that fact will be published in the newspaper.

After that, give the torn off corner you have kept to a trusted friend or to an attorney or to your minister with instructions to take it direct-

ly to the Secret Witness plan coordinator at The Journal. If the codes and torn edges match, your agent will be given the \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

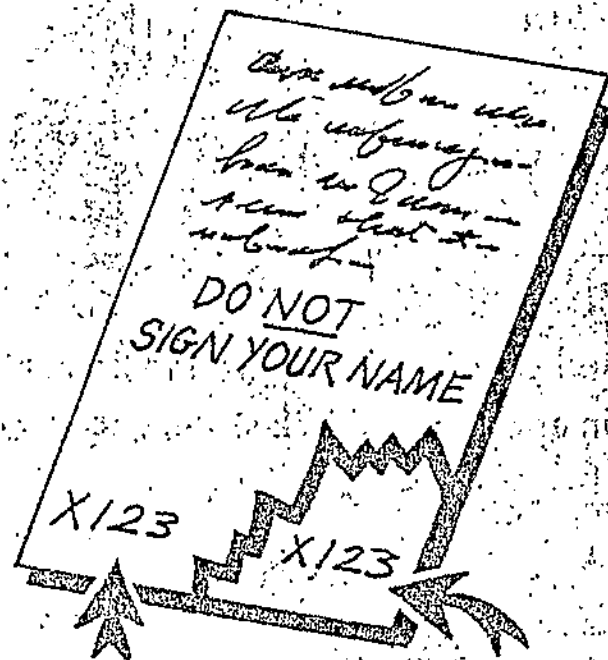
The procedure listed in points 1, 2 and 3 can be followed for supplying information about what has happened to Cooper.

Julius Mattson, agent in charge of the Portland office of the FBI, says he can visualize situations where people with the money might be willing to turn it in, but do not wish it to become known that they have the money.

"Suppose someone had found the money and has been holding onto it afraid to turn it in, or has even spent some of it and then become afraid of the consequences; such a person might welcome the 'Secret Witness' opportunity," Mattson added.

There has long been speculation that the hijacker perished in his nocturnal leap from the jetliner and that some day a hunter or hiker would find his body or the money somewhere along the flight path of the aircraft between Seattle and Reno. It is this possibility to which Mattson refers.

(See List of Missing Bills on Page 6)



CHOOSE YOUR
OWN CODE

SAVE
THIS

IN 'D.B. COOPER CAPER'

\$1,000 For Hijacked \$20 Bill Offer Stands

DB Cooper-22966

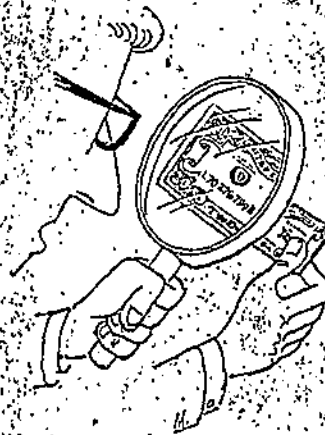
By ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

Those seven words sum up what has so far been an exercise in futility: The combined efforts of law enforcement to mark fins to the so-called "D. B. Cooper caper," the aircraft hijack that changed commercial air travel for everyone.

They also account, in part, for The Journal's offer to pay \$1,000 for \$20, providing the twenty can be verified to be part of the \$200,000 that the man known as Cooper extorted from Northwest Orient Airlines in an act of air piracy that began at Portland on Thanksgiving Eve, 1971.

The Journal will pay \$1,000 to the first person who brings in one of the 10,000 \$20 bills given to Cooper that rainy November night in ransom for the freedom of the passengers and some of the crew of the '727 jetliner



he commandeered with a threat to explode a bomb. The money may be brought either to The Journal or to any FBI field office in the nation or any law enforcement agency and The Journal will pay the \$1,000 when the FBI verifies that the bill is one of those Cooper had in his possession when he parachuted from the jetliner somewhere between Seattle and Reno.

What Cooper did had re-

percussions no one foresaw at the time. Because it was never really determined what happened to him and the money, a round of skyjackings was touched off in the U.S. and overseas, some resulting in loss of life, and now everyone boarding a commercial airliner is subject to some kind of screening process in a search for weapons.

The so-called "sterile-concourse" concept is in force at airports from Portland, Ore., to Portland, Me., and from Seattle to Miami whereby no one enters an aircraft boarding area without screening.

It has worked, for there have been no hijackings in the U.S. since August, 1972.

Meanwhile, only Cooper—if he did not die in his leap from the jet with the money—was successful among the skyjacks and attempted hijackers of U.S. aircraft in the past 24 months.

The FBI has prepared a law enforcement bulletin on the "Futility of Aircraft Hijacking" which shows a long list of persons who have been killed, have been prosecuted, are awaiting prosecution or are identified and being sought as fugitives.

Five hijackers have been killed by FBI agents and six wounded. Passengers have killed one and wounded another. Crewmen have wounded one and three have committed suicide.

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some place

Persons who believe they have one of the missing bills may telephone The Journal, 221-8370.

(See list of bills and story

on page 4. There will be no list in the weekend edition of The Journal, but more of the serial numbers will be published Monday.)

Skylab Gyro Fails, Hampers Comet Study

HOUSTON (UPI) — Skylab 3 flight controllers said Friday that one of the space station's three controlling gyroscopes had failed and, while it did not endanger the

three-man crew, it could cause some minor problems in a planned study of the earth and Comet Kohoutek.

Flight Director Phillip C. Shaffer said evaluation of the malfunction is under way and it "is still too early to tell" what all the effects will be.

"We believe we can handle this problem," he said.

Skylab 3 astronauts Gerald P. Carr, Edward G. Gibson and William R. Pogue, who made a record-breaking Thanksgiving Day spacewalk to repair an earth-sensing antenna, were told of the problem when awakened.

Shaffer said the gyro cannot be repaired but that it will not cause problems in controlling the normal flight of the space lab during its 84-day mission.

He said, however, that if another gyro fails, then the flight probably would have to be curtailed within 20 days. He said there is little likelihood of that occurring.

Shaffer said maneuvering for earth resources or comet photography could be accomplished by use of a reserve system of thrusters on the side of the station.



Candidate

NEWEST CANDIDATE for governor is State Treasurer James A. Redden, who announced Friday he would

Bork Said On Job Illegally

WASHINGTON (UPI) — Sen. William Proxmire, D-Wis., said Friday Robert H. Bork is holding office illegally because, as Proxmire sees it, the law limits the tenure of an acting attorney general to 30 days.

In a letter to President Nixon made public Friday, Proxmire expressed fear that any action Bork now takes as attorney general

He cited a General Accounting Office opinion of Feb. 22, 1973, which held that L. Patrick Gray's tenure as acting director of the FBI had expired.

Proxmire cited a law-providing that, "A vacancy caused by death or resignation may be filled temporarily for no more than 30 days"

JOURNAL ASKS: D.B. COOPER, WHERE ARE YOU?

\$1,000 Offered For First \$20 Bill

ELLA J. CRICK
Staff Writer
Journal will pay \$1,000 for first \$20 bill turned in by newspaper upon verification by the Federal Bureau of Investigation that the bill is a bona fide part of the

\$200,000 extorted from Northwest Orient Airlines in the "D.B. Cooper skyjack" of Nov. 24, 1971. The offer is made with the concurrence of the FBI that obtaining any of the missing money would be a substan-

tial aid to the two-year long investigation of the nation's most celebrated airline hijacking. It is also made in the belief that if any of the money is in circulation, that fact can be established by alert readers who check the serial

numbers on \$20 bills in their possession. The man known as Cooper demanded and obtained \$200,000 in \$20 bills, plus four parachutes, and disappeared into the rain-spattered night somewhere between Seattle and Reno from the 727 he had commandeered at Portland International Airport. Neither he nor the money have appeared since, but there is a chance that almost anyone by now may have come into possession of one of the bills.

To assist in the search for the money, The Journal is publishing on page 31 the serial numbers of some of the missing twenties and will publish more of the list on succeeding days. Serial numbers of the bills that were delivered to Cooper were recorded before the delivery was made.

This is the first time that the list of numbers has been made public. Banks and other financial institutions have had a 35-page booklet of the numbers since its prepara-

tion by the FBI shortly after the hijacking. Journal readers who keep each of the partial lists published by the newspaper will be able to put together their own copies of the complete official list.

The Journal invites other news media to aid in the distribution of serial numbers. Northwest Airlines initially offered a reward of 15 percent of the extortion money recovered up to a maximum of \$25,000, but the reward has been discontinued, the airline informed the newspaper.

The Journal's \$1,000 for \$20 will be paid even if the first bill to be turned in is surrendered directly to the FBI at any of its field offices, once it is established that the bill surfaced because of the newspaper's publication of the list of serial numbers.

"D. B. Cooper" or "Dan Cooper" is the name assigned to the middle-aged, dark-haired man who boarded NWA flight 305 at Portland Thanksgiving Eve, 1971,

and presented a note to a stewardess. The note demanded money and parachutes and was backed up by display of what the man claimed was a bomb. After negotiations on the ground in Seattle the demand was met and the plane took off for Reno.

The plane reached Reno, but Cooper was not to be found.

A flight recorder indicated that the rear door of the 727 was opened shortly after takeoff and it was assumed that Cooper had parachuted about then.

There has been a widespread belief that the hijacker perished in the nocturnal jump. Speculation has ranged from the possibility that his body someday would be found hanging in the shrouds of parachutes caught in a tree to the chance that he and the money are at the bottom of Lake Merwin near Cougar, Wash., location of an intensive search in 1972.

(See Numbers on Page 31)

November 22, 1973

10c

OREGON **Journal**

Portland, Oregon

(Mount Clipping in Space Below)

Sasquatch Outlasts D.B. Cooper Legend

By JACK PEMENT
Journal Staff Writer

ARIEL, Wash.—The legendary Sasquatch, phantom creature of the rugged forests rising around Lake Merwin, is far outlasting D. B. Cooper as the object of search and conversation among both residents and visitors here.

"He's gone," Germaine Tricola, operator of the general store at this vacation spot, said flatly of the skyjacker. But of Sasquatch, or the fabled Hairy Ape of these parts, Mrs. Tricola said, "Well, naturally he's still around. Why would he leave?"

PATRONS of her store and tavern don't even speak much of D. B. Cooper anymore, except when someone pulls out a crisp \$20 bill. Then there usually is some idle kidding, but it doesn't endure long.

As a matter of fact, Mrs. Tricola wouldn't know one of Cooper's \$20 bills if she saw

one. Despite the proximity of her business establishment to the center of search activity for Cooper in the past year, no law enforcement agency has ever provided her with a list of the marked money Cooper took with him when he leaped from a Northwest Airlines 727 Nov. 24, 1971.

FOR SOME weeks after the episode strangers from all parts of the Northwest, and a few from even farther points, stopped in to chat with Mrs. Tricola about Cooper. They obviously were searching for him, or the money, but many were ill-equipped for venturing into the wilds of this Southwest Washington resort area.

Mrs. Tricola's beer business picked up, especially when the Army conducted its intense air and ground search for Cooper last spring, "but I didn't get rich on it."

And now, about the only person she knows of who re-

mains intent on finding Cooper, or the money, is a retired Portland man who appears at her store every few days or so to buy some candy bars and beef jerky.

"HE SAYS he is getting closer all the time," said Mrs. Tricola.

Mrs. Tricola's personal theory is that Cooper "survived and left."

At the Ariel Post Office a clerk commented, "People have forgotten all about him."

At Jack's Sporting Goods, a few miles up State Highway 503, a clerk echoed, "It's forgotten."

Eighty-year-old Harry L. Reese, who operates Reese's Store beside Speelyai Creek at Yale, remarked, "a lot more damn fools are looking for Big Foot (another name for the forest creature) than are looking for that Cooper idiot."

REESE considers Cooper an idiot because the skyjacker had "no chance of survival."

(Indicate page, name of newspaper, city and state.)

1 THE OREGONIAN
2 PORTLAND, OREGON

Date: 11-24-72
Edition:
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office
 Being Investigated

164-91-5-61
SEARCHED
SERIALIZED
FBI



GERMAINE TRICOLA
... more interested in Sasquatch



HARRY L. REESE
... says Cooper an idiot

ing. "Indeed, he did para-
chute into this region as be-
lieved.

Reese can speak with
some authority. He is a
member of the Lewis River
Search and Rescue Team
and helped organize it. He
knows the country like the
back of his hand and holds
"a most healthy respect for
it." His store serves as a
registration center for those
planning hikes into the re-
mote area, and even now,
pasted on a foodcase glass,
is a bulletin listing the facts
about 20-year old Steven A.
Cox of Vancouver, Wash.,
who registered at the store
with Reese in September and
then vanished.

"I tried to discourage the
hike from going in there all
the time," Reese said, "but he
was not to be dissuaded."

COULD take years of
effort, even with conc
d effort, to find the
s of a lost hiker in
n, Reese believes,
includes D. B. Cooper

(Mount Clipping in Space Below)

Original Hijacker Just Fading Memory

By KEN JUMPER
Journal Staff Writer

To many of the public, he is a modern-day Robin Hood or a swashbuckling daredevil cast from the same mold as fiction's Capt. Blood.

To dismayed law enforcement officers, he is the evil genius who became the grandfather of a crime that still is being committed in the nation's airways with alarming frequency.

BUT HOWEVER his actions are assessed, "D. B. Cooper" already has become a legend, a year after he became the first man to hijack an airliner solely for profit and not political reasons.

The saga of "D. B. Cooper," if it can be called that, began at Portland International Airport the evening of Nov. 24, 1971, when he purchased a ticket and boarded

Northwest Orient Airlines' Flight 305, bound for Seattle.

Before that Thanksgiving Eve had ended, the man known as D. B. Cooper had presented a note to a stewardess that said he was taking the command of the aircraft, a 727 jet, and he displayed what appeared to her to be several sticks of dynamite wired together as an explosive device.

IN THE NOTE, the hijacker demanded \$200,000 in \$20 bills and four parachutes. After some palaver in the air and on the ground at Seattle, his demands were met and the aircraft took off again, bound for Reno at Cooper's instruction.

The plane reached Reno, but D. B. Cooper was not aboard.

A flight recorder indicated the hijacker had opened the

rear door of the aircraft at 8:13 p.m., not too long after leaving Seattle. It was assumed that Cooper parachuted about that time.

THE SEARCH mounted by the FBI and Washington State officials centered in the rugged countryside near Woodland, Wash. Hundreds of men — eventually units of the First Squadron of the 3rd Armored Cavalry at Ft. Lewis were pressed into duty — and aircraft concentrated on the area.

But it was to no avail and as the winter wore on the intensity of the search slackened. D. B. Cooper apparently had vanished from the face of the earth.

There was the usual spate of letters to newspapers and law enforcement agencies over the country, purportedly authored by the nocturnal parachutist.

ONE SUCH letter, to the New York Times, had a mixture of bravado, remorse and plaintiveness in it.

"I knew from the start that I wouldn't be caught," the letter said.

"I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to high risk,

"I'm no modern day Robin Hood. Unfortunately, I do have only 14 months to live."

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
sec 2 PORTLAND, OREGON

Date: 11-24-72

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

Being Investigated

164-41-Sub 1
SEARCHED _____ INDEXED _____
SERIALIZED _____

DB Cooper-22970

ETERNAL LIFE has been one of hate, turmoil, hunger and more hate; this seemed to be the fastest and most profitable way to gain a few last grains of peace of mind," the letter writer said.

He went on to point out he is not a boasting man, he left no fingerprints, he wore a toupee and he used putty makeup.

"I've come and gone on several airline flights already and am not holed up in some obscure backwoods town. Neither am I a psychopathic killer. As a matter of fact, I've never even received a speeding ticket," he concluded.

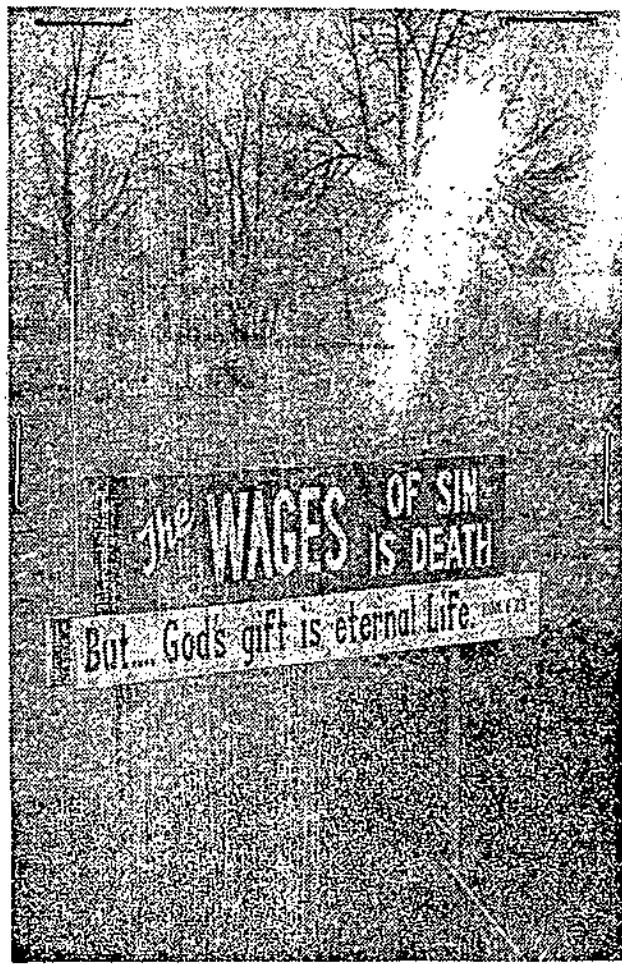
A MILD and shortlived cult centered on the daring criminal sprang up in the forms of a recording called "D. B. Cooper, Where Are You?" and some fast operators made a few bucks by issuing T-shirts with those, and other, words emblazoned on them. And he became involved in a lot of bad jokes by so-called comedians.

But in the ensuing days, D. B. Cooper faded from the public consciousness as others took a hand trying to ex-

tort ransom by hijacking an airplane. Very few of those have been successful and in some cases deaths have resulted.

There are several theories as to where D. B. Cooper is today. Some people believe he may be seeing the high spots of Europe or enjoying the salubrious climate of some South American country. Others believe his body may be rotting up in the Washington mountains while 10,000 \$20 bills gather mold in a shady glen.

THE FBI is confident that the case ultimately will be



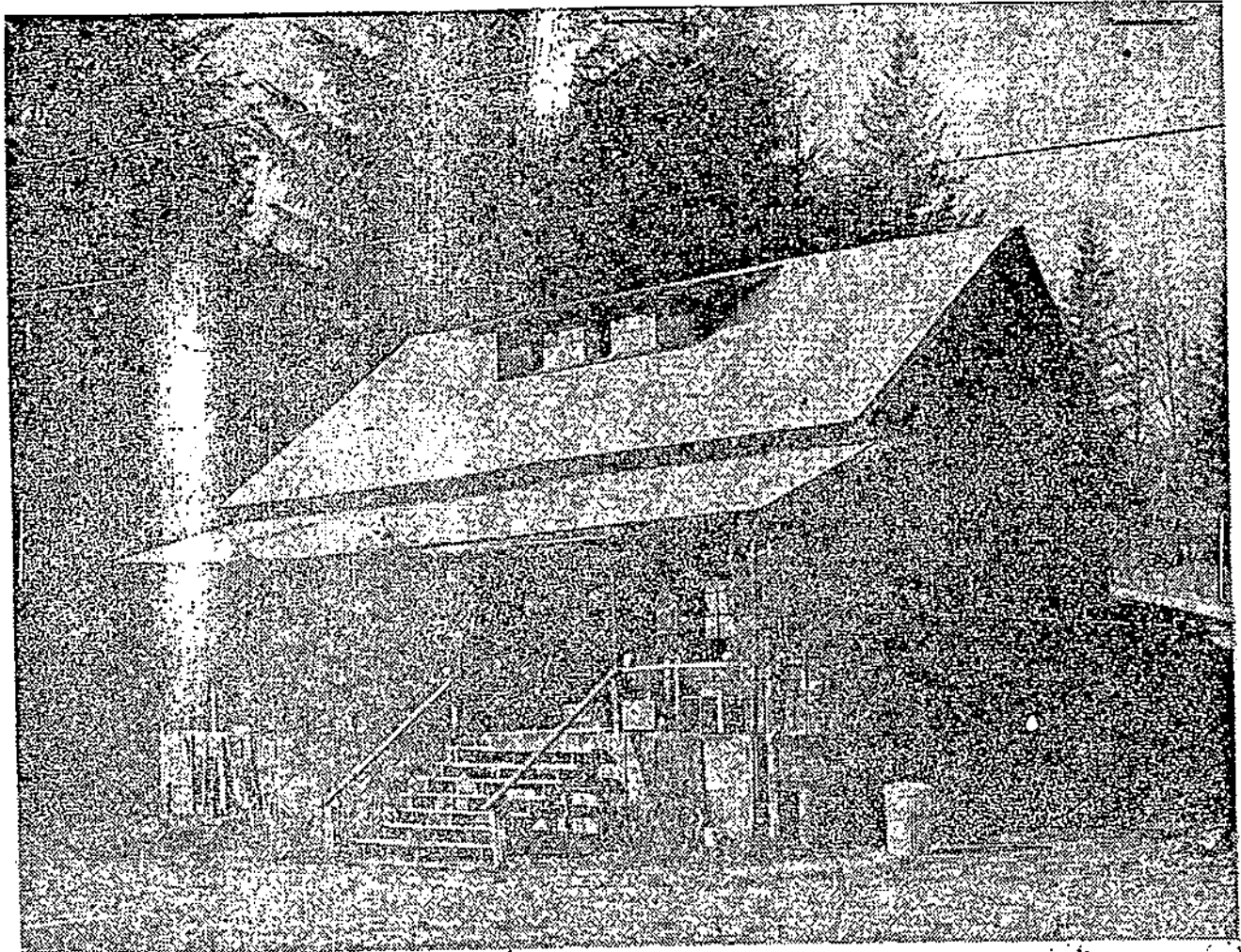
THIS SIGN greets motorists headed for Ariel, Wash., on state highway 513, in the area where skyjacker D. B. Cooper is believed to have parachuted just one year ago.

solved. "Some day one of those marked bills will turn up or somebody will talk. Or a deer hunter will find a skeleton," an FBI agent told this reporter.

But the most far-out theory was advanced by a government employe with a reputation as a bit of a wag.

"Haven't you heard?" he asked. "Ol' D. B. found himself a nice girl up there in the mountains, a nice Sasquatch girl and they're busy keeping the Bigfoot story going."

But then, that's another legend.



GENERAL STORE at Yale serves as registration headquarters for hikers headed for the rugged country surrounding the spot. One registered hiker, a loner, is missing now, after being warned about danger of area.

Cooper Shirt Fad Dies

Wearing a D. B. Cooper shirt these days is about as square as asking a barber for a crew cut.

Alpine Silk Screen Products Co. of Portland, made a national stir last winter when it began marketing its "D. B. Cooper Where Are

You?" T-shirt. It has not had an order for any for at least two months, according to Dennis Dyer, the firm's sales coordinator.

What's moving fast right now, Dyer said, are "Let's Boogie" and "Feeling Spooky" shirts.



NORTHWEST
LIVING

OREGON **Journal**
SEC. 2

Area Where D. B. Cooper is believed to have jumped is perilous for the inexperienced.

(Mount Clipping in Space Below)

Dan Cooper, where are you? Skyjacker still a mystery year after jump

By DOYLE WENZEL

Correspondent, The Oregonian

LONGVIEW, Wash. — Thanksgiving eve, 1971, proved more than turkey and potatoes for residents in Southwest Washington, when a man described as "polite and quiet" touched off perhaps the most publicized hijacking adventure in America.

His plane ticket read Dan Cooper; he wore tinted glasses, a dark suit and a black trench coat.

The middle-aged man boarded a Northwest Airline 727 jetliner in Portland, bound for Seattle. While in the 'jet city,' he produced what he claimed was a bomb and demanded a ransom of \$200,000 and four parachutes.

After receiving the ransom and chutes he parachuted into the night from the plane's open rear door somewhere between Seattle and Reno. Officials said he landed some 35 miles north of Portland in the Southeastern corner of Cowlitz County, Wash.

The small town of Ariel, Wash., usually shrouded in heavy clouds and light rain, suddenly became the fastest growing area in the state. But despite FBI agents, police, the Army, area residents and deer hunters, prolonged search of the area was fruitless. What happened to the man called Cooper, and the money, remains a mystery.

The area soon was returned to normal, but the Dan Cooper adventure turned to phonograph records, sweat-soaked shirts and high stories.

FBI agents have expressed doubt that Cooper survived the jump and the freezing temperatures. They believe his body and money are still in the hill.

Professional skydivers doubt a man wearing street shoes could jump with a 'stunt' parachute of the type the skyjacker used and land in a rough area at night without suffering an injury.

If he did, he surley would have broken a leg, they say.

An Army officer, who was operations officer of the massive search that lasted several weeks, believes Cooper's body is in nearby Lake Merwin. The lake is 12 miles long and 300 feet deep in spots.

Others believe he had an accomplice waiting for him and the two sped off in a car or flew away in a small plane after Cooper landed. No one apparently really knows.

Several times throughout the past year, reports of people finding scraps of parachutes, footprints and money have renewed interest in finding Cooper or the cash.

But all leads have been without merit.

Persons who have been following the story all year held their breath a few weeks ago when deer hunters found a body in the area where Cooper is believed to have landed. But the body was identified as that of 16-year-old James Annis who became lost in the area while hunting.

In the past several weeks, the area has been searched for Cooper's body. The search has been fruitless.

After the hijacking, a Reno newspaper received a note. It said: "Attention, thanks for hospitality. I was in a rut. (Dan) Cooper."

The envelope was postmarked Oak Dale, Calif. Another letter sent to the Los Angeles Times said he parachuted into the night with the money to buy peace of mind because he had only 14 months to live. Another to a newspaper in Henderson, Nev., read: "I'm your hero, the great D.B. Cooper, the cool hijacker turned paratrooper who bailed out with the cash, shed no blood,

caused no crash, but sure left old John Law in a stupor." The note was signed "Viva Las Vegas. (Dan) Cooper."

Law officers thought once this year they had their man when they questioned a 33-year-old champion sky diver who lacked a strong alibi for the night in question and looked remarkably like an FBI sketch of the skyjacker. But he was later released because his height, weight, and age were different from those attributed to the aerial robber.

Dan Cooper, where are you?

(Indicate page, newspaper, city and state.)

48 THE OREGONIAN PORTLAND, OREGON

Date: 11-23-72
Edition:
Author:
Editor:
Title:

Character:

Indexed
FILED
72
DB Cooper-22974

(Mount Clipping in Space Below)

Report about hijacker could be scoop—or just a duped newsman

ALEXANDER AUERBACH
LA Times-Washington Post Service

LOS ANGELES — "What happens to people is news. What happens to reporters isn't," a cigar-chewing Boston City editor used to shout at reporters who turned in first-person accounts of events they had witnessed.

But what happens if the reporter is (A) the sleuth who solved one of the most publicized crimes in recent history, or (B) the victim of the cleverest hoax since Clifford Irving's bogus autobiography of Howard Hughes, or (C) both?

LA, a new weekly newspaper serving the Los Angeles area, just concluded a three-installment series recounting the "solution" of the successful \$200,000 hijacking of a Northwest Orient airlines jet last Nov. 24.

Only at the end of the series did LA tell its readers that the whole account was an apparent hoax that cost the paper's backers \$30,000.

Karl Fleming, LA's editor, says he chose to tell the story in a way that some readers found misleading in order to let them vicariously undergo the same experience he did. Without realizing it, they were reading a story about Fleming, not simply by him.

Hijacking told

The first installment told of Dan (D.B.) Cooper ("an ordinary, God-fearing, patriotic, country club-oriented, upward-climbing WASP, engineer") leaving his suburban Seattle home with a briefcase stuffed with two wigs, an altimeter and compass, a makeup kit, gloves and three red flares wired to look like a dynamite bomb.

Fleming, a respected veteran newsman (formerly bureau chief and contributing editor with Newsweek for 11 years) went on to describe every detail of Cooper's hijacking, in an article that ran some 4,000 words and took five pages of the tabloid, not counting a cover photo and a last-page teaser for the next installment.

One illustration showed Xerox copies of three \$20 bills given to Fleming as proof of Cooper's identity; their serial numbers matched those on the FBI's list of bills that made up the ransom paid by the airline.

The second piece described how Fleming got the story. While still on Newsweek's staff, he put a classified ad in newspapers around Oregon and Washington, asking Cooper to contact him.

Later, while Fleming and millionaire Max Palevsky were organizing LA, an intermediary offered to put the newsman in contact with Cooper — for \$30,000. Palevsky put up the money and Fleming flew up to meet Cooper, dragging along two tape recorders, a motion picture camera, two cameras and \$30,000 in cash.

Fraud claimed

The headline on the third and final installment read: "Is D.B. Cooper the real D.B. Cooper?" There is considerable reason for doubt, since the men who police say talked to Fleming—and who allegedly took his \$30,000—have been arrested by the FBI on charges of defrauding Fleming of his money.

The arrest took place on May 2, long before Fleming wrote his story for LA.

Why did Fleming publish the story in a manner that led some readers, unaware of the fraud arrest, to believe that the early installments were the real thing?

Fleming doesn't feel that the initial installment was deceptive, noting that "there were disclaimers in it," referring to two lines near the end: "The foregoing narrative was related to me by the man I believed to be Cooper . . . and, 'doubts about whether I had the right man would arise later . . ."

"I wanted the reader to

(Indicate page, name of newspaper, city and state.)

18 THE OREGONIAN
PORTLAND, OREGON

Date: 11-9-72

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

Being Investigated

164-44 Sub 1
SEARCHED INDEXED
SERIALIZED

experience it just exactly as I did," Fleming says. "It's an adventure story, as much about me as about D.B. Cooper, and I wanted to put the reader in my shoes. If the reader was reasonably alert, he would have seen in the press that these guys had been busted by the FBI."

If the man Fleming interviewed was not D.B. Cooper — and Fleming isn't totally sure he was not the hijacker — then he was a masterful con man, to hear Fleming tell it.

"I gave him the whole \$30,000 at our first meeting, after I was convinced that this was D.B. Cooper,"

Fleming says. "At that point a con man would have taken the money and run like hell, but this guy, Cooper, came back and submitted himself to eight hours of taped interviews, 30 minutes of filmed interviews and still photographs. His intermediary signed a contract (saying the \$30,000 would be used for Cooper's legal defense) with his real name and left his fingerprints all over the contract."

The story was to have been in the opening issue of LA. To avoid charges of aiding a fugitive from justice, Fleming turned his material over to the FBI 10 days before publication (he had told Cooper not to tell him anything he didn't want the police to know.) Included were Xerox copies of the \$20 bills Fleming had been shown as proof of Cooper's identity. The serial numbers matched those on the list of ransom bills but FBI documents experts said that the photocopies indicated that the bills were counterfeit.

With all the information Fleming's subjects had supplied, the FBI is doubtful about rounding them up.

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that he was duped. "I asked that guy questions no con man could have prepared for," he says. "I went over him like a vacuum cleaner."

He has an ingenious mirror-within-a-mirror story of his own.

"I'm not saying that the FBI was wrong, and I would never suggest that they would deliberately distort the facts — though if I, one lonely reporter, could get the story when 8,000 FBI agents couldn't, then that's not the kind of publicity that J. Edgar Hoover, then alive, would want for the FBI."

Noting that "Cooper" was aware the information would

be published and get to the police, Fleming says, "It is very, very difficult for me to accept the fact that a mind brilliant enough to concoct a story as sophisticated as the one this guy told me, would be stupid enough to turn around and expose himself to capture this way."

"I don't exclude the possibility that he was both smart enough to pull off the hijacking, sell me the story and spread enough false clues in the story so it would not look right and the FBI would say he isn't the hijacker. So, if he does do any time, it's for fraud, not for hijacking. And when he comes out, the \$200,000 is still there."

In that case, of course, Fleming's series would be a true account of the hijacking, as readers of part one might have thought, not the account of how a reporter got duped, as part three indicates, or perhaps it would be both.

Fleming may have some lingering doubts about the man he interviewed, but Platytypus Publications, publisher of LA, appears to have none. It has filed a \$30,000 civil suit against the man arrested by the FBI, claiming he was defrauded because he was not the man he claimed to be.

(Mount Clipping in Space Below)

Hunters told watch for cash

SEATTLE (AP) — Hunters moving into the Southwest Washington wilds for the opening of the general hunting season have been asked to look for \$200,000 — the money Northwest Airlines paid to the hijacker known as Dan Cooper.

And they have been offered a \$25,000 reward if they come up with the whole amount. The reward scales down to 15 per cent of any lesser amount recovered.

Cooper, the only successful parachute hijacker, is believed to have bailed out of a Northwest 727 jetliner last Thanksgiving Eve somewhere over the Southwest Washington area. The FBI, aided by local authorities and on one occasion by troops from nearby Ft. Lewis, has scoured the area several times without success.

(Indicate page, name of newspaper, city and state.)

40 THE SUNDAY OREGONIAN
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OCT 1972
FBI — PORTLAND

DB Cooper-22977

(Mount Clipping in Space Below)

Ransom Finder's Fees OK'd

Northwest Orient Airlines offered a "finder fee" Thursday for return of any or all of the \$200,000 ransom given to the person known as D. B. Cooper in the 1971 skyjacking of an NWA jet during a flight from Portland.

The FBI reported that Donald W. Nyrop, president of the airline, has authorized \$25,000 total reward or 15 per cent of any portion of the Cooper ransom money that is returned.

Following the hijacking of the jet on Nov. 24, 1971, \$200,000 in cash plus parachutes were delivered to the aircraft at Seattle in response to Cooper's demands. The jet then departed for Reno where it arrived without Cooper or the money. No trace of man or money has since been found despite searches along the entire route at the time and an intensive search in the Woodland, Wash., area earlier this year.

Nineteen other "Cooper type" skyjacks have occurred since then, but in each of those cases the money has been recovered on the suspects captured or both. The money was not recovered in one instance when the skyjacker bailed out over Honduras and was caught.

A Coos Bay girl and her boyfriend are living in Algeria where they took a jet they had commandeered, but the \$500,000 they obtained was returned to the airline by Algerian authorities.

(Indicate page, name of newspaper, city and state.)

3 THE OREGON JOURNAL
PORTLAND, OREGON

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OCT 19 1972	
FBI - PORTLAND	

DB Cooper-22978

(Mount Clipping in Space Below)

Legacy Of D. B. Cooper

D. B. Cooper inspired a new breed of daredevil (or nutty) criminals to jump out of airplanes with a fortune in stolen money under their arms.

It is tragic that the man listed as "Cooper" when he bailed out over rugged territory in the Pacific Northwest wasn't found immediately, for he set a bad example—even by criminal standards—for those who were to follow his leap.

Cooper, whether dead or alive, has never been found.

But the success rate of parajackers since he started the foolish fad ought to convince anyone still toying with a mad scheme of holding up an airline and then jumping to freedom that it isn't worth it.

In a recent case of terror in the skies that turned to failure on the ground, \$502,000 was taken. But the

money was found in a field below. In another field, the gun was found. Many believed that a body would be found nearby. But the FBI has a man, charged with the crime, in custody, said to have reached ground safely but without one cent of the half-million-dollar haul that he was unable to hang onto when he hit the blast of air.

The latest of a string of failures by would-be parachute pirates turned into a bloody tragedy as not only the hijackers, but also a passenger, were killed in a shoot-out on the ground. They didn't get a chance to use their parachutes, but others have been tracked and arrested or picked up injured almost routinely since that first jump.

D. B. Cooper started something all right, but the irony is that he seems to be about the only one who hasn't been found—yet.

(Indicate page, newspaper, city and state.)

185 THE OREGON JOURNAL
PORTLAND OREGON

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DB Cooper-22979

(Mount Clipping in Space Below)

FBI QUIZZES MERCHANTS AFTER 'TIP'

'D.B. Cooper' Hunt Shifts To Bremerton

BREMERTON, Wash. (UPI) — The Bremerton Sun reported Thursday that the FBI's search for "D.B. Cooper," the parachuting hijacker who extorted \$200,000 from Northwest Airlines last Nov. 24, appears to be centered in the Bremerton area.

The Sun said personnel of several downtown businesses had been interviewed by FBI agents asking help in identifying photographs of a man they believe resembles the hijacker.

THE REPORT, by Managing Editor Oren Campbell and reporter Denise Kaletke, said at least one of the photos appeared to have been taken on a sidewalk of a store that sells wigs. That photograph showed a man with stylishly long, dark hair.

The Sun said a spokesman at the store, L.H. King Imports, said FBI agents had said the picture was received last week in the mail from an unidentified tipster.

The Seattle office of J. Earl Milnes, special FBI agent in charge of the region, declined to make any comment about investigation in the Bremerton area.

The FBI recently called off its massive search, aided by soldiers from Ft. Lewis, Wash., near Woodland in Southwestern Washington where it was believed "Cooper" jumped from the Northwest 727 jet with his extorted loot on the rainy night before Thanksgiving day.

AUTHORITIES said none of the marked currency given to the hijacker has turned up.

The Sun reported the FBI also has questioned William (Jack) Lewis, 32, of Seabeck, Wash., about 20 miles west of Bremerton, who told the newspaper he might know the identity of the hijacker.

Lewis said agents had visited him "at least eight times" since last Saturday, including a visit Wednesday night. He said they informed him of his rights and agreed to leave him alone until his attorney, Curtis Coons, returns Sunday from California.

Lewis, a land developer, told

the newspaper he is sure his phone is "being tapped."

He said he also is a "freelance" civil engineer and a representative of Worldwide Engineering, a firm that markets — among other things — a device for tapping telephone lines.

(Indicate page, name of newspaper, city and state.)

THE OREGON JOURNAL
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FBI - PORTLAND	

DB Cooper-22980

LEWIS SAID the man in the photographs showed to him by the FBI is not the man he believes to be "Cooper."

Mrs. David (Joy) Jensen, manager of the wig store, said the man in two photographs showed to her looked familiar.

"It was just a man that if I saw him I would recognize him," she said.

She said she remembered the man as one of three men who came to the store about three months ago and bought nothing after the man in the FBI photos spent an hour trying on wigs of different styles and colors. She said it was unusual that three men would spend so much time in a wig shop. Her shop caters primarily to women.

Mrs. Jensen said one of the photos showed a man with a wig, the other without the wig. She said the pictures were taken in front of her shop.

THE SUN also quoted two barbers and a drugstore cashier who said the FBI had showed photographs to them. The barbers and cashier said the man looked familiar, but they didn't know his name.

"Cooper" is the only extortionist-hijacker yet to be captured.

He staged his hijacking on flight from Portland, Ore., to Seattle. After he was supplied with four parachutes and \$200,000 in \$20 bills, he allowed the passengers to leave the plane. Then he ordered a low flight at 10,000 altitude to Reno.

The hijacker, the loot and two of the parachutes were gone when the 727 landed at Reno. Analysis of flight data later indicated he left the plane over Southwest Washington.

(Mount Clipping in Space Below)

FBI reported hunting bald hijack suspect

BREMERTON, Wash. (AP) — An authoritative source has indicated that a man sought by the FBI in connection with the Dan Cooper case is bald-headed, the Bremerton Sun has reported.

Cooper was the name used by a hijacker who commandeered a Northwest Airlines

jet last Thanksgiving eve, then apparently bailed out between Seattle and Reno, Nev., after being given \$200,000 and four parachutes. The hijacker originally was described as having short, dark hair.

Several businessmen in Bremerton, including the manager of a wig shop, have reported being contacted by the FBI during the past week and asked to identify a man from photographs. One photograph showed a man with a wig and the other pictured the same man without a hairpiece, the wig shop manager said.

She said the FBI told her the man resembled the hijacker.

The FBI has refused to comment on the reports.

(Indicate page, newspaper, city and state.)

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FBI - PORTLAND

DB Cooper-22982

(Mount Clipping in Space Below)



Staff photos by Wes Guderian

FBI SEARCHES — J. Earl Milnes, agent in charge, directs renewed search for elusive "Dan Cooper," with aid of Army Capt. Charles Markham. Merwin Campground is closed to public during search.

(Indicate page, name of newspaper, city and state.)

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164-41 Sub 1

SF [unclear]
Surrender [unclear]

FBI

DB Cooper-22983

Ariel area on d in Cooper search

By LEVERETT RICHARDS

of The Oregonian staff

ARIEL, Wash. — The FBI, with the aid of the Army, Wednesday resumed search of the Ariel district for the elusive "Dan Cooper," who hijacked a Northwest Airlines 727 out of Portland Nov. 24 and vanished with \$200,000 ransom money.

Two hundred men and nine helicopters of the First Squadron of the 3d Armored Cavalry from Ft. Lewis, commanded by Lt. Col. Edward H. Bonsall, started searching Wednesday morning under FBI direction. This area was included in the initial search after the hijacking last November.

J. Earl Milnes, FBI special agent in charge in Washington, would not say why the search was being renewed at this time and place. But other FBI sources said definitely none of the \$200,000 in \$20 bills had turned up and no other hot clues had been uncovered.

Some searchers theorize that "Dan Cooper" will eventually be found hanging from his parachute in a tree.

Five light observation helicopters were being used Wednesday to cruise slowly over the wooded hills on both sides of the East Fork of the Lewis River from Lake Merwin west for 5 miles or more. Four big Huey helicopters capable of carrying 12 fully-equipped troops were being held in reserve to airlift ground searchers into key areas.

The search was being hampered by rain and low clouds which covered the tops of the hills. Army officials said about 150 of the troops were equipped for extended ground searching. Col. Bonsall, who is in charge of advanced training for the 3d regiment, said the search was "good tactical training for the men." Army officers said the search would continue all week.

PP&L buildings used

All troops are bivouacked in buildings made available by Pacific Power & Light Co., which owns Merwin Park on the shores of Lake Merwin just above the dam. Contrary to earlier reports none is based at Camp Bonnevill, 17 miles northeast of Vancouver, Wash.

Residents of the area said the FBI for the past couple of weeks has been searching farm buildings in the area. Residents have been asked to sign releases to permit search for "a briefcase or duffie bag, parachute and the person of Dan Cooper."

Residents say as many as four carloads of FBI agents have joined in searching some farms along the river, but others have not been searched.

Residents report an advance Army cadre inspected Merwin Park as early as Saturday, March 18. This visit apparently triggered a

spate of rumors that some of the ransom money had turned up in Woodland, Vancouver, or Ariel. One rumor had a small boy finding a \$20 bill south of the Lewis River in the Ariel district.

Milnes had no comment on the rumors, but other FBI sources said none of the ransom money had turned up. Army officers at Ft. Lewis said the FBI had requested Army help last week, before the rumors were heard.

Milnes would only say, "We are continuing our investigation of the hijacking, and the Army is assisting in the terrain search."

Details withheld

He would not say how big an area would be searched, where the ground search would be conducted or how long the operation would be continued.

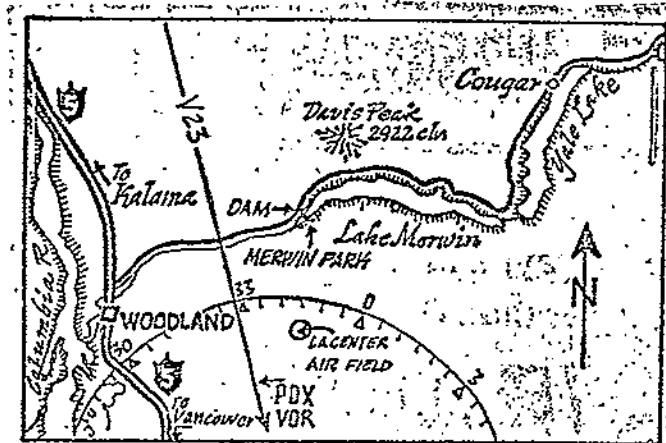
Milnes would not say why the FBI thought the elusive Cooper had bailed out north of the Lewis River. Members of the crew of the hijacked Northwest Airlines flight 305 said they had last talked to the hijacker on the interphone a few seconds after 8:10 p.m. Wednesday, Nov. 24, while they were three minutes north of the Portland VOR airways navigation station.

At their speed of about 240 miles an hour that would have put them 12 miles north of the VOR, south of the Lewis River and about two miles east of Woodland.

Ariel residents report a southwest wind of 25 to 40 miles an hour was blowing at that time and heavy rain was falling. The wind could have drifted the hijacker toward Lake Merwin.

Milnes would make no comment, but other FBI sources have told The Oregonian the man who bought a ticket in Portland under the name of Dan Cooper (not D.B. Cooper as commonly reported) has never been identified.

FBI sources won't say whether they obtained fingerprints from the hijacked airplane, but if they did they apparently didn't match any in FBI files.



SEARCH AREA — FBI resumed search with aid of Army Wednesday along Lewis River east of Woodland with base at Merwin campground. Hijacker was last heard from 12 miles north of Portland VOR — at point where V23 airway crosses Lewis River.

(Mount Clipping in Space Below)

Clear weather speeds search for skyjacker

ARIEL, Wash. — Clear skies Thursday morning permitted the FBI, with the Army's aid, to expand its search of the Ariel district for traces of Dan Cooper, the skyjacker who bailed out of a Northwest Airlines trijet Nov. 24, 1971 with \$200,000.

J. Earl Milnes, FBI agent in charge of the state of Washington, would not say whether the search had turned up any significant clues to date.

"If there are any developments we will let you know," he said.

Nine helicopters, restricted by rain and low clouds Wednesday, were out early Thursday searching the tops of the hills obscured by Wednesday's weather.

About 200 troops of the First Squadron, 3d Armored Cavalry Regiment from Fort Lewis, Wash., were backing up the aerial search with ground search of selected areas. The Army contingent is based at Merwin Park on the shores of Lake Merwin, 12 miles east of Woodland on Pacific Power and Light Co. property.

The lake is on the eastern edge of the area searched intensively by the FBI and county deputies after a man who gave the name of Cooper boarded Northwest Airlines' flight 305 in Portland, later bailing out somewhere between Woodland and Reno, Nev., with \$200,000 ransom money in \$20 bills.

None of the money has turned up and there are no new developments, FBI sources told The Oregonian. The search is part of a systematic tracing of the whole route planned for this spring, FBI sources indicated.

(Indicate page, name of newspaper, city and state.)

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APR 1 1972

FBI - PORTLAND

DB Cooper-22986

(Mount Clipping in Space Below)

PORTLAND MUST WAIT

D.B. Cooper Record Scores In Gresham

By DENNIS MCCARTHY
Journal Staff Writer

A new country-Western record based on the exploits of skyjacker "D.B. Cooper" has stirred a favorable reaction among most radio listeners in Gresham, but it may be awhile before Portlanders hear the tune.

Ed Kiebler, program director for radio station KRDR, Gresham, said public reaction to the new record, "D.B. Cooper, Where Are You?" has been phenomenal. "We started playing it a couple nights ago and asked people to call in and tell us what they thought of it," Kiebler explained.

MOST CALLERS said they liked the record, on the Thunder Tummy Label by Seattle Sounds, a division of Kirkwood Corp. of Seattle. Only a few callers said they disliked the song because it glorified Cooper as a hero.

A check of local Portland radio station managers indicated most have not heard the song or received a copy yet. One who had received the record said flatly that it isn't worth playing.

The song was written by two Seattle songwriters, Mary Ann Rabdau and Phil Volk Jr., and recorded by Seattle nightclub

entertainer Tom Bresh. It takes a few verbal jabs at airline services in the Pacific Northwest ("when it comes to things like hospitality, you sure can't beat that Northwest flying.")

It continues: "He asked for some money in \$20 bills and then he just dropped clean outta sight" and "When a way came along to change it (this life, he jumped at the opportunity."

MARY-ANN BAKKER, the record's publisher, told the Journal that the record is intended as a news story set to lyrics, rather than an attempt to glorify Cooper or to capitalize on the Cooper name.

She added that 1,500 copies of the record, distributed to Seattle record outlets Dec. 24, are almost gone, and that she is negotiating with a national record company.

(Indicate page, name of newspaper, city and state.)

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JAN 1 1972

(Mount Clipping in Space Below)

'He showed real heroics' Skyjacker becomes folk hero

United Press International

Seattle, Wash.

"D. B. Cooper" has become a sort of folk hero to some people for his daring parachute escape from a hijacked jetliner with \$200,000 ransom.

It has been six days since the hijacker collected a bag full of \$20 bills in Seattle, released the passengers of a Northwest Airlines 727 jet and had the plane fly to Reno, Nev. He bailed out en route.

"We all like adventure stories," said Otto Larsen, a sociology professor at the University of Washington.

"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."

Larsen said part of the reason for the public's sympathetic feelings toward the middle-age hijacker was the marked contrast in motivation from earlier plane hijackings.

"This man was neither political nor neurotic. His motive was simply \$200,000 and people can understand it much better," said the professor.

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

poration, the establishment, the system."

FBI agents, not charmed by the caper, have centered their search along a 15 square mile area near Woodland, Wash., where they believe the hijacker jumped with the loot Wednesday night and may be marooned in the rugged Cascade foothills. So far, they have found nothing.

In Reno, a note signed "D. B. Cooper" and saying "Thanks for hospitality" was turned over to the FBI Monday. The penciled note was addressed to "The newspaper, Reno, Nev.," and marked Oakdale, Calif., southeast of Stockton.

(Indicate page, newspaper, city and state.)

10 THE BAROMETER
OREGON STATE UNIVERSITY
CORVALLIS, OREGON

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Study 1

1971

(Mount Clipping in Space Below)

'D.B. Cooper' not heroic, letter says

LA Times-Washington Post Service

SEATTLE — Several newspapers received a half-boastful, half-plaintive letter Monday from a person claiming to be the man who hijacked an airliner and parachuted out the back door with 200,000 dollars.

The Los Angeles Times received a copy of the letter, postmarked in Seattle last Saturday, as did the Seattle Times. Copies also went to the New York Times and the Washington Post, the letter-writer indicated. The Washington Post had not received such a letter as of Monday night.

The Northwest Orient 727 airliner was hijacked on the night before Thanksgiving on a flight from Portland, Ore., to Seattle.

The writer of the typewritten letter, which was received in Los Angeles Monday, said that he "knew from the start" that he wouldn't be caught because he wore a disguise, left no fingerprints and used other, unspecified means of confounding authorities.

The letter, the latest of several received by various newspapers, was turned over by the Los Angeles Times to FBI agents. The FBI headquarters in Washington refused to comment.

"I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to situations of high risks," said the letter-writer.

"I am no modern-day Robin Hood. Unfortunately, I have only 24 hours to live.

"My life has been one of hate, turmoil, hunger and more hate. This seemed to be the fastest and most profitable way to gain a few fast grains of peace of mind. I don't blame people for hating me for what I've done nor do I blame anybody for wanting me to be caught and punished, though this can never happen."

He said he wore a toupee and putty makeup which would make it impossible for anyone to recognize him from a composite picture distributed by the FBI.

"I've come and gone on several airline flights and am not holed up in some obscure backwoods town," he said. "Neither am I a psychopathic killer. As a matter of fact, I've never even received a speeding ticket."

He typed at the bottom the name "D.B. Cooper," which was the name given by the hijacker when he bought a ticket to Seattle at Portland. Underneath the name on the copy of the letter sent to the Los Angeles Times was this sequence of numbers and letters: "7698 QA 2753." The Seattle Times letter had different numbers at the bottom.

Airline crew members who saw the hijacker before he bailed out between Seattle and Reno said he was between 40 and 50 years old, was about six feet tall and weighed about 175 pounds. They said he had a receding hairline.

The FBI has given no indication of whether it has any good leads on the whereabouts of the hijacker, but did announce Friday that it has released to banks and department stores the serial numbers of the bills he took. The entire \$200,000 was in \$20 bills. Identification will be difficult because the ten-thousand series numbers are not in sequence.

(Indicate page, name of newspaper, city and state.)

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(Mount Clipping in Space Below)

D.B. Cooper slipped by Some airlines don't cooperate in anti-hijacking plan

By LEVERETT RICHARDS

THE federal anti-hijacking program has apparently been effective in screening out potential hijackers and other criminals in its first year of operation.

But not all airlines are cooperating in the program — including one of the eight passenger lines serving Portland — points out Jay

Adsen, regional chief of the air transportation security division of the Federal Aviation Administration.

Adsen stated positively that if the screening system had been used by Northwest Airlines personnel on passengers boarding their Flight 305 in

Portland the night of Wednesday, Nov. 24, the ill-famed \$200,000 hijacker would have been caught.

Northwest Airlines does not have a magnetometer in Portland to detect concealed weapons on passengers. Terminal personnel were too busy with their flights to screen passengers boarding the Boeing 727 — including the D.B. Cooper who bought a ticket at the terminal and delivered his ticket stub at the boarding door. Temporary facilities used during construction added to Northwest's problems that night, Portland managers explain.

Northwest's terminal personnel are trained in the screening procedures and do use them under normal conditions. However, NWA spokesmen emphasized.

All airlines at Portland either own magnetometers or share them with other airlines, but the role of the magnetic detector has been greatly over-emphasized, Adsen said.

"Generally, the magnetometer is used as a final step to confirm or disprove doubts about a passenger," Adsen said.



RICHARDS

The system depends primarily upon training of airline personnel and security agents to recognize certain traits typical of potential hijackers.

This "behavioral profile," worked out by the FBI and specialized psychologists, is a well-kept secret.

"If a potential hijacker knew what we were looking for he would figure out a way to beat the system," Adsen explained.

But it works, Adsen says, pointing to the record. In the month of October — a dull month — 165 "incidents" were recorded at the eight airports in the western region.

Some 36 incidents were related to potential hijackings; 25 led to arrests for possession of narcotics, mostly marijuana; 18 aliens were arrested for il-

legal entry; 4 wanted men were arrested.

Of the 36 incidents involving airline offenses, 10 involved bomb threats; were arrested for trying to board an airline carrying a concealed weapon — a federal misdemeanor; one was arrested for "threatening use of a weapon;" 3 for threatening air piracy; 4 for making false statements regarding air piracy; 10 for creating disturbances involving airline personnel.

More than 1,000 arrests were made nationally, more than 400 for possession of drugs, about 300 for possession of firearms.

Portland reported four incidents in October; including two wanted men arrested; one alien charged with illegal entry; and one man for creating a disturbance. Twenty-eight arrests have been made since the program started late in March. Harvey Baynes, Port-

(Indicate page, name of newspaper, city and state.)

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(Mount Clipping in Space Below)

FBI issues list of bills in hijacking

A 34-page list of serial numbers of the \$20 bills given to the parachuting hijacker known as D. B. Cooper on Nov. 24 has been widely distributed to banks and other places where the bills are likely to be passed, Vincent Ruehl, assistant special agent in charge of the Portland office of the FBI, said Wednesday.

The list indicates the 10,000 \$20 bills given the hijacker were numbered in groups of numerical sequence, Ruehl said, but added he was uncertain if all the bills' serial numbers are known.

"If any of the money turns up, at least we'll have something to go on," Ruehl said.

The hijacker, who commandeered the jet after it took off from Portland, is believed to have bailed out with the money somewhere between Seattle and Renton. An intensive search of Southwest Washington turned up nothing.

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FBI - PORTLAND	

DB Cooper-22992

(Mount Clipping in Space Below)

Oregonian receives note 'D. B. Cooper' gets around

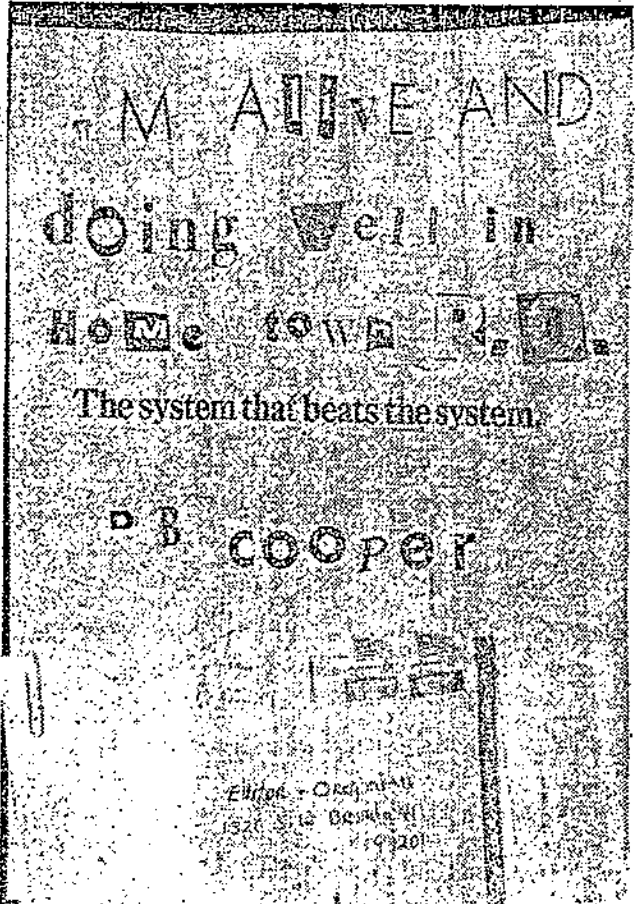
"D. B. Cooper" has turned into a very prolific letter writer, and the ubiquitous skyjacker seems to be turning up all along the Pacific Coast.

"D.B.'s first letter was to the Reno (Nev.) Gazette, in which he thanked the city for its hospitality. Thursday, a letter arrived at The Oregonian, informing its editors that "Am alive and doing well in home town P.O. The system that beats the system. D.B. Cooper."

The letter, composed from clipped magazine advertisements, was received apparently the same day a similar missive reached another newspaper, The Province of Vancouver, B.C.

"D.B." told The Province he had enjoyed the Canadian football championships on Vancouver television Sunday, and also that a Federal Bureau of Investigation circular showing his likeness, "does not represent the truth."

The FBI now has both The Oregonian and Province letters and is running fingerprint checks. Agents doubt the same man is responsible for all three notes.



BOGUS LETTER — The Oregonian received this missive in Thursday's mail, purporting to be from skyjacker "D. B. Cooper," who parachuted from an airliner with \$200,000 ransom money.

(Indicate page, newspaper, city and state.)

29 THE OREGONIAN
PORTLAND, OREGON

Date: 12/3/71
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Title:

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(Mount Clipping in Space Below)

Accomplice may have picked up jet skyjacker at backwoods landing strip

By **DARYL LEMBKE**

L.A. Times-Washington Post Service

WOODLAND, Wash. — A light plane swept in out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here.

The weather was rainy and windy—no fit night for a joy-riding pilot to be landing on the bumpy, unlighted hilltop airstrip near a wooded ravine.

Yet some nearby residents

say that a small plane did land at a little after 8 p.m. Nov. 24, at the same time and in the same area where a hijacker is believed to have parachuted from an airliner with \$200,000 in \$20 bills.

The eyewitness accounts of the strange plane could explain how the hijacker escaped a three-day manhunt, or at least how he had planned to escape if he survived the parachute jump.

He could have had an accomplice who flew in and waited for him, or there could have been a third party in a car who picked

him up and brought him to the plane.

Adding credence to this theory is the fact that someone in a car apparently rendezvoused with a pilot at another, nearby airstrip the night before the hijacking and went for what could have been a pre-hijack scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by FBI agents, who also combed the wooded ravine near the airstrip during the manhunt last weekend. The

(Indicate page, name of newspaper, city and state.)

18 THE OREGONIAN
PORTLAND, OREGON

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DEC 3 1971
FBI - PORTLAND

FBI refuse comment Thursday on the significance of the reports about the small plane.

The airstrip is on property owned by the McClellan family. Mr. and Mrs. Robert M. McClellan Jr. live in a new house at the south end of the airstrip. McClellan formerly owned a plane but sold it. His parents live in an older house a little farther from the landing field.

Deer hunters and others flying light planes frequently set down on the strip, which is surrounded

by foot-high weeds, but seldom at night in a rainstorm.

A flight recorder in the commandeered Northwest Orient 727 indicated that the hijacker opened the rear door of the plane at 8:15 p.m.

Mr. and Mrs. Emil Neiger, who live just down the road from the McClellan airstrip, said that a little after 8 p.m. they saw what seemed to them a puzzling sight, considering the severity of the storm.

"We were gone for a while and came home about 8 o'clock," said Mrs. Neiger.

"I was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again."

Two miles down the road to the west, Mrs. Frank Distefano saw something that made an impression on her about 8:30 p.m.

"I was home alone when I saw a plane out the back window about 8:30," said Mrs. Distefano. "It flew over twice, very low, and it had a big red light on the tail. It seemed bigger than a light."

plane. It was raining and the wind was blowing. I thought, 'What's he doing out here this time of night?' It was weird to me because we don't see many planes at night here."

Plane seen

Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip, said she heard a plane land there and saw lights indicating that it was turning around.

"He was parked an hour or so and then it left," she said.

Opinion on what happened

to the hijacker is divided in Woodland, population 1,650, but interest in the subject runs high because the FBI used an office in the attractive new city hall here as a command post.

"We had more newsmen here than ever before in Woodland's long history," said Bob Read, editor and publisher of the Lewis River News.

"Woodland is the gateway to great camping and fishing country in the summer. We got a half a million dollars worth of publicity out of that hijacking."

(Mount Clipping in Space Below)

David B. Cooper will be available to autograph his book "Night Skydiving For Fun and Profit" 8:30 p.m. at the bookstore, Weather permitting.

(Indicate page, name of newspaper, city and state.)

15 THE BAROMETER
OREGON STATE UNIVERSITY
CORVALLIS, OREGON

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FBI - PC

(Mount Clipping in Space Below)

FBI Says Public's Help Needed If Skyjacker To Be Caught

By JAMES LONG

Journal Staff Writer

Julius Mattson, FBI agent in charge of the Portland office, said Tuesday that the public's help is "definitely needed" in solving last week's \$200,000 airliner hijacking.

"I've read in the newspapers that some people think the hijacker performed a pretty clever feat, and that they hope he gets away," Mattson smiled wryly.

HE ADDED: "In a way, I can understand this attitude. The hijacker carried out a well-planned crime. He threatened to blow up an airliner with 42 people and extorted \$200,000 from the carrier. The question, now, is where do we draw the line?"

Despite some reports of public admiration for the bandit who parachuted out of the Northwest Airlines 727, Mattson said he knows of no instance in which the public has refused to help agents investigating the case.

Meanwhile Tuesday, the FBI and local authorities ended their search Tuesday, of the Woodland, Wash., area where they thought the hijacker may have landed by parachute last Wednesday night.

The FBI is questioning at least two dozen Northwest skydivers who fit the general description of the suspect.

At least one of the skydivers reportedly had used several small airports in the Woodland area to practice parachuting, including several night jumps.

ANOTHER lead being followed in the case are possible fingerprints on \$20 bills obtained from the Northwest Airlines ticket counter at Portland International Airport where the bandit purchased a one-way ticket to Seattle.

The bills, and a note mailed Monday to a Reno, Nev., newspaper from "D.B. Cooper," are being examined in the FBI Laboratory in Washington, D.C.

"D.B. Cooper" was the name given to the Northwest Airlines clerk by the suspect who purchased his ticket with a \$20

STILL NOT explicitly clear Tuesday was why the FBI and local authorities singled out the Woodland, Wash., area for a fine-tooth search for the fugitive parachutist. Early reports said the 727's crew had detected a slight shift in the balance of the plane. Later reports hinted at a change in cabin pressure as the bandit opened a door.

NOTE

(Indicate page, name of newspaper, city and state.)

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PORTLAND, OREGON

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DB Cooper-22998

"How'd Ya Do It, Hi?"

About that sky-diving skyjacker who did the vanishing act with \$200,000 of Northwest Orient Airlines' cash:

The FBI, after combing the likely jump zones on the plane's route, appears embarrassingly befuddled at the present time.

Several Journal reporters ruined shoeshines, shoes and tempers tromping around in the wet woods looking for clues.

There appears to be only one way to solve this crime:

We are hereby asking the hijacker how he did it:

Dear Hi,

How did you do it?

Sincerely,

Bud Crick and Jim Long

The Journal

P.S. Also, Hi (we hope you don't mind the familiar address), we know this query is apt to touch off a lot of crank mail, so we need proof that you're the right guy. Please send us one of your \$20 bills, of which you'll have 9,999 left, so we can be sure we aren't being "put on" by some cad posing as you.

We are asking how you performed the hijacking because, to be quite frank, we can't figure it out. Also, the people who made the stunt pilot parachute up in Seattle want to know if it worked OK.



HAVE YOU seen this man? FBI composite drawings of hijacker is being circulated with request for public help. Description is white male, 6 foot 1, 170-75 pounds, slender, in mid-40s, olive complexion.

Still other reports included talks of a "slowdown" in the plane's speed as the ramp-like rear door of the 727 was forced downward by the weight of the parachutist.

John Martin spoke for the FBI crew could not determine the movement of the plane during the hijacking.

"There are three big engine back there," commented Martin. "When you consider that the plane was flying with 16 degree flaps and its wheels down, it would be impossible to distinguish the man's movements from the turbulence you'd be experiencing."

MARTIN ALSO discounted the notion of the parachutist's weight forcing the ramp downward to act like a "dive brake." As for the reported change in cabin pressure, he said, "this couldn't have been the case because the cabin wasn't pressurized."

Martin did, however, offer a possible explanation for why the crew and the Federal Avia-

tion Agency pinpointed the Woodland area.

He explained that the 727 has two rear doors. The first door, he said, is part of the passenger cabin's "pressure bulkhead," and swings inward like a house door at the rear of the economy section.

THE RAMP, he said, is another door with ladder-like steps which swings down underneath the rear of the plane.

Martin noted that the first door is a self-closing mechanism and that it won't stay open unless it is deliberately open. He said the flight recorder indicated

a passenger cabin temperature of zero as the hijacker waited to parachute out with the money.

If the "pressure bulkhead" door as well as the outer door had been open during the flight, he speculated, the temperature may have been unbearable and the movement which had been created in the

IF THE BANE to be dressed — as the door — he couldn't

(Mount Clipping in Space Below)

Weather frustrates hijacker hunt

By JOHN PAINTER JR.
and ANDREW MERSHON

of The Oregonian staff

Frustrated by low clouds, fog and rain, law officials called off at dusk Friday the second day of an air-ground search for an airline hijacker who may have parachuted into Southwest Wash-

ington-wood and farm country with \$200,000 in ransom.

There were increasing indications searchers were pursuing a futile search based on a speculative gamble of where the calm, Latin-looking hijacker allegedly bailed out of the Northwest Airlines Boeing 727 tri-jet.

FBI and other accounts of what prompted the search were contradicted by statements made by the aircraft's pilot and its crew.

Varying accounts by officials at the search scene said, variously, a change in cabin pressure, a pitch in the plane's flight, the time the hijacker last spoke to the captive crew accounted for the manhunt in the Lewis River area of Southwest Washington, about 20 miles north of Portland.

At search headquarters in the Woodland, Wash., City Hall, officials said the hunt was centered in a 10-by-15-mile strip of the Lewis River.

Cursory searches also were conducted at other possible drop areas further south.

At the height of the search Friday, 25 to 35 FBI agents and Clark and Cowlitz county, Wash., sheriff's deputies were involved in the hunt, which included some searches of farmhouses in the vicinity.

At least three helicopters were involved, as well as several patrol boats which cruised Lake Merwin and Yale Lake in the search area near the Cascade Mountain foothills.

At one point, helicopter hunters thought they had discovered a white parachute canopy along the Lewis River. It turned out to be a tarpaulin under which youngsters were fishing in the rain, enjoying their Thanksgiving holiday.

In St. Paul, Minn., Northwest Airlines officials cast doubt on accounts here of where the hijacker might have bailed out.

(City and state.)

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Northwest official Walt Helmer quoted Pilot William Scott as saying no crewman had the slightest idea of where the hijacker might have left the plane.

Scott told Helmer he fully expected the hijacker to be in the tourist section of the aircraft when it landed in Reno, Nev., Wednesday night for refueling en route to the hijacker's announced goal of Mexico City.

Additionally, Scott told Helmer he chose the Victor 23 route from Seattle and down Oregon's Willamette Valley without consulting the hijacker.

Federal Aviation Authority officials in Portland said the route taken was "99 per cent likely" since it was the shortest low altitude route to Reno. Other routes were available, however, officials said.

The low altitude route apparently was dictated by the hijacker's demand the aircraft fly with its landing gear down, its flaps down 15 degrees, its rear door open and step down and at an altitude no higher than 10,000 feet.

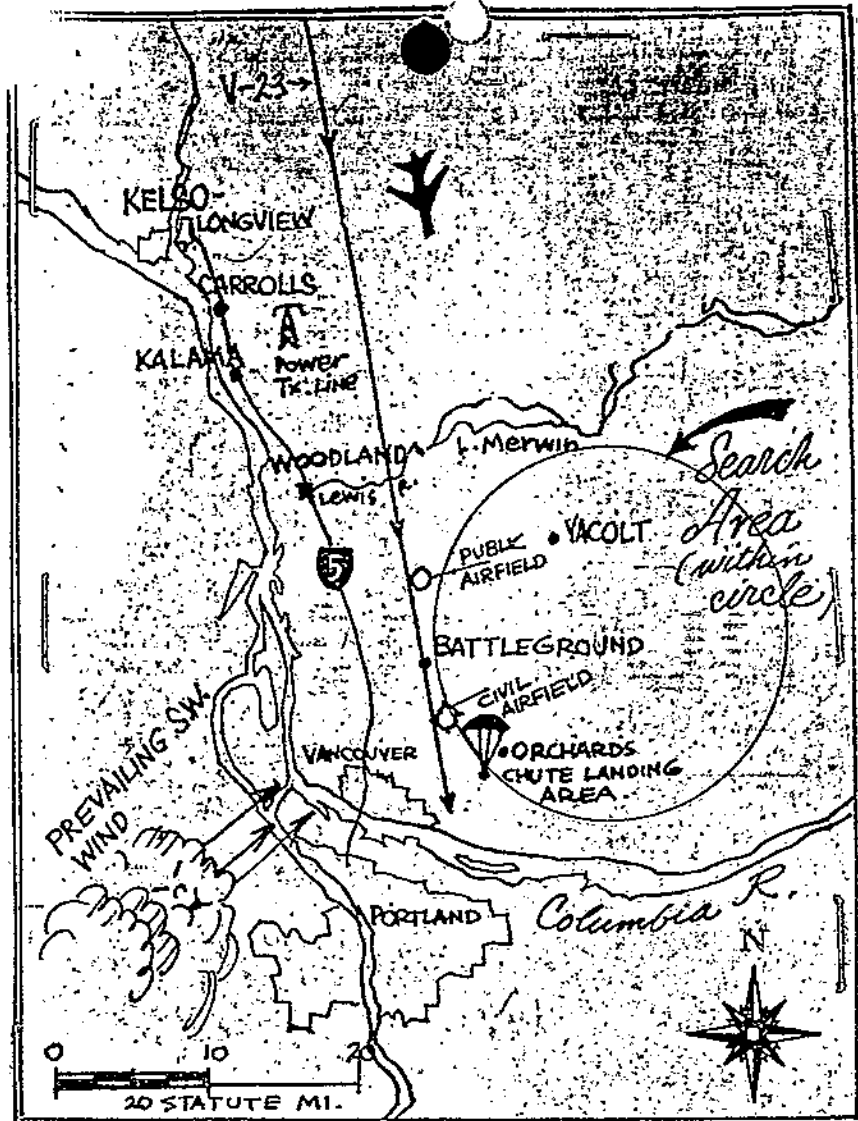
The calm, well-spoken, middle-aged sky pirate apparently boarded the plane in Portland took control en route to Seattle by passing a note to Stewardess Florence Schafner, 23, of Minneapolis Minn.

"I thought he was trying to hustle me," she said in St. Paul, Minn., Friday, but the note proved to be a threat to detonate a bomb if he was not obeyed.

At Seattle, the passengers and two stewardesses were freed in exchange for \$200,000 cash and two parachute rigs, each having a main and emergency chute.

The cash in \$20 bills weighing 21 pounds, 4 ounces, was delivered to the aircraft in a white canvas bag, officials said.

In Las Vegas, Nev., the FBI said one parachute rig was found in the plane when it landed in Reno. The drogue from the reserve chute had been slashed off, officials said, apparently for use as a container in which to carry the money.



HIJACK ROUTE — Map shows route of Northwest Airlines Boeing 727 jetliner after being hijacked by a middle-aged, Latin-looking passenger. Public airfield, civil airfield and parachute drop zone show possible spots where hijacker may have jumped. Officials speculate he may have gotten bearings from beacon on a power pole near Carrolls, Wash. Winds Wednesday night were from southwest at 25-45 miles per hour.

At Woodland search headquarters, officials still said the assumed drop zone was still speculative and that a computer at Ft. Lewis, Wash., had projected a likely search area.

Clark County Sheriff Gene Cotton said there had been several unconfirmed sightings of a man matching the description of the fugitive — mid-40s in a dark suit and raincoat.

Officials also speculated the hijacker might have pinpointed his drop zone by a red beacon light just north of the search area.

An aeronautical chart of the area revealed a public-use airdrome close to the search area and a civil airdrome farther south.

Also, skydivers apparently have used a large open area near Lake Merwin's Ariel Dam as a jump site. And farther south, there is a designated parachute jump site near Orchard's.

All of the possible jump sites, as well

as a number of farms, were along the jetliner's flight path.

Officials at Woodland reported that poor air visibility had prompted the Army to pull back its helicopters to Ft. Lewis, Wash. The FBI, reports said, would continue searching with donated or rented aircraft.

The parachute used by the hijacker was a new, previously untested model made specially for a Renton, Wash., stunt flier. The reserve chute missing from the aircraft was a ground training model with its canopy sewed shut.

In Seattle, persons familiar with the chutes said the reserve chest chute could not have been attached to the main chute's harness.

The commandered... took it down the Willamette... Red Bluff... where it... and landed... sparks caused by... trance ladder...

Bills Eyed For Prints

By ROLLA J. CRICK and JAMES LONG

Journal Staff Writers

A former Southwest Washington skydiver reportedly is being sought for questioning by the FBI in connection with Wednesday's \$200,000 hijacking of a Northwest Airlines passenger plane in which the barbit escaped by parachute.

The FBI at Seattle would not comment on its case, but information received from other sources indicated the federal agency is checking out the skydiver report.

According to information obtained by The Journal, the unidentified skydiver practiced with a group within the past year at Frink Airstrip about eight miles north of Vancouver, Wash., and at Goldfish Air Park about eight miles north of Frink.

BOTH AIRPORTS are on the standard "Victor 23" airline route between Seattle and Portland, the path followed by Northwest Flight 305 after it departed Seattle-Tacoma Airport with the hijacker and his loot.

The last voice contact between the plane's crew and the hijacker came at 8:13 p.m. Wednesday near Ariel, Wash., according to authorities. The three airports are a few minutes flying time south of Ariel.

"A slight shift" in the balance of the hijacked jetliner was reported as a prime factor in the reason for the search near Ariel, according to the FBI.

THE MOVEMENT was so indefinite that the pilot could not identify it as the result of air turbulence or the exit from the plane of the hijacker. But — the hijacker never answered the crew's attempts to communicate with him after that moment.

The mental picture conjured up in the minds of authorities is that of the hijacker standing on the rear steps of the aircraft as it moved along at 210 miles an hour, 7,000 feet above the generally wooded area and stepping off into space at the precise moment the "slight shift" was noticed.

He weighed 170 to 175 pounds, according to the passengers he released at Seattle, and that weight on the steps of the plane in the air would have been like the pressure on the far end of a lever.

THE AIRCRAFT flew near stalling speed from Seattle toward Reno and thus the pilot was extremely sensitive to its attitudes.

The actual flight path, as confirmed by the Federal Aviation Administration, was along the airways known as Victor 23 as far as Red Bluff, Calif., then almost due east to Reno. From Seattle, the jet moved direct to a position over Mayfield, Wash., three miles southeast of Toledo, then passed over the Portland, Eugene and Medford radio navigation markers, thence to the Fort Jones, Calif., intersection west of Mt. Shasta to Red Bluff. There it turned toward Reno.

There were two Air Force chase planes behind the jet as it left Seattle, but their pilots did not see the exit of the hijacker in the rainy darkness. It was believed unlikely that their radars would have picked up the parachute as it dropped.

THE REAR DOOR of the jet was closed when the plane left Seattle, but after it was airborne the hijacker, according to the crew, closed the door between himself and the cockpit. The control of the door to the hijacker. He then lowered the door, pushing the panel. It was not clear if the hijacker instructed the jet at

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with its wheels extended and flaps down near 15 degrees, as was reported. But a spokesman for the Boeing Co. said "It's about the only way they could have stayed in the air."

The spokesman, John Wheeler, said the hijacker "would have to be familiar" with the 727 to give such instructions, if this was the case.

DENNIS LYSNE, a Northwest ticket clerk in Portland, said he sold a one-way economy-class ticket to a man answering the hijacker's description at 1:45 p.m. Wednesday, a full hour before flight time.

"What flashes in my mind," said Lynse, "is dark hair, a pleasant voice — nothing to call my attention to him. I asked whether he wanted to go first class or coach, one-way or round-trip.

"He said 'one-way,' and by the time I finished writing the ticket he had a \$20 bill ready to hand me. He didn't have any baggage, which isn't unusual, and I couldn't see whether he was carrying anything."

THE FBI soon after the hijacking took charge of Lynse's \$20 bills, presumably for fingerprinting.

"As far as I know," added Lynse, "I had never seen him before."

The FBI described the hijacker as middle aged, olive skin, possibly a Latin, about 175 pounds, wearing a dark suit.

FOG AND RAIN hampered the search in Clark and Cowlitz Counties Friday morning. Sheriff's deputies aboard three helicopters went up briefly but were forced to cut short their first search from the air by low visibility.

Late in the morning, a limited air search was resumed.

(Mount Clipping in Space Below)

SW Washington timberlands scene of hunt for hijacker

Police will continue Friday an air and land search in the Lewis River area of Southwest Washington for a brazen hijacker who apparently parachuted Wednesday night from a jet airliner with \$200,000 in ransom money and a briefcase allegedly containing explosives.

Clark County, Wash., sheriff's deputies said the hijacker may have jumped from the commandeered Northwest Airlines Boeing 727 jet at 8:13 p.m. Wednesday into a rugged, timbered five-mile-wide corridor between Ariel and View, southwest of Woodland, Wash.

The search, directed by a team of six FBI agents operating out of the Woodland Police Department, was scheduled to begin at 7:30 a.m. Friday.

If the hijackers parachuted from the plane as officials believe, he made his

night jump wearing a new, untested main parachute and a reserve chute which had been sewed shut.

Left behind in the 727 was a second untested back parachute and a functional reserve chute, officials at Reno, Nev., reported.

The black-suited hijacker reportedly boarded the "milk run" flight, which originated in Washington, D.C., in Portland and took charge while en route to Seattle.

At Seattle-Tacoma International Airport, he released 36 passengers and two stewardesses in exchange for \$200,000 in cash and four parachutes.

He then ordered Pilot William Scott to fly southward to Reno with landing gear and flaps down at an altitude of less than 10,000 feet.

On takeoff, the plane climbed to 6,000 feet, then to 7,000 feet at Kelso, Wash., and finally to 10,000 feet just north of Portland.

If official estimates prove correct, he made his jump about 7,000 feet at 200 miles-per-hour into subzero temperatures, clouds and winds the U.S. Weather Service said ranged from 20 to 40 knots.

The parachute backpack on which the hijacker depended was a new rig specially made for stunt fliers, not skydivers, and had never been used.

"Yep, that's my chute," said Earl Cossey, president of Seattle Sky Sports, when the parachute and harness were described to him.

Both backpacks supplied the hijacker were made by Cossey, but owned by Norman Hayden, a stunt pilot at Renton Aviation Co.

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Linn Emrick, a Sky Sports employee, supplied the emergency, or chest, parachutes turned over to the hijacker.

According to both Cossey and Emrick, the hijacker could not have attached the reserve parachute to the main parachute harness.

Emrick said he accidentally gave officials seeking the parachutes one good emergency chute and one practice chute which was sewed shut. The defective chute was missing from the aircraft when it landed in Reno 3½ hours after leaving Seattle.

Parachute experts in Seattle said it would have been difficult for the hijacker to jump encumbered by the \$200,000 and the briefcase allegedly containing an explosive device a stewardess described.

Cossey said there was no way the hijacker could have held anything in his hands since jumping at that speed would throw him out of control.

However, the jump could have been made safely since the 727 is the only commercial airliner with a tail door which would permit a jumper to miss both engines and the tail section.

After the plane left Seattle, it flew south over Portland, Eugene and Medford, then to Red Bluff, Calif., where it turned east toward Reno.

A Northwest Airlines official said the slow flight was burning so much fuel it was initially believed it would have to land at Medford.

The FBI described the hijacker as "in his mid-40s," about 6-feet, 1 inch, 175 pounds, dark hair and a slim build. He wore a black suit and dark glasses.

In Seattle, FBI officials said a composite drawing of the hijacker may be available Friday.

And in Las Vegas, an FBI source said the airliner had been dusted for fingerprints Thursday and they were en route to FBI headquarters in Washington, D.C., for possible identification.

(Mount Clipping in Space Below)

Accomplice may have picked up jet skyjacker at backwoods landing strip

By DARYL LEMBKE

LA Times-Washington Post Service

WOODLAND, Wash. — A light plane swept in out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here.

The weather was rainy and windy—no fit night for a joy-riding pilot to be landing on the bumpy, unlighted hilltop airstrip near a wooded ravine.

Yet some nearby residents

say that a small plane did land at a little after 8 p.m. Nov. 24, at the same time and in the same area where a hijacker is believed to have parachuted from an airliner with \$200,000 in \$20 bills.

The eyewitness accounts of the strange plane could explain how the hijacker escaped a three-day manhunt, or at least how he had planned to escape if he survived the parachute jump.

He could have had an accomplice who flew in and waited for him, or there could have been a third party in a car who picked

him up and brought him to the plane.

Adding credence to this theory is the fact that someone in a car apparently rendezvoused with a pilot at another, nearby airstrip the night before the hijacking and went for what could have been a pre-hijack scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by FBI agents, who also combed the wooded ravine near the airstrip during the manhunt last weekend. The

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18 THE OREGONIAN
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ART BUSHNELL

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1624-1 Sub 1
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DB Cooper-23006

FBI refused comment Thursday on the significance of the reports about the small plane.

The airstrip is on property owned by the McClellan family. Mr. and Mrs. Robert M. McClellan Jr. live in a new house at the south end of the airstrip. McClellan formerly owned a plane but sold it. His parents live in an older house a little farther from the landing field.

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by foot-high weeds, but seldom at night in a rain-storm.

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Mr. and Mrs. Emil Neiger, who live just down the road from the McClellan airstrip, said that a little after 8 p.m., they saw what seemed to them a puzzling sight, considering the severity of the storm.

"We were gone for a while and came home about 8 o'clock," said Mrs. Neiger.

"I was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again."

Two miles down the road to the west, Mrs. Frank Distefano saw something that made an impression on her about 8:30 p.m.

"I was home alone

plane. It was raining and the wind was blowing. I thought, 'What's he doing out here this time of night?' It was weird to me because we don't see many planes at night here."

Plane seen

Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip, said she heard a plane land there and saw lights indicating that it was turning around.

"He was parked an hour or so and then it left," she said.

Opinion on what happened

to the hijacker is divided in Woodland, population 1,650, but interest in the subject runs high because the FBI used an office in the attractive new city hall here as a command post.

"We had more newsmen here than ever before in Woodland's long history," said Bob Reed, editor and publisher of the Lewis River News.

"Woodland is the gateway to great camping and fishing country in the sun. We got a half a million dollars worth of publicity that hijacker."

Hijacked crew demanded final say

By MILES GREEN
of The Oregonian staff

(Mount Clipping in Space Below)



WILLIAM RATA CZAK

"No funny stuff," said the middleaged hijacker with what appeared to a dynamite bomb in his briefcase.

And, the crew of the Northwest Airlines Boeing 727 jetliner indicated the same message to authorities as the plane headed for Seattle.

William Rataczak, first officer of the plane hijacked last Wednesday between Portland and Seattle, recalled Monday that he insisted that the crew of the plane be given the final say before there was any intervention or attempt to disregard the hijacker's demands. His comments came during a telephone interview from his home in Burnsville, a suburb of Minneapolis-St. Paul, Minn.

This insistence was based at least partly on his awareness of an earlier hijacking of a private plane in which three persons died after the FBI pushed the plane as it was refueling in Florida.

"I said when, and if, we wanted assistance we would call for it and I asked that there be no outside intervention or interference unless asked for," said Rataczak.

As far as he knows, this request was followed, added the first officer, as he lauded all those who worked to help assure the safety of the passengers and the crew.

Hijacker confident

While the crew cautioned against unrequested intervention from outside authorities, it worked to gain and maintain the confidence of the hijacker, he added.

Once the hijacker had made his demands known, almost all communication with him was through one of the stewardesses, Tina Mucklow, Rataczak said. The three crew members who were in the cockpit never saw the hijacker, he said.

The hijacker ordered Miss Mucklow to sit beside him after another stewardess, Florence Schaffner, took his request for ransom to the cockpit of the plane.

Rataczak said the hijacker appeared to be "as rational as someone could be who

would do something like that." Because the hijacker did not appear to be emotional, the crew felt that it could keep the situation in hand if it went along with his requests, he added.

Food requested

He said when Miss Mucklow told the hijacker the crew had been on duty for some time, and might become tired during the trip south, the hijacker said he had some benzedrine which they could take if they needed it. The hijacker also made sure there was food put on the plane so the crew could eat, added Rataczak.

He also reported the crew did not have any indication the man had left the plane at any certain time, and was "pleasantly surprised" when it found that he was not on board when the plane landed in Reno.

He said the captain at-

tempted to communicate with the hijacker via the public address system as the plane approached Reno.

He said William Scott, pilot of the plane, said over the public address system that the plane could land with the rear stairway down (as it was after it had been lowered by the hijacker), but there might be damage to the stairway which would make it impossible for the plane to take off again. He said the message was given in case the hijacker was aboard, and wanted assistance in raising the stairway.

"When we didn't get any answer, we decided to land anyway. But, up until we shut the engines down we assumed that he was still with us. We were pleasantly surprised when we examined the aft (rear) cabin and found that he was not there," said Rataczak.

He reported that all members of the crew expect to resume their regular duty in December, as scheduled, but they will not be flying together.

Flight crews change every month, he explained, and the trip during which they were hijacked was the last in November for the crew.

He said the hijacked flight was during the first day of what would have been a four-day trip together as a crew.

"We were looking forward to flying next from Seattle to Miami for some sunshine," said Rataczak.

The passenger who boarded in Portland using the name D.B. Cooper, changed all that, though. He was headed south, but not to Miami — at least not directly — and he was to provide an experience for the crew that they had discussed, but had hoped would never happen, Rataczak said.

"Of course we have talked about the possibility of this happening, and have discussed the procedures to be followed if it does. But, each situation is unique. Our only hope is that it never happens again, to anyone," said Rataczak.

(Indicate page, name of newspaper, city and state.)

THE OREGONIAN
PORTLAND, OREGON

Date: 11/30/71, pg. 8

Edition:
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office:

Being Investigated

1164-41 Sub 1

SEARCHED _____ INDEXED _____
SERIALIZED _____ FILED _____
DFC
FBI-PORTLAND

(Mount Clipping in Space Below)

Canny skyjacker

Authorities who have been trying to find a trace of the skyjacking parachutist for the past several days in the Clark County, Wash., foothills admit that this was no ordinary aircraft pirate of the type that has made Cuba a stop on far too many flights in recent years.

He was canny enough to know that a Boeing 727 was one of the few commercial planes from which a person could bail out without danger of colliding with engines or flaps. He obviously knew something about parachutes, as well.

He evidently was convinced that no one would endanger the lives of passengers and crew by trying to subdue him after he had shown a stewardess a real or simulated bomb shortly after the Northwest Airlines plane took off from Portland International Airport. He appeared equally certain that the \$200,000 in cash he ordered would be produced in Seattle, along with the parachutes.

The perpetrator of one of skyjacking's most bizarre incidents had planned his crime with utmost thoroughness. Therefore, it is quite probable that he did not jump into the black night over Clark County, as surmised, but stayed with the plane a bit longer.

A light went on in the cockpit when the rear door of the plane was opened and the ladder descended, soon after the pirate and crew exchanged their last words over the intercom. This is the basis for the search in Southwest Washington. But a man bold enough to stage such a crime and to parachute from a jetliner at 200 miles an hour in darkness and bad weather might well have staged the bail-out to confuse the authorities and to have jumped later.

He may have been foiled in the end by the elements. He may be dangling from a tree somewhere in the Oregon mountains, the \$200,000 of no use to him.

Whatever the answer may prove to be to the questions raised by the skyjacking, the man who committed it cannot be regarded as a Robin Hood. Some people are said to sympathize with the fugitive, holding him in esteem for his boldness and his victory, temporarily at least, over the system and its technology. This is akin to the folklore of earlier years when bank robbers and gangsters sometimes won public admiration. The parachuting skyjacker is—or was—a criminal who endangered his fellowmen in a bizarre effort to enrich himself.

(Indicate page, name of newspaper, city and state.)

THE OREGONIAN
PORTLAND, OREGON

Date: 11/30/71, pg. 20

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

Being Investigated

164-41 Sub 1
SEARCHED _____ INDEXED _____
SERIALIZED _____

DB Cooper-23009

FBI

TRANSMIT VIA:

- Teletype
- Facsimile
- Airtel

PRECEDENCE:

- Immediate
- Priority
- Routine

CLASSIFICATION:

- TOP SECRET
- SECRET
- CONFIDENTIAL
- E F T O
- CLEAR

Date 5/25/78

TO : DIRECTOR, FBI (164-2111)

FROM : SAC, SEATTLE (164-81) (P)

SUBJECT: NORJAK (A)
OO: SEATTLE

Sub B

Sub C

In order that the office of origin in this important matter be fully aware of what information has been released to the press by the Portland Division, the following lead is being set out:

LEAD:

PORTLAND

Will forward to Seattle a copy of all press releases as well as all newspaper clippings contained in Portland's NORJAK file.

ARMED & DANGEROUS

- 2 - Bureau
- 2 - Portland (164-41)
- 3 - Seattle

RNN/lit
(7)

Sub B

164-81-7943

[Redacted Box] *N*

b6
b7c

Searched *[Signature]*

Serialized *[Signature]*

Indexed *[Signature]*

Filed *[Signature]*

Approved: *[Signature]*

Transmitted _____ (Number) _____ (Time)

Per _____

DB Cooper-23010

(Mount Clipping in Space Below)

\$1,000 Reward For A 'D. B.' Twenty

SWE B

PORTLAND, Ore. — (UPI) — \$1,000 for a \$20 bill — that's the offer made yesterday by the Oregon Journal.

The Journal announced it will give a \$1,000 reward for the first \$20 bill recovered from the loot collected two years ago by D. B. Cooper, and still missing parachuting airplane hijacker.

The Journal said it was making the offer in accordance with an FBI statement that obtaining any of the \$200,000 extorted from Northwest Orient Airlines would aid its investigation.

A passenger listed as Dan Cooper boarded a Northwest Boeing 727 jetliner here Thanksgiving Eve 1971, hijacked the craft, forcing Northwest to give him the \$200,000 in \$20 bills at Seattle, then ordered the plane crew to fly to Reno, Nev.

When the plane landed at Reno, Cooper, later labeled D. B. Cooper, was not aboard. The flight crew and FBI believe he parachuted from the plane over Southwestern Washington.

No trace of either Cooper or the money ever has been found and officers admit they are baffled. Many believe he was killed when he parachuted and that his body and the money may someday be found in the rugged mountains north of Portland by some hunter or hiker.

The Journal said it made its offer in belief that if any of the money from the extortion is in circulation its readers may turn up one of the bills.

The paper ran a list of some of the serial numbers and said it would publish more later.

(Indicate page, name of newspaper, city and state.)

p.A5 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/23/73
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJAK

Character:
or

Classification: 164-81
Submitting Office Seattle

Being Investigated

COPY SENT TO BUREAU

164-81-Sub B

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....

NOV 27 1973
FBI—SEATTLE

~~Pittsburgh Press 11-24-74~~

Skyjacker, \$200,000 Elude 3-Year Search

Sub B

By B. J. McFARLAND

PORTLAND, Ore. (UPI) — What happened to D. B. Cooper, history's first and only successful parachuting sky bandit?

Where is he and where did he stash the cash?

Three years ago on Thanksgiving Eve Cooper boarded a Northwest Orient Airlines flight in Portland for a short hop to Seattle.

The plane wasn't off the ground five minutes when it all started.

Cooper, threatening to set off an explosive, demanded and got \$200,000 in \$20 bills delivered, along with three parachutes, to the plane in Seattle.

After allowing the passengers to get off, he ordered the crew to fly the 727 to Reno, following a course down western Washington and Oregon before cutting across the mountains. Somewhere en route he bailed out the tail exit.

No trace of Cooper or the money ever was found.

It set off a chain of similar sky-

jackings that changed the face of air travel.

But only Cooper beat the law at faking the money and jumping. The law still is looking for him.

"The case is an active one, not only here but throughout the United States," said Julius Mattson, agent in charge of the Portland FBI office.

"We're still getting leads," he said, "but not quite as heavy as we were. The case still is in the public mind and when the public thinks of it, it also thinks of us."

"There really has been no substantive development. The work now is mostly eliminating possibilities, proving or disproving tips."

"Not one of the \$20 bills has turned up."

Cooper apparently strapped the money to his body for the jump. A theory that he may have fallen into Lake Merwin east of Woodland in southwest Washington about 30 miles north of Portland could not be proved following an exhaustive search by the FBI and Army troops from Ft. Lewis, Wash.

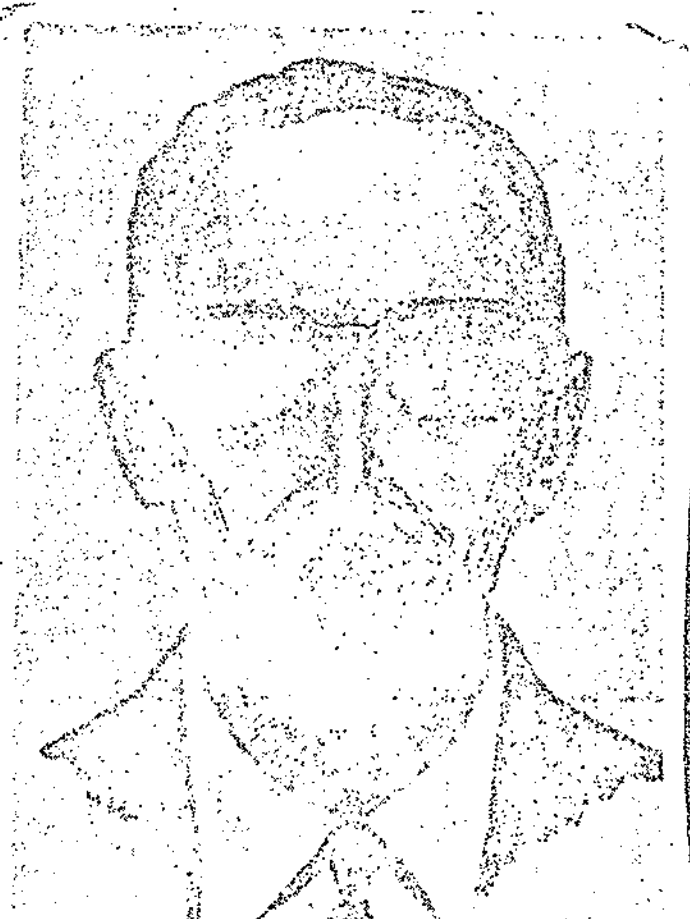
Pittsburgh Press
11/24/74

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 2 1974	
FBI-SEATTLE	



164-27-Sub B
SEARCHED INDEXED
SERIALIZED FILED
JAN 16 1978
FBI - SEATTLE



SKYDIVER INTO OBSCURITY — This is an artist's composite drawing of the hijacker known as Dan Cooper who leapt into history on Nov. 24, 1971. He parachuted from an airliner somewhere over southwest Washington state with \$200,000 in \$20 bills and there's been no sign of him since — although for a time he did live on as a folk hero of sorts. (Mobile Press Register AP Newsfeatures Photo)

THE UNAILING SEARCH — A helicopter takes off from search headquarters at Woodland, Wash., to scour the area highjacker Dan Cooper might have parachuted into two days before, Nov. 24, 1971. Exhaustive searches at the time brought no results. The flow of

clues, hints and tips from the public has slowed to a trickle now, and after checking out more than 1,000 suspects the FBI says it knows little more about Cooper than on the stormy night he disappeared.

Thanksgiving eve skyjacker still mystery

DB Cooper-23013

EDITOR'S NOTE — There's almost no chance that Dan Cooper, who parachuted from an airliner with \$200,000 strapped to his body, is still alive. But if he is, the statute of limitations for his skyjack runs out Thanksgiving eve.

By **JOE FRAZIER**
Associated-Press-Writer

PORTLAND, Ore. (AP) — A miserably wet, windy, cold Thanksgiving eve in 1971.

Passengers waited at the Northwest Orient Airlines tounter at Portland

on board and the jet, with only the crew and Cooper aboard, headed for Reno on Cooper's orders.

Then somewhere over southwest Washington, Cooper, with the 21 pounds of money strapped to him, bailed out.

He hasn't been heard from since. If he's alive, and that's a big "if," the five-year statute of limitations runs out this Thanksgiving eve, Nov. 24.

Or does it?

"We're going ahead on the assumption that the statute doesn't apply,

Cooper picked some of the roughest country in the Pacific Northwest.

He took two of the four parachutes with him when he jumped. One was a small emergency chute of the type used by stunt flyers. Under ideal conditions, someone who knew what he was doing might break an ankle or leg with it.

The other was a training chute used for demonstrations. The panels had been sewn shut. It wouldn't have opened.

The next night the FBI contacted the skyjacking unit. The same plane, crew, fuel load, speed and altitude,

It has been searched and researched in vain.

What would it take to find Cooper's remains, assuming they are there?

"I'd say it might take 5,000 men five years. I mean, how do you search a blackberry thicket higher than your head?"

Loggers who work in the area agree that coyotes, mountain lions or wild dogs would make quick work of a body. After five years, they say, you might find a scrap or two of bone, if that.

Nevertheless, for a while Cooper was a folk hero of sorts.

There were imitators. Around the world, there were more than a dozen skyjacking attempts patterned after Cooper's. Cooper is the only one not known to have failed.

With increased airport security and modification of the Boeing 727 so the rear door wouldn't open in flight, the fad stopped.

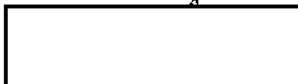
The flow of clues, hints, and tips from the public about Dan Cooper has slowed to a trickle now. After checking out more than 1,000 suspects, the FBI says it knows little more about Cooper than it did on that stormy night when he leapt into history.

highway flares. The bomb was red. Dynamite isn't. If the crew members had realized that, they might have called his bluff at the time. Himmelsbach said. "He's lucky he got as far as he did with a plan like that."

Even if the statute holds up, Cooper will have problems.

The Internal Revenue Service computes his tax debt, including penalties and interest, at about \$193,600. And the Globe Indemnity Co., which had to pay \$200,000 to the airline, may want to talk to him.

Letter from



with attached
article dated
2/7/78

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b7c

SEARCHED
SERIALIZED
JAN 16 1978
FBI SEATTLE
J

SKYDIVER INTO OBSCURITY — This is an artist's composite drawing of the hijacker known as Dan Cooper who leapt into history on Nov. 24, 1971. He parachuted from an airliner somewhere over southwest Washington state with \$200,000 in \$20 bills and there's been no sign of him since — although for a time he did live on as a folk hero of sorts. (Mobile Press Register AP Newsfeatures Photo)

THE UNAILING SEARCH — A helicopter takes off from search headquarters at Woodland, Wash., to scour the area highjacker Dan Cooper might have parachuted into two days before, Nov. 24, 1971. Exhaustive searches at the time brought no results. The flow of

clues, hints and tips from the public has slowed to a trickle now, and after checking out more than 1,000 suspects the FBI says it knows little more about Cooper than on the stormy night he disappeared.

Thanksgiving eve skyjacker still mystery

EDITOR'S NOTE — There's almost a chance that Dan Cooper, who parachuted from an airliner with \$200,000 strapped to his body, is still alive. But if he is, the statute of limitations for his skyjack runs out Thanksgiving eve.

By **JOE FRAZIER**
Associated Press Writer
PORTLAND, Ore. (AP) — A miserably wet, windy, cold Thanksgiving eve in 1971.

Passengers waited at the Northwest Orient Airlines counter at Portland International Airport to book space on flight 105 to Seattle.

Many thought ahead to family unions, turkey dinners, long relaxed conversations and perhaps a traditional game of bridge or Monopoly later.

But one didn't.
Dan Cooper paid cash for his ticket, on, clutching a paper sack, boarded Boeing 727 for the 30-minute flight.

A few minutes after the plane nosed to the storm, he made his move. He told the stewardess what he said was a dynamite bomb and demanded parachutes, \$200,000 in \$20 bills, and a heavy stuff.

He told the passengers but Cooper got out in a hurry, unaware that anything was wrong.
His money and parachutes were put

on board and the jet, with only the crew and Cooper aboard, headed for Reno on Cooper's orders.

Then somewhere over southwest Washington, Cooper, with the 21 pounds of money strapped to him, bailed out.

He hasn't been heard from since. If he's alive, and that's a big "if," the five-year statute of limitations runs out this Thanksgiving eve, Nov. 24.

Or does it?
"We're going ahead on the assumption that the statute doesn't apply, because when he did what he did, capital punishment was a possibility. There's no statute on capital crimes," says FBI agent Ralph Himmelsbach.

Anyway, he says, chances are good that Cooper is dead.

"Not one of the 10,000 bills has shown up, and we know the serial number of every one of them," he said. And Cooper apparently knew nothing about skydiving.

In a business suit and street shoes, he jumped from the rear door of a jet going 197 m.p.h. at 10,000 feet. At that elevation it was seven below zero that night, with a wind-chill factor of 69 below zero.

The plane was in clouds. "Up looked like down to him. He had no visual reference. He couldn't have possibly known where he was."

Cooper picked some of the roughest country in the Pacific Northwest.

He took two of the four parachutes with him when he jumped. One was a small emergency chute of the type used by stunt flyers. Under ideal conditions, someone who knew what he was doing might break an ankle or leg with it.

The other was a training chute used for demonstrations. The panels had been sewn shut. It wouldn't have opened.

The next night the FBI re-enacted the skyjacking using the same plane, crew, fuel load, speed and altitude. The test helped flight engineers and meteorologists to compute the probable drop zone to be a trapezoidal area covering about 25 square miles.

A LITTLE AT A TIME

When painting a ceiling with solvent-thinned paint, never try to paint an area more than two feet wide, says the National Paint and Coatings Association. The dry edges of your laps may mar the finished effect.

It has been searched and re-searched in vain.

"What would it take to find Cooper's remains, assuming they are there?"

"I'd say it might take 5,000 men five years. I mean, how do you search a blackberry thicket higher than your head?"

Loggers who work in the area agree that coyotes, mountain lions or wild dogs would make quick work of a body. After five years, they say, you might find a scrap or two of bone, if that.

Nevertheless, for a while Cooper was a folk hero of sorts.

He was macho. He was daring. He didn't hurt anybody, but he ripped off a big corporation. And he beat the fuzz.

There were imitators. Around the world, there were more than a dozen skyjacking attempts patterned after Cooper's. Cooper is the only one not known to have failed.

With increased airport security and modification of the Boeing 727 so the rear door wouldn't open in flight, the fad stopped.

The flow of clues, hints, and tips from the public about Dan Cooper has slowed to a trickle now. After checking out more than 1,000 suspects, the FBI says it knows little more about Cooper than it did on that stormy night when he leapt into history.

Himmelsbach said the whole thing was probably put together with minimal planning and that the bomb was a bundle of relatively harmless

highway flares. The bomb was red. Dynamite isn't. If the crew members had realized that, they might have called his bluff at the time, Himmelsbach said. "He's lucky he got as far as he did with a plan like that."

Even if the statute holds up, Cooper will have problems.

The Internal Revenue Service computes his tax debt, including penalties and interest, at about \$189,000. And the Globe Indemnity Co., which had to pay \$180,000 to the airline, may want to talk to him.

So now, what?
"We have to accept the possibility that we will never know," Himmelsbach said. "I guess we can't do anything else we have to."

Russian Tea, fashions highlight Mobile's first condominium tour

Cold weather is here, and with it a chance to journey on Nov. 23, into the world of Dr. Zhivago via the Greater Mobile Concerts Inc. A Russian Tea and fashion show which will follow an innovation in the homes tour scene.

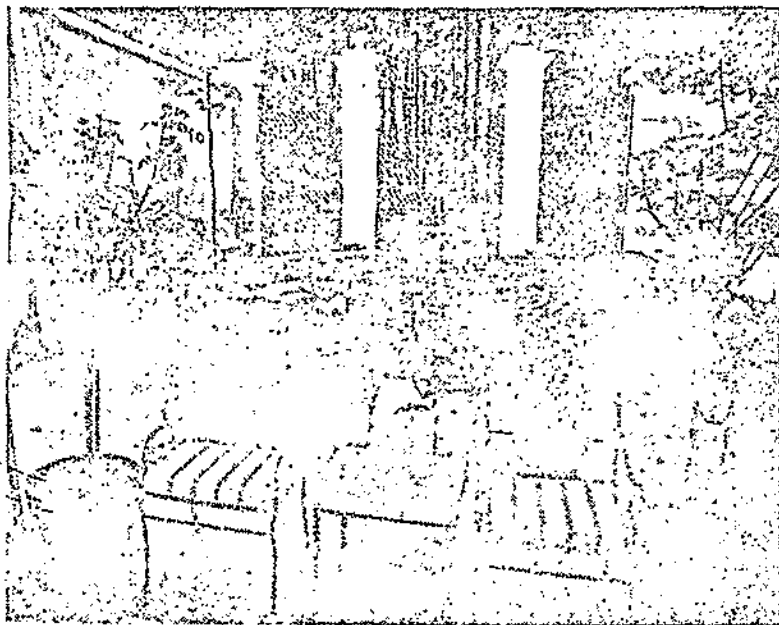
The organization's Women's Committee has planned a tour of four condominiums at Place LeVert. After guests have inspected the residences of Mr. and Mrs. David Martin, Carl Glass, Mrs. Palmer Gaillard and Mr. and Mrs. Thomas McCown, at 101, 106, 103 and 110 Place LeVert, respectively, another tour is in store.

The second tour, at the home of Mr. and Mrs. Arthur Prince, 3950 Old Shell Road, will include peeks at this turn-of-the-century home and will offer sartorial and gustatory treats in the Russian fashion.

A fashion show which stars ethnic styles from D.H. Holmes and a sampling of Russian pastries and tea will take place informally at the Prince home.

Tickets must be purchased from Marsyl Dees, 2015 Pt. LeGere, Mobile 36605 on or before Nov. 20. The price is \$3.

Chairman of the committee is Mrs. Arthur Prince. Committee chairmen are: reception: Mrs. Gerald Applegate; fashion show: Mrs. Harold Parkman; baked goods: Mrs. John W. Nelson; mailing: Mrs. A.H. Boyd; music: Mrs. William Henry Curtright; and treasurer: Mrs. A. LaMont Dees. Guide chairmen are, for the Gaillard home, Mrs. Keville Larsen; for the McCowan home, Mrs. Jeff Beard; for the Glass home, Mrs. William B. Patton; for the Martin home, Mrs. A. Mitchell Cobb; and for the Prince home, Mrs. Timothy String.



*Mrs. David D. Martin III
101 Place LeVert*

(Mount Clipping in Space Below)

Sub B

D. B. Cooper: — 'Home free' next year, if he's alive

PORTLAND — (UPI) — Just one more year and D. B. Cooper will be home free — if he is alive.

The five-year statute of limitations then will run out on hijacking charges against Cooper, the nation's first parachuting skyjacker, who used a bomb threat to extort \$200,000.

He vanished from a Northwest Airlines 727, with his loot wrapped in one of his parachutes, on Thanksgiving eve, 1971.

Did he survive the jump, or is his body at the bottom of a lake, hung in a tree or scattered by animals? These are some of the mysteries after four years of investigation.

"WE HAVE RUN down literally thousands of leads, and eliminated hundreds of people as suspects," says a senior Federal Bureau of Investigation agent who has spent much time on the case. "My personal guess is that there is just a 50 per cent chance that he is still alive."

Cooper arrived at Portland International Airport that wet, squally night nearly four years ago, paid cash for his flight from Portland to Seattle, and spent 50 minutes in an airport waiting area before boarding, but not one fellow passenger remembers him.

Shortly after take-off, Cooper handed a note to a stewardess that said: "I have a bomb in my brief case."

The F.B.I. agent says the stewardess reported seeing wires, in Cooper's attache case, connected to eight red sticks of dynamite.

"Dynamite is not color-coded this way. She was describing highway flares," the agent said.

THERE IS SOME doubt that Cooper was an experienced parachutist, says the agent, since when Cooper jumped he took the two worst choices of the four parachutes given him at the Seattle-Tacoma Airport, where he obtained the \$200,000 in \$20 bills.

A world-champion parachutist was quoted as saying "no amount of money" could induce him to make the jump Cooper did, from 10,000 feet into heavy rain clouds.

But the F.B.I. is positive Cooper came down about 12 miles north of Portland in an area four miles by six miles.

Despite aerial and ground searches, no clues to Cooper's fate have ever been found.

None of the 10,000 bills in ransom have shown up either, even though The Oregon Journal offered a \$1,000 reward for the first \$20 from the Cooper haul turned in to the Portland newspaper.

Serial numbers of all of the bills were taken before the money was given to Cooper and were distributed by the F.B.I.

(Indicate page, name of newspaper, city and state.)

p.A10 Seattle Times
Seattle, Wash.

Date: 11/23/75
Edition: Final
Author:
Editor: Jim King
Title:

NORJAK

Character:
or 164-81-Sub B
Classification:
Submitting Office: Seattle

Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1975	
FBI - SEATTLE	
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b7c

(Mount Clipping in Space Below)

D. B. Cooper: Another Year And He's a 'Bye-jacker

Su3 B

PORTLAND, Ore. (UPI) — Just one more year and D.B. Cooper will be home free.

Thanksgiving begins the 365 day countdown for Cooper—the nation's first and only successful parachuting skyjacker—who used highway flares as a bomb threat to extort \$200,000 from Northwest Airlines.

The statute of limitations on the hijacking charge against Cooper is five years. The phantom figure vanished after parachuting from a Northwest Airlines 727 with his loot on Thanksgiving eve, 1971.

Whether he survived the jump or his body is down at the bottom of a deep lake, hung in a tree or his remains scattered by ani-

ternational Airport that wet, squally night.

He paid cash for his flight from Portland to Seattle, then spent 50 minutes in an airport waiting area before boarding without one fellow passenger remembering him.

Shortly after takeoff, Cooper handed a note to a stewardess that said, "I have a bomb in my brief case."

The FBI agent said the stewardess described what she thought was the bomb as wires attached in Cooper's attache case to eight sticks of dynamite, the same red color as her uniform.

"Dynamite is not color coded this way. She was describing highway flares," the agent said.

The agent said there was doubt Cooper was an experienced parachutist since when he jumped he took the two worst possible choices of the four parachutes given him at the Seattle-Tacoma Airport where he obtained the \$200,000 in \$20 bills.

He said the chest chute he took was one that was sewn together for use in a parachute-assembling class and could not even be used for jumping, and the back chute was much smaller than the large chute he cut up to wrap the money in and tie it to him.

A world champion parachutist was quoted by the agent as saying "no amount of money" could induce him to make the jump Cooper did.

Jumping from 10,000 feet into heavy rain clouds, there was no way Cooper could have known where he was coming down, according to the FBI man.

But the FBI is positive that Cooper came down about 12 miles north of Portland in an area four miles by six miles.

Despite aerial and ground searches, including one the next spring using soldiers from Ft. Lewis, Wash., no clues to Cooper's disappearance have ever been found.

None of the 10,000 bills in ransom have shown up either, even though the Oregon Journal offered a \$1,000 reward for the first \$20 from the Cooper hand turned in to the Portland newspaper.

(Indicate page, name of newspaper, city and state.)

p.A18 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/23/75

Edition: Final

Author:

Editor: Jack Doughty

Title:

NORTAK

Character:

or

164-81-Sub B

Classification:

Submitting Office: Seattle

 Being Investigated

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NOV 28 1975	
FBI - SEATTLE	
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DB Cooper-23018

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(Mount Clipping in Space Below)

Latest on D.B. ^{P.T.} _{4/25/78}

D. B. Cooper, the legendary skyjacker, alive and well in Tacoma? That's the case according

to a news story in the Oregon Statesman in Salem, Ore. According to Al Torelli, quoted in the story, D. B. Cooper hijacked a Boeing 727 between Portland and Seattle Nov. 24,

1971, and parachuted with \$200,000 into a farm field near Woodburn, Ore., and has hidden the money. FBI agent Ralph Himmelsbach, in charge of the case, discounted the story, and said "there is no reason whatsoever to think that we are in error in deciding he jumped over La Center, Wash." None of the money has ever turned up and Cooper's real identity has never been discovered.



COOPER

(Indicate page, name of newspaper, city and state.)

Seattle Post-Intelligencer

Date: 4/25/78
Edition: Final
Author:
Editor:
Title:

Character: *sub B*
or
Classification: 164-81-7074
Submitting Office: Seattle

Being Investigated

SEARCHED	INDEXED
SERIALIZED <i>A</i>	FILED <i>B</i>
APR 25 1978	
FBI-SEATTLE	
<i>F</i>	

DB Cooper-23019

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b7C
b7D

(Mount Clipping in Space Below)

Skyjacker link to King death doubted

PORTLAND — (UPI) — Was D.B. Cooper involved in the assassination of the Rev. Dr. Martin Luther King, Jr.?

The Oregon Journal reported yesterday that C.B.S. is looking into the possibility.

"A spokesperson for the network confirmed that a preliminary investigation into a possible story for the Mike Wallace segment of the 60 Minutes show is under way, but it has not proceeded far enough for scheduling," the newspaper said.

The Federal Bureau of Investigation said it doubted a link between the skyjacker who disappeared with \$200,000 in ransom and the King assassination.

The Journal said New West magazine reported that a television crew filmed interviews in Seattle, Hawaii and Los Angeles and reportedly found people who knew Cooper.

The Journal said the story had been traced to Dirk Summers, a free-lance writer in Los Angeles, who says he received "a five-figure" advance for a "docu-drama."

The Journal said Summers was a former C.B.S. producer, but the network's personnel records did not list him as having been a staff employe.

Ralph Himmelsbach of the F.B.I. said, "We are not excited about all this," then added: "We know some things about Cooper that others would not or could not know except Cooper himself. We feel we are able to sift wheat from chaff."

Himmelsbach said the story may be an example of "literary license" and "I hope they don't publish it as the truth."

(Indicate page, name of newspaper, city and state.)

p. A5 Seattle Times
Seattle, Wa.

Date: 4/18/78
Edition: Final

Title:

Character:

or 164-81

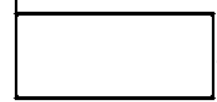
Classification:

Submitting Office: Seattle

164-81-7873

COPY SENT TO BUREAU

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FBI/DOJ

DB Cooper-23020

(Mount Clipping in Space Below)

Did D.B. Help To Kill King?

PORTLAND, Ore. — (UPI) — Was history's first and only successful aerial hijacker, D. B. Cooper, involved in the assassination of Martin Luther King?

The Oregon Journal yesterday reported that CBS Television is looking into the possibility.

The Journal said, "A spokesperson for the network confirmed Monday that a preliminary investigation into a possible story for the Mike Wallace segment of 60 Minutes show is under way, but it has not proceeded far enough for scheduling."

Cooper disappeared after hijacking a Northwest Orient Airlines plane Thanksgiving Eve in 1971 on a flight from Portland to Seattle, where he picked up \$200,000 in ransom, then parachuted into oblivion.

The Portland office of the FBI, which still is investigating the Cooper heist, said it doubted a link with Cooper and the King assassination. The FBI also has expressed doubts Cooper survived his jump and may be alive today.

(Indicate page, name of newspaper, city and state.)

p.A7 Seattle Post-Intelligencer
Seattle, Wa.

Date: 4/18/78
Edition: Final

Title:

Character:

or

Classification:

Submitting Office: Seattle

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
APR 21 1978	
FBI/DOJ	

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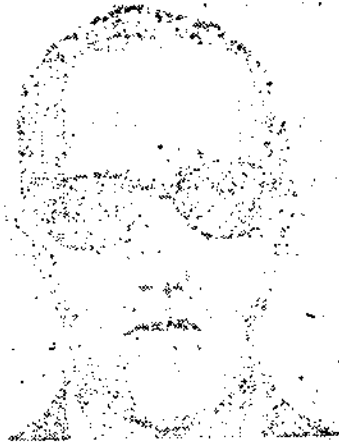
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B

(Mount Clipping in Space Below)

WHAT'S NEW/ by William Arnold

D.B. Cooper



The word is out that the identity of the nation's most legendary sky bandit has finally been discovered. A CBS "60 Minutes" reporter was in town recently interviewing witnesses to the 1970 skyjack and has got some positive identifications. The story that has leaked out is that the mysterious Mr. Cooper was a Northwest native who died a year or so ago of natural causes. Apparently a friend of the bandit tried to sell the story to a Hollywood producer, who in turn tipped CBS. Remember, you read it here first.

(Indicate page, name of newspaper, city and state.)

Seattle Post-Intelligencer, Seattle, Wash.
"Northwest Magazine"

Date: 4/9/78
Edition: Sunday
Author: William Arnold
Editor:
Title:

Character: *pub B*
or *164-81-787H*
Classification:
Submitting Office: Seattle

Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
APR 17 1978	
FBI-SEATTLE	

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February 7/1978

B

Federal Bureau of Investigation
West 920 Riverside
Spokane, Washington

Dear Sirs:

I recently saw the artists picture which is enclosed.

It bears a striking resemblance to a former Spokane
Attorney, [redacted], who is well known in Spokane
legal circles.

b6
b7C

[redacted]

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Spokane. [redacted] and the newspaper

[redacted]

[redacted]

Yours very truly,

[redacted]

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[redacted]

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164-81-7792 sub B

SEARCHED	INDEXED
SERIALIZED <i>g</i>	FILED <i>g</i>
FEB 14 1978	
[redacted]	TIV

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America's parachute skyjacker

By BARRIE WATTS

AN FBI man has sworn he will never stop trying to solve one of America's most baffling mysteries—where is sky pirate D.B. Cooper?

Cooper, whose real identity has never been discovered, is believed to have parachuted from a hijacked Northwest Airlines Boeing 727, \$200,000 in ransom strapped to his body, as it flew over rugged terrain in Washington State on Nov. 24, 1971.

But military jets tailing the plane did not see him bail out. He and the money vanished without trace despite a massive, computer-coordinated manhunt.

Even so, Ralph Himmelsbach, an FBI special agent who has worked doggedly on the case since the beginning, told THE STAR he will never give up the search.

"I dearly want to get him," he said. "Someone, somewhere, must know who Cooper really is. Sooner or later a clue must come to the surface."

To Himmelsbach, the Cooper affair is the greatest unsolved puzzle in modern-day piracy. But he has no respect or admiration for the man who hijacked the Northwest flight between Portland, Ore., and Seattle, Wash., on that fateful day.

The flight began like any other for stewardess Florence Shaffner. She was checking that passengers had fastened their seatbelts when a tall, dark-complexioned man with black hair and sunglasses and wearing a dark suit handed her a note.

Thinking he was just looking for a date, she stuck the note in her pocket. Then he ordered: "Look at it—now!"

As she read the note her eyes widened in horror. It said simply: "I have a bomb in my briefcase."

Seeing the shock on her face, another stewardess, Tina Mucklow, hurried over. Cooper showed her what was in the briefcase—two red cylinders wrapped in wiring. She obeyed immediately when he ordered her to sit beside him.

As the jetliner roared into the sky, Cooper calmly explained what he wanted, so calmly that none of the other passengers even knew they were being hijacked.

Cooper said he wanted \$200,000 in cash and two parachutes waiting for him when the plane reached Seattle. If the airline balked or the crew refused to cooperate, he would blow up the plane with everyone in it.



Sketches of D.B. Cooper made after the hijack show him as ordinary-looking. At left, he is pictured in sunglasses he wore during hijack.

their own initiative airline officials decided to amass the ransom in \$20 bills. There would be 10,000 of them, and their serial numbers would be recorded.

As the plane finally circled over Seattle, pilot William Scott played middleman in the negotiations. None of the flight crew ever saw Cooper. His orders were relayed by stewardess Mucklow. Meanwhile the bored passengers yawned at the delay.

After 90 minutes of circling, anxious officials on the ground reported that the money and the parachutes were ready. Ground controllers watched nervously as the jet's navigation lights traced endless circles in the sky. No one knew what D.B. Cooper was really up to, or even if there actually was a bomb.

At 5:45 PM the jet landed and a car rushed out to planeside carrying the ransom and the parachutes. As a stewardess carried the loot to Cooper in the back of the plane, the passengers began to sense that something was wrong.

But the stewardesses quickly disembarked the 42 puzzled passengers. Now, only the flight crew and stewardess Mucklow re-

mained aboard with the hijacker.

As Cooper had ordered, the plane was refueled for a flight to Mexico, with one stop in Reno. Then a technical problem developed in the refueling truck. As time dragged by pilot Scott radioed ground control in a trembling voice. The man in back, he said, was getting "awful nasty."

Finally, when the jet was ready to go, a Federal Aviation Administration official chose that moment to go aboard and call on the skyjacker to surrender.

Cooper looked at him bleakly and growled: "Let's get this show on the road." The FAA man left fast.

When the jet was back in the air, Cooper told Tina Mucklow to "go forward, pull the curtain and don't come back."

It was the last anyone ever saw of Cooper. From that moment until he vanished into limbo, he communicated with the crew by phone.

Three Air Force jet fighters lurked above and behind the plane, anticipating that Cooper might jump. Radar followed the plane from the ground.

The jet lumbered at low speed as Cooper called the flight deck. He told Scott to open the jet's rear door. Scott did as he was told. From the rear exit, which extended beneath the tail, debarcation stairs led below and away from the fuselage. Cooper was going to walk into space.

Intensely cold air rushed into the cabin as the rear door was lowered. The plane was becoming harder to handle. Ice was building up on the windshield and the wings.

For 20 minutes there wasn't a word from the back of the plane. Only the scream of the wind. Scott called Cooper on the phone: "Anything we can do for you?"

Silence for a few seconds. "No," Cooper finally replied calmly. At 8:00 PM the crew felt a slight shift in the plane's balance. Cooper was gone.

For 18 days a small army of soldiers, police, FBI men and dogs searched the rugged countryside where Cooper was believed to have landed. They found nothing. To this day, no one knows who D.B. Cooper really was, or if he is still alive.

(Mount Clipping in Space Below)

200 (Maybe D.B.) Jumpin' At Cooper Caper Party

Sub B

ARIEL, Wash. — (AP) — The little town of Ariel was jumping Saturday as more than 200 people showed up for buffalo stew, beer and conversation in memory of skyjacker Dan Cooper.

The second annual Cooper Caper celebration commemorates the near-legendary skyjacker who collected \$200,000 in \$20 bills and parachuted from a hijacked airliner flying over the dense forests of southwestern Washington near here.

In jumping from the plane the night before Thanksgiving six years ago, Cooper either escaped with a duffle bag

full of money — or he died in the rugged forests.

In either event, he captured the imagination of a great many Americans.

Cooper, who hasn't been heard from since his famous caper, was invited to share the festivities at the Ariel Store and Tavern, where Germaine Tricola sponsors the festival.

Mrs. Tricola said she didn't know whether Cooper came to the party. But plenty of others showed up.

"It's really jumping here," Mrs. Tricola said. "We've had a couple of

hundred people come by during the day" to sample the stew.

The stew is a major drawing card. It contains 35 pounds of buffalo meat and a large pile of potatoes, carrots and onions. The stew sells for a dollar a bowl and refills are free.

Asked what happens at a Cooper Caper celebration, Mrs. Tricola said, "Well, we have some buffalo stew and we have a couple of beers and we visit with all our friends. Then we have some more buffalo stew and a little more conversation."

A parachute club from Portland, about 60 miles south of Ariel, was supposed to parachute into the community. The jumps were canceled because of inclement weather.

The celebration is staged by Mrs. Tricola, who owns the store and tavern, who is assisted by such people as Dave Butterfield, a parttime resident who serves as publicity chairman.

Besides remembering Cooper's skyjacking feat, the celebration is designed to bring a touch of prosperity to the settlement of about 250 people.

(Indicate page, name of newspaper, city and state.)

p.A3 Seattle Post-Intelligencer
Seattle, Wa.

Date: 11/27/77
Edition: Final

Title:

Character: 164-81
or

Classification:
Submitting Office: Seattle
164-81-7730

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SERIALIZED	FILED
NOV 6 1977	
FBI - SEATTLE	
fbi/opj	

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DB Cooper-23025-

Sunday, Nov. 27, 1977
Vancouver, Wash.

The COLUMBIAN

Few drawn to Cooper Caper

(Mount Clipping in Space Below)

By COLUMBIAN STAFF, AP
 ARIEL — Skies were overcast and people almost as scarce as D.B Cooper, himself, as this community near Mount St. Helens held its second annual party in honor of the legendary skyjacker's disappearance Saturday.

Only a handful of people gathered around a steaming cauldron of buffalo stew at the Ariel Store and Tavern. And inside the tavern where another 30 people were gathered, beer flowed more freely than talk of old D.B., who either pulled off one of the greatest swindles of the age or died trying.

Cooper parachuted from a Northwest Airlines jet with 10,000 \$20 bills somewhere near Ariel, 10 miles northeast of Woodland, on Thanksgiving

Eve in 1971.

Not one of the bills has turned up, and there has been no trace of the man who gave his name as Dan Cooper when he bought the ticket that carried him into legend.

The Cooper Caper, as it is called, is sponsored mainly by Vince and Germaine Tricola, owners of the Ariel Store and Tavern, with the assistance of such people as Dave Butterfield, publicity chairman and chief stew stirrer, and a few others.

The avowed purpose of the celebration, aside from commemorating the fete of skyjacker Cooper, is to bring a little prosperity to the settlement of about 250 people who in ordinary life do such things as work in a shingle mill.

As one resident put it: "We hope Cooper will show up and spend some of those \$20 bills."

But Cooper did not show up Saturday and no one seemed particularly surprised.

"I've been looking, but I haven't seen him yet," Butterfield said, grinning as he stirred the stew. "We'd like him to show, but he probably won't. He's one of the few truly free men — if he's alive. I kinda think of him as being like Robin Hood."

Despite six years of sleuthing, the FBI says it does not know who Cooper is — or was.

Some people think Cooper's bones may be in Lake Merwin, which is right next to Ariel, or in the dense woods in the immediate area.

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DB Cooper-23026

(Indicate page, name of newspaper, city and state.)

Page 21
The Columbian
Vancouver, Wash.

Date: 11/27/77
Edition:

Title:

Character:
or

Classification: 164-81
Submitting Office: Seattle

164-81-7727
sub B

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SERIALIZED	FILED
DEC 1 1977	
FBI - SEATTLE	

(Mount Clipping in Space Below)

D.B. Cooper's fate

PRESS-association reports on the hijacking of a Frontier Airlines jetliner in Nebraska referred to the "successful hijacking" of a plane by "D.B. Cooper" after take-off from Seattle on Thanksgiving Eve, 1971.

We beg to take issue with our wire-service colleagues. There is no evidence that Cooper's episode was successful.

True, Cooper bailed out over Southwest Washington and disappeared. True, the ransom funds he carried have never turned up.

But chances are, Cooper's remains and those of a torn parachute will be found some day in the limbs of a tree in the trackless forests of Clark or Cowlitz County. The money will be there, too.

If Cooper had fallen into the hands of the law at the time of his misbegotten adventure, he might have been out on parole today. Probably that would have been a more "successful" outcome for him than what really happened.

— **Dwight Shear**

SUB B

(Indicate page, name of newspaper, city and state.)

p.A10 Seattle Times
Seattle, Wa.

Date: 10/23/77
Edition: Sunday
Author:
Editor: James B. King
Title:

Character: *sub 15*
or 164-81-7710
Classification:
Submitting Office: Seattle
 Being Investigated

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OCT 24 1977	
FBI - SEATTLE	

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DB Cooper-23027

Sub B
164-81-7476

Gentlemen:

You may be interested in checking what the associates of this gang were doing when a Northwest Airlines plane was hi-jacked for \$200,000.



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J

Sub B

164-81-7476

[Handwritten signatures and initials]
N

Adventurer pleads guilty on 3 charges

William D. Cooper, a 46-year-old Willow River, Minn., adventurer who once tried to lead a snowmobile trip across the north pole to Moscow, has pleaded guilty to bank robbery, marijuana and money smuggling, and making illegal gun purchases.

He faces up to 24 years in federal prison when sentenced within a month.

Cooper pleaded guilty yesterday to three indictments before U.S. District Judge Joseph Alsop in St. Paul. He admitted smuggling marijuana across the Mexican border, flying some of it across himself. Subsequently, the marijuana was transported to the Twin Cities, mostly by automobile.

He also pleaded guilty to taking more than \$100,000 into Mexico without reporting it to customs officers and to buying two revolvers, illegal for a convicted felon.

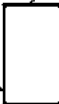
Last week, he pleaded guilty before U.S. District Judge Miles Lord to being involved in the Jar

22, 1974, robbery of the Sturgeon Lake (Minn.) State Bank. Three others have been charged in that crime. None of the \$4,960 taken in the robbery was recovered.

Cooper and a son are owner-operators of a hunting and fishing lodge in northwest Canada.

DB Cooper-23029

22 APR
1977



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Federal Bureau of
Investigation
Seattle, Washington.

DB Cooper-23030

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 1/26/77

FROM: *RCY*
ADIC, LOS ANGELES (164-497) (P) (13)

SUBJECT: NORJAK
OO: Seattle

Enclosed for the information of Seattle is a xerox copy of an item appearing in "Variety," a Hollywood, California, daily publication concerning a novel regarding D. B. COOPER by DARRELL BOB HOUSTON, represented by Avatar Productions, 4026 Evanston Avenue N., Seattle. The article appeared in the 12/3/76, issue.

② - Seattle (Encl. 1) *Rec'd nab*
1 - Los Angeles

crs/aml
(3)

Inc DB
164-81-7341
[Signature]
N



(Mount Clipping in Space Below)

Jury indicts 'D. B. Cooper'

PORTLAND — (AP) — On Thanksgiving Eve, 1971, a hijacker known as Dan Cooper parachuted from a Northwest Airlines 727 jet between Seattle and Portland.

He and the \$200,000 he took with him haven't been heard from since.

Yesterday, hours before the normal five-year statute of limitations on the crime expired, a federal grand jury in Portland handed down an indictment against "John Doe, also known as Dan Cooper."

And, to add to the mystery, a pair of tattered, moss-stained pants have been found this fall high in a tree near where Cooper was believed to have bailed out.

Jack Collins, first assistant United States attorney in Portland, said

the attorney's office sought the indictment because the five-year statute of limitations may apply in the case, but he said federal investigators still have no idea what happened to Cooper.

Orders to obtain the indictment came from Deputy Attorney General Richard Thornburg, head of the criminal division of the Justice Department, Collins said.

One count charges Cooper with air piracy, the other accuses him of interstate commerce by extortion.

Meanwhile, Federal Bureau of Investigation agents searched an area of thick vegetation in Clark County, Washington, after a farmer and a logger found a pair of tattered, moss-stained pants in a tree near

where Cooper is believed to have bailed out.

Cooper was dressed in a business suit and took two of the worst parachutes aboard the plane with him. When he jumped, the wind-chill factor was 69 degrees below zero.

At least one of his two parachutes would not have opened, investigators say, and the other, an emergency chute, would have given him a hard landing in the rugged terrain.

If he didn't survive the jump, loggers familiar with the area say coyotes, bears, cougars and wild dogs would have made quick work of his body.

Cooper also sometimes called himself D.B. Cooper, and he is popularly known by those initials.

Star 6

(Indicate page, name of newspaper, city and state.)

p.A5 Seattle Times
Seattle, Wash.

Date: 11/25/76
Edition: Final
Author:
Editor: Jim King
Title:

NORJAC

Character:
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

164-81-Sub B

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SPECIALIZED.....	FILED.....
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(Mount Clipping in Space Below)

D. B. COOPER

The parachuting skyjacker



LIVES
in
Darrell Bob
Houston's
dynamite
novel

"King of the Midnight Blue"

(Banned at all airports)

Now available as a film property

Rep.: Avatar Productions
4026 Evanston Ave. N.
Seattle, Washington 98103

Phone: (206) 633-5973
(206) 282-0402

Sub B

(Indicate page, name of newspaper, city and state.)

P-10 VARIETY
HOLLYWOOD, CA

Date: 12/3/76
Edition: Daily
Author:
Editor: Thomas M. Pryor
Title:

Character:
or
Classification:
Submitting Office:
Los Angeles
 Being Investigated

164-497

Sub B
164-81-7340

DB Cooper-23033

(Mount Clipping in Space Below)

Sky divers help celebrate hijacking

ARIEL, Wash. (AP) - Sky divers plummeted into an empty campground and souvenir sweatshirts sold briskly as the people of Ariel celebrated the fifth anniversary of sky-pirate Dan Cooper's mysterious parachute jump.

The "Cooper Caper," as the weekend festivity was dubbed, commemorated the skyjacking that gave this town of 400 persons its biggest claim to fame.

It was a stormy night - Nov. 24, 1971 - when the skyjacker who called himself Dan Cooper hijacked a Northwest Airlines 727, collected \$200,000 and bailed out somewhere between Seattle and Reno.

Cooper never was found. Neither was the money. Of such stuff legends are made.

One man in the Ariel bar, where Cooper aficionados congregated Saturday, swore he heard the airplane door slam shut that night.

The FBI reportedly has followed that lead, like dozens of others, into a dead end.

Authorities theorized that Cooper jumped out around Ariel or Merwin Dam in southwestern Washington, about 30 miles north of Portland, Ore. That was excuse enough for Ariel to throw the Cooper bash this weekend.

As part of the festivities, six sky divers parachuted to earth outside Ariel Saturday. Their landing target, a big white cross marked on the ground, prompted one little girl to ask: "Daddy, Daddy, is that where D.B. Cooper landed?"

Sweatshirts bearing Cooper's name sold briskly at a stand in Ariel. Passersby thumbed through a book about the skyjack. A goat, whose real name is Fred, was tethered to a tree beneath a sign which read: "Cooper Reincarnated?"

A dummy hung from a parachute slung over the roof of the Ariel general store. Signs about town asked, "Will the real D.B. Cooper step forward?"

(Indicate page, name of newspaper, city and state.)

p.1 Spokesman Review
Spokane, Wash.

Date: 11/29/76

Edition: #199

Author:

Editor:

Title:

NORJAC

Character:

or

Classification: 164-81

Submitting Office: Seattle

Being Investigated

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DB Cooper-23034

(Mount Clipping in Space Below)

Sub B

'Cooper Caper' lacked only its guest of honor

ARIEL, Cowlitz County — (AP) — The partygoers, who came from as far away as Phoenix, Anchorage and Hollywood, dined on buffalo stew, watched a commemorative sky jump and speculated on the whereabouts of the guest of honor.

The skyjacking legend, D.B. Cooper, was a no-show as the people of this Southwestern Washington town put on a weekend shindig to celebrate the fifth anniversary of his parachute jump into infamy.

"He would have been welcome," said Germaine Tricola, proprietress of the general store and tavern. "But we looked at everybody's face who came in the door and we didn't see him."

On the night of November 24, 1971, a skyjacker calling himself Dan Cooper hijacked a Northwest Airlines 727 on a flight from Portland. He collected \$200,000 ransom in Seattle and bailed out before the plane landed again at Reno.

Cooper and the money were never found but authorities speculated he hit the silk above Merwin Lake, close enough to Ariel to serve as an excuse for a party in the town of 400.

The "Cooper Caper," as the festivity was dubbed, featured skydivers plummeting into a vacant campground, musicians, Cooper sweatshirts and a goat named Fred tethered beneath a sign reading, "Cooper Reincarnated?"

Mrs. Tricola said her buffalo stew "went over real good" and estimated 700 to 800 participated in the celebration, a large crowd for a community that boasts only a shake mill and a post office besides the store and tavern.

Cooper, who used the name "Dan" when he bought his ticket, was indicted for air piracy by a federal grand jury in Portland on Wednesday, just hours before the 5-year statute of limitations ran out.

(Indicate page, name of newspaper, city and state.)

p.D15 Seattle Times
Seattle, Wash.

Date: 11/29/76

Edition: Final

Author:

Editor: Jim King

Title:

NORJAC

Character:

or

Classification: 164-81
Submitting Office: Seattle

Being Investigated

164-81-Sub B
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SERIALIZED FILED

DEC 6 1976

TLE b6
11 b7C

- A. One article dated
11/14/76 appearing in
Sunday Oregonian
"Alive or DEAD"
- B. Seattle Times, 11/25/76
Jury indicts D.B. Cooper

(Mount Clipping in Space Below)

503 B

D.B. Cooper still isn't out of the woods 5 years after skyjack

PORTLAND — (UPI) — D.B. Cooper, wherever you are, hear this:

The statute of limitations does not protect you or the \$200,000 you extorted in the nation's only successful skyjacking for ransom.

Besides, if you do show up the Internal Revenue Service will be waiting with a tax bill for an amount greater than you extorted.

This may all be academic, however, since the Federal Bureau of Investigation thinks Cooper is dead somewhere in the blackberry bushes of a remote Southwestern Washington area where he will never be found.

Cooper, the name used on a passenger list, became a modern-day legend when he forced Northwest Airlines to hand over \$200,000 by hijacking a Boeing 727 on Thanksgiving Eve five years ago.

He extorted the money under threat of blowing up the plane after it had taken off from Seattle-Tacoma International Airport. Then he vanished by parachute.

The Federal Bureau of Investiga-

tion has kept the case on the active file, giving the impression the skyjacking fell under the statute of limitations. In other words, if Cooper was not caught and charged by this Thanksgiving Eve, he was legally free.

But United States Attorney Sidney Lezak said that since Cooper is considered a fugitive the statute of limitations does not go into effect until authorities are aware of where Cooper is and are able to start prosecution.

In addition, the I.R.S. has estimated Cooper would owe \$217,523 in taxes and penalties — more than the original boodle — plus a possible \$60,000 in civil penalty.

Some feel Cooper did not live when he bailed out of the 727 near the Lewis River in Southwest Washington. Agents said the blackberry bushes are so dense in the area where Cooper bailed out that it has been impossible to conduct an effective search.

(Indicate page, name of newspaper, city and state.)

p.A4 Seattle Times
Seattle, Wash.

Date: 11/21/76
Edition: Final
Author:
Editor: Jim King
Title:

NORJAK

Character:
or
Classification: 164-81-Sub B
Submitting Office: Seattle

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DB Cooper-23037

(Mount Clipping in Space Below)

Sub B

(Indicate page, name of newspaper, city and state.)

The Columbian p,1
Vancouver, Wash.

Date: 11-25-76
Edition: Home, evening
Author: DAVID KERN
Editor: KEN RYSTROM
Title: Managing Ed.

Character: 164-81
or
Classification:
Submitting Office: Seattle

Being Investigated

164-81-Sub B

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NOV 29 1976	
FBI - SEATTLE	

[Redacted] N

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A. Seattle times 11/21/76

Dateline - Portland

"D.B. Cooper Still Hunt Out
of the Woods..."

(Mount Clipping in Space Below)



Staff photo by Reid Blackburn

FBI agents return to their cars after unsuccessful search Wednesday.

'Cooper' pants report awaited

By DAVID KERN
Columbia Staff Writer

ARIEL — FBI agents are waiting for a crime laboratory report before deciding whether a pair of pants found by a rancher in the Green Mountain area of northern Clark County will be a good clue in the five-year-old case of skyjacker Dan Cooper.

John Reed, agent in charge of the FBI's Seattle office, said when he told agents in the crime laboratory in Washington, D.C., that he would be sending them back a pair of dress trousers which might be five years old they responded: "Geez, that's really far out but we'll kick it around."

Seven agents searched for 3 1/2 hours Wednesday for any clues in the area where rancher William Lynch found the trousers.

"Nothing," responded FBI agent John Pringle when he came out of the wooded area. And Reed said no more searches in the surroundings are scheduled.

"We should have a preliminary crime laboratory report by Friday or Monday," Reed said. He said that report might indicate where the laundry tag came from, whether the pants appeared to have weathered five years of the elements and other possible clues.

"There's a lot of leads that could come from one pair of pants," Reed said. But, he admitted, "Nothing looks good right now."

It was Nov. 25, 1971, that a man who identified

himself as Dan Cooper hijacked a Northwest Orient Airlines 727 jetliner, gained a \$200,000 ransom, and ordered the jet be flown from Seattle to Mexico with a refueling stop in Reno, Nev. He parachuted from the airplane, clutching a briefcase full of the money in \$20 bills, when the plane was 36 minutes out of Seattle.

Asked if the found slacks could have been planted by someone wanting to play a practical joke, Reed said: "The pants are possible evidence as far as I'm concerned. This just happens to be the fifth anniversary and these pants came in."

Rancher Lawrence Shinn hardly noticed the three FBI cars which were parked only a stone's throw from his barn off an abandoned logging road Wednesday.

Later, he poured a cup of coffee and said, yes, the case of Dan Cooper had created at least a ripple of interest in this mountain ranching community.

"I've set here a million times and said old Cooper is up in that timber," Shinn said, pointing north from a table near a kitchen window.

"To my knowledge, nobody has been in that area — only by helicopters. The wind was really howling that night and there was a driving rain," Shinn remembered.

"The helicopters were three or four abreast going back and forth," Shinn added.

Both Shinn and his wife, Maude, said Cooper

probably would have had a difficult time surviving because of his fall and the weather that night. The wind was blowing at 30 to 55 miles per hour.

"I have my doubts that he survived because it was quite cold that night," Mrs. Shinn said.

Cattle rancher William Lynch was reluctant to comment on the trousers he found. He said it was up to the authorities to determine if they belonged to Cooper.

Lynch spotted the slacks about 25 feet above the ground in a tree while hunting about one month ago. After reading some stories about Cooper, he called the Clark County Sheriff's Office to report his find.

Those slacks were resting crotch up in the tree so that some parts had green moss stains and large tears were in the thighs and knees.

The material seemed to be a double knit type, and the blue-gray slacks are continental style.

Whether Cooper could have worn them is uncertain. The pants have a 36 inch waist and about a 33 inch inseam, according to Dick Dyer, FBI agent in Vancouver. Cooper was described as being about 170 pounds and about 5 feet 10. If those dimensions were accurate, the pants might have been too large to fit the famed skyjacker.

While the FBI waits for a crime laboratory report, folks in these parts may be stopping in at a party in Cooper's honor at the Ariel Store Saturday.

(Mount Clipping in Space Below)

Deadline Indictment D. B. Cooper—A Race With Time

Sus B

UPI, AP, P-I Staff

A federal grand jury in Portland yesterday, working against time, indicted history's first parachute skyjacker, D.B. Cooper, who five years ago jumped from a Northwest Orient jetliner with a \$200,000 cash ransom and disappeared.

The indictment, returned in Portland, listed a fictitious "John Doe also known as Dan Cooper," the latter a name that appeared on the skyjacker's airline ticket.

Cooper has never been found, but a Justice Department official said the indictment was obtained because of uncertainty over whether the five-year statute of limitations applied in the aerial hijacking case.

The Post-Intelligencer has offered a \$5,000 reward for information leading to Cooper's arrest and conviction. The offer expires on December 31, 1976.

Northwest Orient Airlines has said

it will pay \$25,000 for recovery of the entire ransom, or 15 per cent of any lesser amount recovered.

Clutching the ransom, Cooper apparently went out the rear exit of the plane on Thanksgiving Eve, 1971, near Lake Merwin between Kelso and Vancouver in Southwest Washington.

No established trace of the skyjacker has ever been found. However, an FBI laboratory is examining a pair of tattered trousers discovered two

weeks ago by a hunter in the Merwin area.

FBI spokesmen have said the garments could be a hoax, timed for the fifth anniversary of Cooper's coup.

But seven FBI agents, equipped with axes and shovels, searched more than three hours yesterday in the area where the pants were found hanging in a tree about 25 feet off the ground.

"We searched and we didn't find anything else," said John Pringle, as-

sistant agent-in-charge of the Seattle FBI office. "There's no way anybody can say whether his body is in here."

"I have no idea whether we're coming back," Pringle said. "The undergrowth is extremely thick and it's been five years. You never know. We have to see what the lab says."

Ray Mathis, FBI spokesman in Seattle, said there was no

reason to "play the pants discovery up or down . . . We check out all leads in this case."

"The lab tests will disclose whether or not the pants are five years old, and if they aren't, then there goes that lead," Mathis said.

The FBI has investigated more than 800 leads in the Cooper case. Its agents have reported they are still looking at about 15 persons in the case.

(Indicate page, name of newspaper, city and state.)

P.1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/25/76
Edition: Final
Author:
Editor: Jack Doughty
Title:

NORJAC

Character:
or
Classification: 164-81-Sub B
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

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Many people believe that the five-year federal statute of limitations on Cooper ran out yesterday, and that he can now emerge to spend the loot of 10,000 \$20 bills.

The indictment of Cooper was returned just hours before the statute of limitations ran out.

Justice Department officials in Washington, D.C., noted that their attempt earlier this year to prosecute New Jersey

Teamster leader Anthony Provenzano for a 1961 kidnap-slaying was thrown out of court by a federal judge who ruled that the statute of limitation had expired a decade ago.

But Stan Pitkin, who recently resigned as U.S. Attorney for Western Washington, claims the case against Cooper is very much alive.

Pitkin argues that air piracy with threat of bodily harm is a capital offense. He says federal capital cases can remain "active" forever, or until a suspect is brought to trial and guilt is decided.

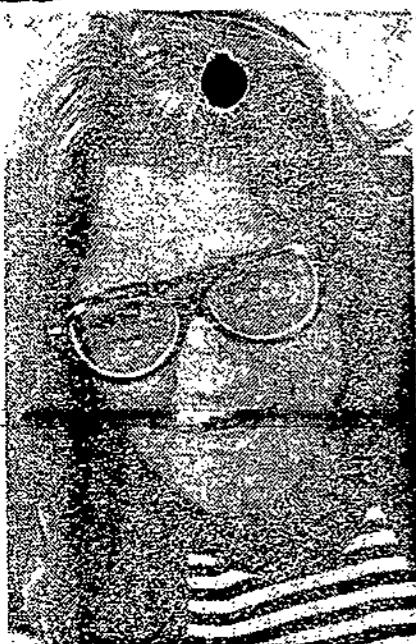
Pitkin also claims there is a federal tax case to be made against Cooper — the \$20 bills, their serial numbers carefully recorded, have never been spent. The statute of limitations on tax cases is six years.

But while FBI agents combed nearby woodlands, the tiny town of Ariel, near Lake Merwin, planned a Saturday night party observing the fifth anniversary of Cooper's jump.

Mrs. Germaine Tricola, owner of the Ariel Store, said she is sponsoring the party because "... It's pretty quiet around here this time of year."



FBI AGENT Dick Dyer of Vancouver, Wash., left, and Sheriff Gene Cotton of Clark County examine a pair of pants found in a tree about 25 feet off the ground in southwest Washington. The pants might have been worn by history's first, and only successful, parachute skyjacker, D. B. Cooper. — AP Photo.



Content with their lifestyle; Carmen, Joan and Judy, from left

Women's THE ARIZONA REPUBLIC Forum

(Section A) Page 14
Monday, August 18, 1975

The Josephs believe polygamy is a life-style dictated by Scriptures; ideal for their large family



Alex Joseph

Polygamist's wives' life-style

By CAROL SOWERS

Just two days after she met him, Judy Witherspoon married Alex Joseph.

"I would be hard pressed to tell you how it happened," she said, carefully reaching for words. "It was just a recognition of the things I'd been looking for in a man. I found them in him."

At least 12 other women — maybe more — agree with Judy. For them, Alex Joseph, 39, the ponytailed polygamist of Glen Canyon City, Utah, offers a life-style they had been searching for but unable to find until, as they chorused over and over again — "until we met Alec" (their pet name for Joseph).

Joan, who married Joseph two and one-half years ago explained their attraction to him simply, as if she had said it many times before:

"He has dignity, goodness, respectability. He is doing what he wants to do — building and expanding God's world. Alec has so much more integrity that other people can't comprehend it."

She said even the parents of some of his young wives are becoming reconciled to their way of life because, as Judy put it, "they know Alec is no mad man." "The publicity has helped," she added.

Three of Joseph's wives, Judy, Joan and Carmen, were with their husband in Peoria Friday following Joseph's preliminary hearing in which Judge John Snare determined he would have to face trial on charges of possessing a stolen helicopter.

In Utah, Joseph is also battling the Bureau of Land Management which claims he is illegally homesteading federal land near Glen Canyon City, site of his ranch and two of his five homes.

Following Friday's hearing, Joseph and his wives gathered in the city park to talk about polygamy—a lifestyle they believe is dictated in the Scriptures and is glowing with a sense of freedom not found in monogamous marriages.

"It is the nature of a man to love several women," Joan said. "If women were free of their rotten training they wouldn't be jealous of those other women."

The three young women agreed that because there are so many wives to handle responsibility each of them is free to pursue her own interests such as reading, law or art.

Joan, who met Joseph while she was attending a college in Missoula, Mont., and living with Carmen and Judy, said she is Joseph's sixth wife.

She added with a smile, "We never count, but since people need a number we tell them 13."

Joan said she simply "ran away" to marry Joseph.

Before meeting Joseph she said, "I didn't want to submit to anyone less intelligent than I was. But I could see myself as his chattel property with no prob- at all."

"That's the disaster with so many monogamous marriages," Judy interjected, "women often marry men less intelligent than they are and can't stand submit- ting themselves to them."

She added she had quit dating in college because she was uninterested in the men she met there.

Shortly after Joan married Joseph, Carmen and Judy met him and be- came two more family members. The women said their marriages were per- formed in religious ceremonies they claim are modelled after those used in the Temple of the Church of Jesus Christ of Latter-day Saints. These are not legal civil ceremonies. Joseph is an ex-communicated Mormon who says he has founded his own religion.

Deep at the root of that religion is polygamy which he claims was practiced by Biblical prophets including Abraham, Solomon and Jesus.

Joseph said he began practicing polygamy five years ago when he decided that in order to follow the prophets' teachings he would have to mold his life af- ter theirs — wives and all.

He has no trouble blending the wills of all his women.

"I have no obligation to get along with anybody," he said. "If I made it an obligation to get along with 13 girls, I'd never get anything else done."

"We're not hard to get along with," Carmen noted with a smile.

The three wives with Joseph Friday insisted their lives are enriched by their close relationship with their sister-wives, who are much more than friends.

"We love our sister-wives and we love our husband's children," Joan said, quickly doing away with any notion of jealousy.

Beyond building a seven-room "castle," as Joan described it, the Joseph wives' ultimate goal is to become mothers, Carmen said.

Unworried about overpopulation or food shortages, the young wives said they rejoice over the fact that Joseph can father 13 children a year, heeding the commandment, "Go forth and multiply."

Joan her face masked with disgust, said, "We think the ZPG (Zero Population Growth) movement is a subtle plot to make intelligent people extinct."

She said there are six children in the Joseph family now.

None of the three women with Joseph have had children by their husband but they said they are enthusiastic when another sister-wife becomes pregnant. Judy said she and Joan recently attended the birth of a Joseph child because their husband was unable to be there.

Eventually, the wives said they hope to deliver their own children at home.

Judy and Joan said responsibility for the children is shared among the sister-wives who also operate their own school with the approval of the county school superintendent.

The wives also share the work in the family restaurant and health food busi- ness. They also plant gardens to help feed the fluctuating number of family and friends Joseph invites into their home.

The Joseph family fame has made them a tourist attraction in Glen Canyon City where the population is divided over their newfound notoriety. The family plans to make three movies in the future.

"When people meet us they like us," Carmen said, "but some people won't meet us. But when anything goes wrong, townspeople come running for Alec."

The wives especially seek his counsel, they said, praising him for "providing us plenty of opportunity to improve our shortcomings."

Asked if Joseph had any faults, the three giggled, cast knowing glances at each other and Joan finally said, "We don't focus on those things."

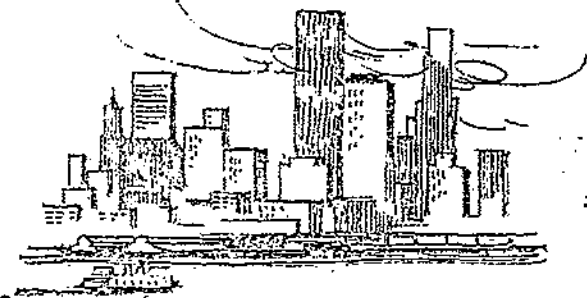
For them, a pleasant evening at home is listening to their husband "talk and teach," Joan said.

"We're a witty bunch, but Alec is wittier," Carmen added.

Joseph, who rejoined the group after discussing legal matters with his attorney Mike Kimerer, defended his lifestyle, insisting it is any man's constitutional right to have more than one wife and a woman's privilege to marry whomever she pleases.

Lightly touching Judy on the shoulder he said, "If a young, intelligent woman like this can't marry anyone she likes, then someday the government might start telling you who you should marry."

EMMETT WATSON



The Cowering Inferno

DARRELL HOUSTON, former staffer on The P-I who now sits on the foreign desk for the LA Times, has polished off a novel about a Northwest folk hero, of sorts. Book's title? "The Ballad of D

B. Skyjacker," which should tell you what it's about. Houston has done considerable research on the D. B. Cooper skyjacking caper, spent three years writing the book—which is up for grabs among several interested publishers. Let it not be said that Darrell doesn't believe in his subject: "I'm determined to get 'D.B. Skyjacker' into print and into the American consciousness—a consciousness that's starved for a hero of the proportions of D. B. Cooper." . . . Art Skolnik, the city conservator, is

hard at work and let's say this for Art, he doesn't pick on any midgets. He's trying to keep Uncle Fed from signing any leases for parking, or overflow office space from the Federal Bldg. "Because," says Art, "once this happens, that's one more excuse to tear down more old buildings in the neighborhood. The federal government, even if it is sitting on top of the Burke Bldg., should be responsive to local policies." The Burke Bldg., as you know, was replaced by the big Federal Bldg.



IN THESE days when restaurants open and close like traveling circuses, it's nice to note a celebration this month. It's the 30th anniversary of Taylor's Landing in Mukilteo, right next to the Whidbey ferry dock.

The place is owned by Ed and Dick Taylor, the latter being a former State Rep. "In 30 years we've served everything from herring and hamburgers to lobster tails and wine," says "Big Dick," who stands 6-8. Entertainer Glen Larson will help the festivities along starting Monday in the lounge. Oh, yes, I forgot. Ed is the "little" brother — he's only 6-5 . . . Al Rochester, the ex-councilman with a long memory, points out that Bing's brother, Larry Crosby, who died the other day, was a one-time advertising man here. Crosby worked out of the Botsford & Constantine offices in the Marion Bldg.

IN THE phone book, it's listed in the grand manner — Washington St. Univ. Alumni Center West, and try to guess where that is. Actually, it's located in business consultant Al Heglund's office, which is pretty grand itself. That would be railroad magnate Jim Hill's palace car, at the Terry, Ave. Freight House complex. An all-out Cougar booster, Heglund (his wife Helene is a WSU alum; their son, Mark, is a WSU senior) donated the office space several years ago, after complaining to WSU pres. Glenn Terrell about the alums' feeling remote over here. So the office, really, is a Pullman "hot line," a direct hookup that now fields some 50 calls a week, "everything from basketball scores and Mother's Weekend queries to real emergencies."

Seattle P.I.

164-81 Sub B

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MAR 27 1975	
FBI—SEATTLE	

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DB Cooper-23044

A LOT OF wisecracks got flipped around about that trade fair seminar the Chamber of Commerce helped sponsor last December — "Siberia '75 — Opportunities for Washington State." Well, I'm delighted to report that the Chamber's newsletter is brightening this dull day with a dandy slip: "If you missed that great Soviet Trade Seminar held last December, you'll be pleased to hear that transcripts of the program are not (sic) available free (yes, free!) from the Chamber's Commerce Department." Or is that really Inflation Note No. 3,483 in disguise? . . . Life's small ironies: a shoplifter was busy out at Knoll Lumber Co. in Kenmore the other day. What did he swipe? "Most of a home burglar alarm system," sighs Carl Knoll.

A NEW magazine is cranking up — claimed to be the first nat'l mag ever published out of Seattle, but I get the feeling our long-remembered old-timers are ready to strike. At any rate, "Young Athlete," a bimonthly, is being readied by Jim Rothaus, who says, "It will be printed in Illinois, distributed nationally out of New York, but published in Seattle. Rothaus is a Queen Anne and UW grad, onetime assistant coach for the Continental Football League Rangers, also the Seattle Ramblers, with whom he played for nine years. Rothaus has been a publisher's rep here for 21 years and plans to have Young Athlete out by June. "It's the first sports mag aimed at young people," he says, "and if you're 43, a young athlete can be 35." Depressing, but true . . . And Steve Palmer signs us off today with that bumper sticker on an old Pontiac: "Don't Hit Me — My Lawyer's in Jail."

**Skyjacker
owes I.R.S.
\$218,635**

PORTLAND — (AP) — Dan (D. B.) Cooper, the sky pirate who vanished somewhere between Seattle and Reno in 1971, now owes the federal government more than the \$200,000 he took with him.

The Internal Revenue Service says Cooper owes \$218,635 in taxes on the money he extorted. That's assuming he is alive, single and never filed a return on the money.

The I.R.S. figures Cooper would be taxed \$53,000 on the first \$100,000 and \$70,000 on the next \$100,000. If he intended to cheat the government out of its share, the civil fraud penalty is 50 per cent of the tax due, or \$61,545.

Interest at 7 per cent a year is \$34,000. Total: \$218,635.

(Mount Clipping in Space Below)

Back Taxes Owed By D.B. Cooper

Sub B

PORTLAND, Ore. — (AP) — D. B. (Dan) Cooper, the sky pirate who vanished somewhere between Seattle and Reno in 1971, now owes the federal government more than the \$200,000 he took with him.

The Internal Revenue Service says Cooper owes \$218,635 in taxes on the money he extorted. That's assuming he's alive, single and never filed a return on the money.

The man who gave his name as Dan Cooper hijacked a Northwest Orient Airliner at Portland, demanding \$200,000. He parachuted out of the plane, unobserved, and was never seen again.

The search eventually closed in on a wooded area of southwest Washington, but no sign of Cooper or the money ever has surfaced.

The IRS figures Cooper would be taxed \$53,090 on the first \$100,000 and \$70,000 on the next \$100,000. If he intended to cheat the government out of its share, the civil fraud penalty is 50 per cent of the tax due, or \$61,545.

Interest at 7 per cent a year is another \$34,000. Total: \$218,635.

That, of course, doesn't include a late filing penalty of \$30,071, and a late payment penalty of \$7,300 per year.

(Indicate page, name of newspaper, city and state.)

p.A3 Seattle Post-Intelligencer
Seattle, Wash.

Date: 3/21/76
Edition: Final (Sunday)
Author:
Editor: Jack Doughty
Title:

NORJAK

Character:
or SE 164-81
Classification:
Submitting Office: Seattle
 Being Investigated

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SEATTLE

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(Indicate page, name of newspaper, city and state)

A-1 HERALD EXAMINER
LOS ANGELES, CA

Date: 12/16/79
Edition: Sunday Litest

Title: NEWS FOCUS

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(Mount Clipping in Space Below)

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A middle-aged man, dressed in a black suit, white shirt and black tie and wearing a hat, walked up to the Northwest Airlines counter...
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The massive manhunt that began the next day in the mountainous terrain that Cooper jumped into was only the beginning. In the eight years since the famous incident, the Federal Bureau of Investigation has expended thousands of man-hours in following down leads on some 800 suspects. Yet, the official line is still that an unknown man hijacked Flight 31 that night and probably died in the parachute jump — though his body, the chute and the money were never found in the wild, unpopulated Cascade Mountains.

SUB B

164-81-9194

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JAN 1980
FBI - SEATTLE

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(Mount Clipping in Space Below)

Sub B

FBI on D. B. Cooper trail

By JANE SEABERRY

WASHINGTON (WP)

The FBI is investigating whether a suburban Virginia heavy equipment operator named Jerry H. Cooper is really D. B. Cooper, the airline hijacker who parachuted with \$200,000 ransom money from a Northwest Orient 727 jet on Thanksgiving eve, 1971, and was never seen again.

Acting on an anonymous tip, the FBI has questioned Jerry Cooper's sister-in-law, Carol Wood, manager of the Oakton Park Apartments in Fairfax City, Va., who later told her brother-in-law that the FBI suspected him of being the skyjacker.

Jerry Cooper, 30, then called The Washington Post and met voluntarily with the FBI Monday in efforts to deny that he had anything to do with the crime, even though he is an experienced skydiver and strongly resembles witnesses' descriptions of skyjacker D. B. Cooper.

Both Coopers are about six feet tall, weight about 180 pounds and have dark hair and dark complexions. After looking at an artist's sketch of missing skyjacker, Jerry Cooper said Monday, "I do look an awful lot like him. It's kind of scary."

Cooper acknowledged that he was a skydiver for eight years before quitting about five years ago. He also said that he once worked as an aircraft fueler and therefore

was familiar with the operations of commercial jets.

But he insisted the FBI was investigating the wrong man. "My name is Jerry. I have a birth certificate," Cooper said. "If I was going to hijack a plane, I certainly wouldn't use my real name."

"All I need is for them (the FBI) to show pictures to people that were on the flight and say, 'Yeah, that's him, that's him.'"

Cooper said he contacted the Post and the FBI because he couldn't sleep since hearing from his sister-in-law about the FBI's inquiry. "I was shocked; that's really the word for it," he said. "If they're going to lock me up, I feel everybody should know about it."

Cooper said, and the FBI confirmed, that the FBI received an anonymous tip last May from a caller who said he was afraid of Cooper, that Cooper was a dangerous person, that he had seen about \$15,000 in cash in Cooper's apartment and that he believed Cooper was the skyjacker.

"I had \$15,000 I'd be out fishing somewhere," Jerry Cooper said as he lit his third cigarette within 20 minutes. When told that hijacker D. B. Cooper was allegedly a chain smoker, he said, "Oh, no."

Cooper said he doesn't know who could have called authorities. "I probably have a few enemies, he added, ex-

plaining that he had been involved in a number of brawls and had been arrested for disorderly conduct several times in Fairfax County.

Cooper, who said he hunts in Virginia every year around Thanksgiving, said he is not sure where he was at the time of the skyjacking. "I was probably hunting. How many men do you know can say where they were four years ago?"

Mrs. Wood also said Cooper was probably hunting with relatives who have shot game that time of the year for 14 years.

When the FBI agent first questioned her, Mrs. Wood said, "I laughed and laughed. I couldn't control myself. It was that funny."

After more questioning, however, Mrs. Wood said, "I got super scared. My brother-in-law is a super kind of a guy. He's an Aquarian. He's born under a rainbow. He's definitely no criminal."

Michael A. Morrow, assistant special FBI agent in charge of the Alexandria, Va., office, said Monday "We received information indicating he could possibly be D. B. Cooper."

Morrow said he personally is becoming more inclined to believe Jerry Cooper is not D. B. Cooper but that the investigation would continue. "We're just trying to ascertain if he is D. B. Cooper," Morrow said. "We're going to

(Indicate page, name of newspaper, city and state.)

P. 20
The Spokesman Review
Spokane, Wa

Date: 9-9-75
Edition:
Author:
Editor:
Title: NORJAK

Character:
or 164-81
Classification:
Submitting Office: b6
 Being Investigated b7C

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FBI - SEATTLE	

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do a certain amount of checking."

D. B. Cooper, described by witnesses as a middle-aged man, hijacked a five-stop flight from Washington, D.C., to Seattle after boarding it at Portland, Ore. He collected \$200,000 ransom in \$20 bills from Northwest Orient Airlines officials and parachuted from the plane near northwest Washington state after the 36 passengers and two stewardesses had been released during a stop earlier.

After getting the money, Cooper had ordered the pilot to fly at an altitude of about 10,000 and at about 200 miles per hour over the lowlands of western Washington and Oregon. When the plane landed at Reno, Nev., for refueling, the hijacker and money were gone.

The thickly wooded area where Cooper is believed to have landed was scoured by searchers and neither Cooper nor the money was found.

Within 72 hours of Cooper's exploits, D. B. Cooper tee shirts bearing a picture of a suitcase marked "D. B. Cooper, where are you?" were marketed by a Portland, Ore., manufacturer.

A song about the hijacker was written, recorded and released within a week and became a favorite of Oregon and Washington state top-40 listeners. Later, bumper sticks appeared, asking "Will the real D. B. Cooper please stand up?"

"The Sky Jockey who Got Away"

"DB Cooper, Another Year . . . his boy Jack"

"DB Cooper, Horse Free next year"

DB Cooper-23051

(Mount Clipping in Space Below)

If hijacker had invested Art could've made Cooper rich

SUB B

By LES BLUMENTHAL

SEATTLE — If Dan Cooper had invested the \$200,000 he skyjacked eight years ago in Oriental rugs, apartment houses or Charles Russell paintings, he'd be a millionaire today.

Maybe he is.

Authorities don't know if Cooper, history's first known skyjacker-for-money, is dead or alive. But they have found no trace of him since he dived out the back end of a Northwest Airlines 727 jetliner with a parachute and disappeared into the night over Southwestern Washington on Nov. 24, 1971.

If he lived and was shrewd he could have parlayed the 21 pounds of \$20 bills into a fortune. The money was in a bag strapped to his chest.

Maybe the man who bought his ticket as "Dan Cooper" but was transformed in history as "D.B. Cooper" put the money in stocks, bonds or foreign exchanges. Maybe he's sitting in an Acapulco condominium laughing.

Or as Steve Morris, a Seattle antique dealer said, "He's probably living in east Ballard (a Seattle neighborhood), paying for groceries with the \$20 bills he got and wishing he had bought gold.

"There is really no end to the money he could have made if he had invested in antiques," claims Morris, a member of the Appraiser Association of America.

could have tried real estate. \$70,000 apiece now," said Teutsch.

"That's where I would have put it," said John Teutsch Jr. of Rainier Mortgage Co.

Teutsch said Cooper could have used the money for a down payment on a \$1 million apartment building that would be worth \$2 million today, even more if the units had been converted to condominiums.

"Eight years ago Seattle was just coming out of the Boeing crash. You could buy \$20,000 to \$25,000 houses all over the place. Those houses would be worth up to

\$70,000 apiece now," said Teutsch.

Steven Haley of Friedlander & Sons, a Seattle jewelry store, says Cooper could have invested in a "traditional form of concentrating wealth" by buying diamonds.

Diamonds are worth up to three times as much now as they were in 1971.

"Nowadays, a five-carat stone costs about \$50,000. Back then it cost about \$15,000," said Haley.

John Pringle, assistant special agent in charge of the Seattle FBI office,

said Friday, "We don't have any more idea where he is now than when he pulled the job."

Pringle says it's possible Cooper could have spent the money without anyone knowing, even though authorities had the serial numbers of the bills.

While American citizens couldn't own gold in 1971, Cooper could have bought the precious metal on the Swiss exchange for between \$125 and \$150 an ounce back then, said Haley. Gold now sells for over \$390 an ounce.

(Indicate page, name of paper, city and state.)

Page B8
The Oregonian
Portland, Ore.

A \$200,000 investment in Oriental rugs in 1971 would be worth \$1.8 million now, said Morris. Antique American furniture has quadrupled in price, antique silver is worth five times what it was in 1971, American paintings of the 19th and early 20th centuries are up tenfold.

"A Charles Russell painting worth \$25,000 in 1971 would now be worth between \$150,000 and \$200,000," said Morris.

If Cooper didn't have a taste for antiques, he

Date: 11/24/79

Edition:

Title:

Character: 164-81

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Classification:

Submitting Office: SE

SUB B-
164-81-8146

(Mount Clipping in Space Below)

SUB B

Hijack high jinks to mark Dan Cooper's 1971 leap

By LEVERETT RICHARDS
of The Oregonian staff

ARIEL, Wash. — They'll have another party Saturday in this hamlet 10 miles east of Woodland.

There will be loggers' stew and loggers' brew and much to-do over the elusive guest of honor at the Ariel Store and Tavern, which will hold open house from noon to midnight or whenever.

"We don't know whether the guest of honor will show up or not, but we have broadcast invitations far and wide to Dan Cooper, wherever he is," said Laurel Fisher, who with her husband, David, own the emporium in this tiny timber town made famous by Cooper, the first of the high-flying, high-finance hijackers.

Cooper made history eight years ago, on Thanksgiving Eve, Wednesday, Nov. 24, when he hijacked Northwest Airlines' flight 305 in Portland, bailed out at 8:10 p.m. that stormy night near Ariel — and vanished.

Not a trace of the man who gave the name of Cooper or any of the 10,000 \$20 bills he carried has been found, despite a series of intensive searches by ground and air over the flight's route from Seattle to Reno, during which Cooper is believed to have bailed out in freezing weather in a howling storm.

The FBI continues to get "Cooper calls," said Bill Williams, FBI spokesman in Portland. The latest was a parachute found Nov. 7 near the Kalama River Road, which proved to have no connection with the Cooper case.

But that doesn't discourage the sponsors of "Cooper Capers Day," which has been held since 1975.

"People will be dropping in all day, sitting around the wood stove or the 30-gallon stew pot, swapping lies and maybe buying a few of the 'Hijacker's Guide' book we have for sale or the T-shirts which say 'I was there, D.B. Cooper Day, '79,'" Mrs. Fisher said.

There will also be sky divers parachuting into town about noon.

"Maybe Cooper will be among them, who knows?" Mrs. Fisher added.

(Indicate page, name of newspaper, city and state.)

Page B4
The Oregonian
Portland, Ore.

Date: 11/21/79
Edition:

Title:

Character: 164-81
or
Classification:
Submitting Office: SF

SUB B

164-81-8145

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DB Cooper-23053

(Mount Clipping in Space Below)

Possible D.B. Cooper clue found

KELSO — (AP) — A heavy plastic placard from a Boeing 727, found by a hunter in a thickly wooded area, could be a link to the unsolved November 24, 1971, D.B. Cooper skyjacking, authorities said today.

Cooper is thought to have parachuted from a Northwest Airlines jet near Woodland, about 10 miles south of here, with \$200,000 in \$20 bills.

The placard is described as an emergency-warning notice of the type posted next to the rear exit of 727s.

"There isn't any way that it could have come off a plane without the (rear) door being opened," said the Cowlitz County sheriff, Les Nelson. "We know that two days after Cooper jumped that the placard was missing off the plane.

"This is the first probable, tangible piece of evidence that has surfaced in the D.B. Cooper case," he added. "It's inconceivable, it's one in a million, that any

other plane could have lost it in the area in which D.B. Cooper jumped."

The placard was found about "six flying minutes" from where Cooper is believed to have jumped, said Nelson. It was found last November by an elk hunter, Carroll Hicks, of Kelso, near a Weyerhaeuser Co. logging road north of Ariel, said Nelson.

The Federal Bureau of Investigation and sheriff's detectives withheld information about the find while trying to verify the placard's origin, he said.

The jet was en route to Seattle from Portland when Cooper handed a stewardess a note saying he had a bomb. After picking up the ransom and two parachutes in Seattle, and allowing the passengers and two of three stewardesses to disembark, Cooper ordered the plane to Reno. When the plane landed in Reno, the rear ramp was down, and the money, one parachute and Cooper were gone.

(Indicate page, name of newspaper, city and state.)

p.A1 Seattle Times
Seattle, Wa.

Date: 1/17/79
Edition: Final

Title:

Character:

or

Classification:

Submitting Office: Seattle

164-82
SUB 18
161-81-5118

COPY SENT TO BUREAU

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It is a mystery story — though an investigation has turned up some evidence suggesting that Coast Guard Cobble, including two passengers on the hijacked airplane who saw photos of Coffelt and identified him as the hijacker.

The story also has intriguing characters — including alleged bungling FBI agents, a rich right-wing recluse who is the last living relative of Abraham Lincoln and the convicted assassin of Martin Luther King Jr., James Earl Ray.

Much of Jack Coffelt's life is shrouded in mystery, and that's undoubtedly the way he wanted it. This picture of his life was pieced together from interviews with various knowledgeable sources, including journalists and lawyers.

Coffelt, who was born in 1919, spent the first 30 years of his life in and out of jail throughout the Midwest for a variety of minor crimes. In 1949, he hit the big time: He received a 10-year sentence for interstate transportation of a stolen automobile, and served time in Atlanta and Leavenworth federal prisons. Over the years, his cell mates reportedly included Col. Jack Durant, who was convicted of stealing the House crown jewels during World War II; James Earl Ray, who is presently serving a life sentence for killing Martin Luther King Jr.; and James Brown, an Army officer convicted of carrying time on an assault charge.

Sometime during those prison years, Coffelt and the FBI apparently made contact. A source, who requested anonymity, says there is a letter signed by J. Edgar Hoover asking the prison warden for information about Coffelt, as well as evidence that the agent in charge of the local FBI office in Atlanta was Coffelt's sole visitor for five years.

Some persons who have studied Coffelt's past suspect that he became an FBI informant in prison, perhaps secretly turning over information damaging to his cell mates. Certain sources add that Coffelt himself described his days in the pen as a "revolving door," claiming that he would be let out for a few days or weeks at a time to carry out "a job" for the government.

The FBI refused to comment on any of this or on any other aspect of Coffelt's life.

In 1958, after serving only six years of his 10-year sentence, Coffelt was paroled from Leavenworth.

In the mid-60s, he began a mysterious association with Robert Todd Lincoln Beckwith, the last living relative of Abraham Lincoln.

Beckwith — Lincoln's great-grandson — is the son of rich industrialist Warren Beckwith, and he lives on a sprawling 500-acre estate in Virginia. The land came from the Lincoln side of the family; Beckwith inherited it from his mother, who acquired the estate from her father, Lincoln's cousin.

Beckwith had not been idle with his wealth, a six-figure annual income from a lifetime trust set up by his father. He has reportedly financed several right-wing causes.

Coffelt became Beckwith's aide-de-camp and got control of more than one Beckwith-financed bank account. But little else is known about this mysterious relationship, which Beckwith himself declines to clarify.

Other bits and pieces have emerged about this period of Coffelt's life:

In 1974, Coffelt boasted to an old friend, former Atlanta cell mate James Brown, that he had "helped kill a nigger" in Memphis, Tenn. Then, elaborating slightly, he said that he had been in "one of the white cars" that caused confusion around Memphis immediately after Martin Luther King Jr. was assassinated in 1968.

In 1973, James Earl Ray was shown a picture of Coffelt by someone investigating the Coffelt-Cooper connection, and reportedly identified his old prison mate — but only after being shown Coffelt's death certificate. Ray gave no further information, according to a source close to the investigation.

Coffelt allegedly carried a number of official credentials: FBI, Department of Agriculture, passes for the White House and Pentagon. A college professor reported that he was riding in an automobile with Coffelt in Washington, D.C., when Coffelt picked up Sen. Creighton Abrams, U.S. Army chief of staff (now deceased) and took him to the Pentagon. This professor has claimed that he saw Coffelt flash FBI credentials.

Sometime around 1970, Beckwith fired Coffelt. It was a bitter parting. In 1973, Beckwith settled a suit filed by Coffelt reportedly by giving his former aide a sum equal to \$750 per month, retroactive to 1933. (The settlement papers are sealed by court order.)

Beckwith is still alive at about 60 years of age. But he lives in seclusion, and has declined repeatedly to be interviewed on his relationship with Coffelt.

After the break with Beckwith, Coffelt spent the next couple of years in Washington, D.C., and, for brief periods of time, in Lawrence, Kan. He held a string of odd jobs during this time and was described as being ill and drinking heavily during 1971.

Some who have investigated Coffelt theorize that his deteriorated financial situation after his break with Beckwith may have driven him to try the desperate hijacking of Flight 305.

Eleven days after the Cooper hijacking, Coffelt began his job as a surgical technician at a western Virginia hospital. His superior there, a woman, told her co-workers that Coffelt had difficulty walking and at one point showed her his "badly damaged legs" — injuries which some believe he sustained in the parachute jump. He worked at the hospital through most of 1972, then in June of 1973 he contacted his old cell mate, James Brown, for the first time in years.

A year later, in May 1974, Coffelt told Brown for the first time that he was D.B. Cooper and disclosed some details of the crime that, if true, presumably only the hijacker could have known. For example, according to Brown, Coffelt described changing into boots before jumping and boasted of flirting with one of the stewardesses. Coffelt also said that he dropped the \$200,000 ransom during the parachute jump and had never recovered it.

Coffelt told Brown that he wanted to go back into the Cascades and look for the mail fortune, but he needed help. Brown agreed to accompany him, and in July of that year, the two men and Brown's muscular, 6-foot-plus, 17-year-old son, Byron, made a week-long trek into the mountains.

According to Brown, Coffelt was then so ill that at one point he nearly collapsed on a steep grade. However, after a week to which they made themselves as inconspicuous as possible, they found no money and quit.

Still, to this day, James Brown remains unshaken in his conviction that his old cell mate was D.B. Cooper.

After the Cascades trip, Coffelt moved to Hawaii and died there in June 1975. Brown, who did not learn about Coffelt's death for more than a year, had written down everything Coffelt told him, and began writing a book manuscript. But he knew he needed help, preferably from a promoter familiar with Hollywood wheeling and dealing.

Brown found free-lance producer Dick Summers, who was in Las Vegas while producing a Ken Norton heavyweight title fight for CBS Sports.

Summers said in an interview that he subsequently had Brown and his son take lie-detector tests concerning the five weeks they spent with Coffelt. "They passed with flying colors," Summers said. "But all that meant was that Brown believed Coffelt's story. I kept thinking, if this story is true, it's the story of the century."

Summers began his own investigation, and he and Brown organized an expedition into the Cascades in 1977, back to where Coffelt had taken Brown three years earlier. This time, thanks to a metal detector and energetic digging, the search party unearthed a solid piece of physical evidence: a 1½-inch piece of cording that proved to be synthetic nylon of the type used in parachute shrouding — and it was 5 to 7 years old.

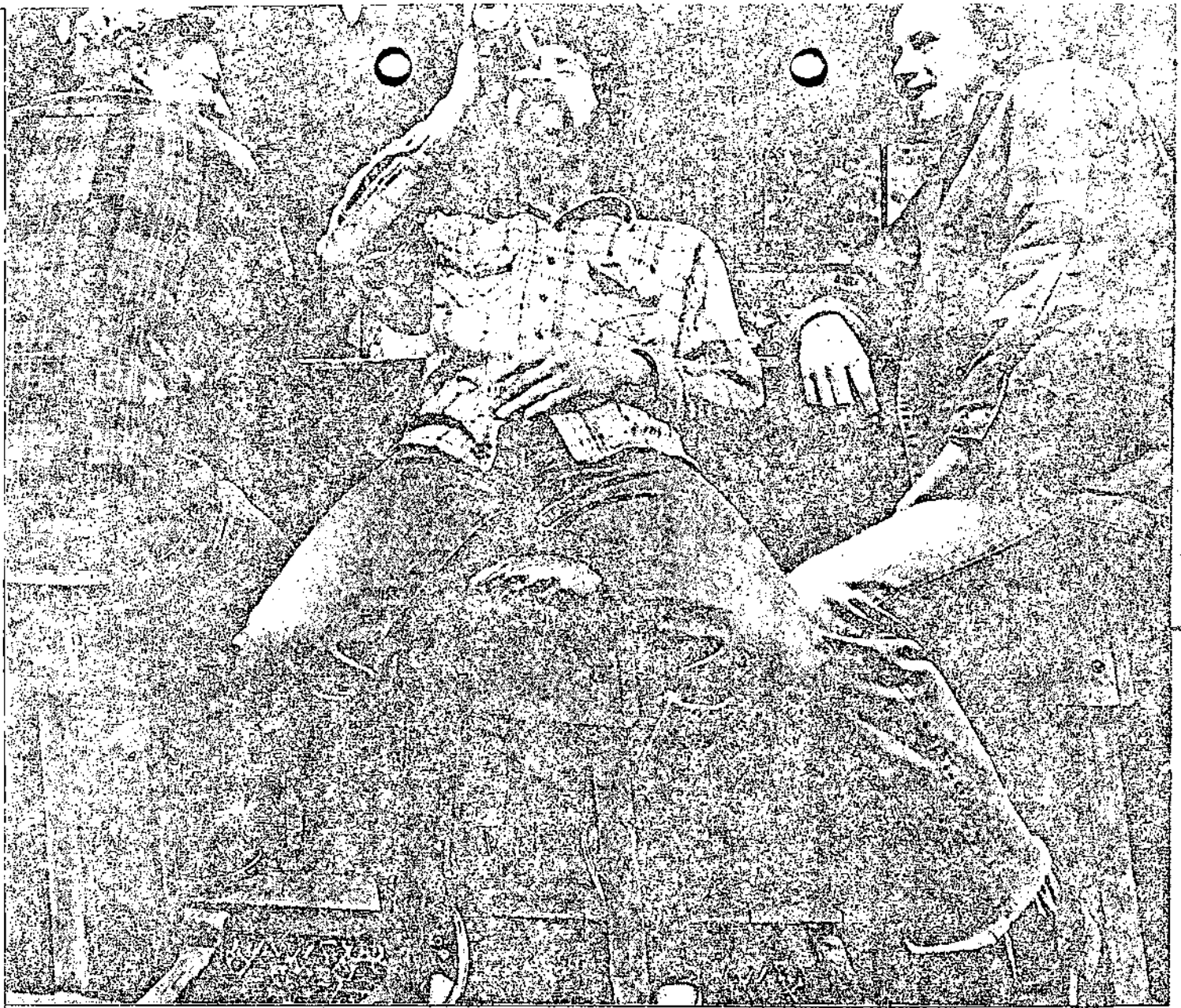
"It's a strong piece of circumstantial evidence," said Summers. "We had a lab report confirming that (the) cording ... was from a parachute and several years old. No one has ever asked me, but I'll be happy to take a lie-detector test about where we found it, and how we dug it up. We were very careful uncovering it. I took soil samples which I turned over to the lab so I would know something hadn't just been buried there."

"The area where we found this was very primitive, remote wilderness," Summers explained. "This was Big Foot country. We had to lower ourselves down a cliff to get to the site. There was a dead tree that Jack (told Brown) said he hit. And this enormous, two-story high rock with markings on it, 'Xs' and 'Os' that Coffelt said he had scratched into the rock the night he landed there. That was where we dug. You could even see the narrow trenches, where his feet had hit the ground."

Summers became a believer in the story, and he, too, is still convinced that Jack Coffelt was D.B. Cooper.

In addition, Summers believes that the FBI has gone to great lengths to cover up and otherwise derail the case.

Summers added he suspects that the FBI may have known all along that Coffelt was the hijacker, but didn't go after him because they knew he had stories to tell about his earlier cooperation with the agency.



—Photo by Bill Douthitt

ymaker from Cooper's Caper Days two years ago. The yearly event in Ariel fetes D.B. Cooper's 1971 disappearance

**Cooper's
Caper
Days**

SUB B

**...el set to cheer
...acker's leap**

**By Richard Spiro
The Daily News**

ARIEL — Saturday will be Cooper's Caper Days once more in this community, where hijacker D.B. Cooper, burdened with \$200,000, might have jumped from the rear door of a Boeing 727 on Nov. 24, 1971.

David R. Butterfield, publicity chairman for this more or less prestigious event, plans to whomp up 30 gallons of loggers' stew outdoors near the Ariel Store and Tavern.

Rumors that he will not be allowed to prepare the stew inside the store because the effluvium would dangerously weaken the rafters is described by Butterfield as arrant nonsense.

There have been some changes since the celebration was first thrust upon the helpless populace. Dave and Laurel Fisher, one-time Californians, now own the store. And instead of buffalo stew, Butterfield has to make do with loggers' stew because the buffalo have all gone to that happy hunting ground.

No one knows where Cooper has gone, but there is more than a slight suspicion that he too is roaming that happy hunting ground, where the \$200,000 he extorted from Northwest Orient Airlines will do him no good.

Butterfield notes that the celebration this year will be spiced up a bit because earlier a sign from the rear door of a Boeing 727 was found in the area. More recently an orange and white parachute turned up in a wooded area of the county. The FBI says it was not one used by Cooper.

The only hard and fast facts, however, are that neither Cooper — if indeed that is his name — nor the money has ever been found.

Meanwhile, back at the Ariel Store the potbellied stove will valiantly attempt to keep the place warm while theories as to the hijacker's fate circulate with the other hot air from the stove.

Cooper may or may not be alive, but he lives, and apparently will continue to live among other legends of the great Northwest.

SUB B

1001-81-8194

(Indicate page, name of newspaper, city and state.) p.C11
Seattle Times
Seattle, Wa.

Date: 11/22/79

Edition: Final

(Mount Clipping in Space Below)

Title:

SUB B

Character:

or

Classification:

Submitting Office: Seattle

After 8 years, D.B. Cooper hijacking remains a mystery

by CLYDE JABIN
United Press International

PORTLAND — Thanksgiving time has special meaning for Ralph Himmelsbach, Federal Bureau of Investigation agent, especially this year.

It marks the eighth anniversary of his search for D.B. Cooper, who parachuted from a skyjacked jetliner to oblivion with \$200,000 in \$20 bills on Thanksgiving eve, 1971.

Himmelsbach has put in thousands of hours, more than any other law-enforcement official, trying to catch Cooper, and it will be his last Thanksgiving on the case. He takes mandatory retirement next September 30 after 28½ years with the F.B.I.

Cooper boarded a Northwest Orient Airlines Boeing 727 jetliner in Portland, took control of the aircraft by threatening to explode a "bomb" in his briefcase, forced it to land in Seattle where he got

the ransom money, then parachuted into the Southwest Washington wilderness. No trace of him or the money ever was found.

Himmelsbach says he will not retire frustrated if he does not solve the case.

"It hasn't been frustrating, it has been fascinating," he said. "It has been interesting every step of the way."

The F.B.I. approach also is directed against getting too emotionally tied up in a case, he said, since an agent then would not be as effective.

"I do not have an ax to grind," he said of Cooper.

Himmelsbach, who spent Thanksgiving eve, 1971, listening to the radio communications, recalls how the pilot mentioned during the flight from Seattle that he thought Cooper had jumped because of a "low pressure bump." The agent said this bump, which also registered on the flight recorder at 8:11 p.m., occurred when the door in the tail of the plane

swung back partially shut after Cooper jumped.

Two F-106 fighter pilots from McCord Air Force base were following the airliner after it left Seattle en route to the Cooper-ordered destination of Reno, Nev., but the fighter pilots did not see Cooper jump.

On Thanksgiving Day, Himmelsbach spent two hours flying with a Civil Air Patrol pilot in a small aircraft, criss-crossing the densely forested area where it was computed that Cooper went down in the Lake Merwin region.

"We didn't see a thing," the agent said.

The next day, an Army unit from Fort Lewis was brought in to search the northeast Clark County area. The soldiers found nothing.

The only item that has ever turned up from the flight was the 727's rear door plastic plaque, apparently torn off by wind, found last January 12 miles north of where Cooper was believed to have jumped.

"Cooper had to have a stewardess put the door down during the flight," said Himmelsbach, adding that she then returned to the pilot's cabin. "That was the last time anyone saw him before he jumped."

Himmelsbach said the F.B.I. has been able to pretty well determine what happened during the hijacking, but has no clues as to who Cooper actually is or how the skyjacker got to Portland International Airport.

The agent thinks Cooper got the idea for the crime from a news report two weeks before about a hijacking attempt in Canada where the man was captured before the plane got off the ground.

Himmelsbach said the F.B.I. continues work on the mystery.

"We've pledged to the public and to ourselves to give everything a hard look," he said.

Himmelsbach said not every "little detail" on the case has been made public

SUB B

164-81-8142

41 41



FBI/DOJ

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— for instance, the colors of the two parachutes Cooper got from the airliner and used in leaving the plane with the money. He said this gives agents a "little edge" to eliminate the "phonies" who either attempt to pin the crime on an acquaintance or to claim they did the skyjacking themselves.

The agent said that in addition to the official time on the case he has also flown over the area of the parachuting in his own plane or on other flights.

"I always look to see if I can see something," Himmelsbach said.

Details of the hijacking have become as well known to residents around Lake Merwin as the Indian legends of the area.

For the past few years, a tavern at Ariel on the edge of the lake has held a Thanksgiving eve "D.B. Cooper party" for the hijacker — or anyone else who might want to drop in.

Thus far, the guest of honor has not showed up.

SWS B
SWS C

(Mount Clipping in Space Below)

The Daily Chronicle, 98531, Saturday, May 15, 1976

It was 'Dan' Cooper,

not D.B.

By HAL D. STEWARD
Chronicle Staff Writer

All this time you have thought the first skyjacker to parachute — he did it in Nov. 1973 northeast of Woodang — to earth with his \$200,000 loot was named D.B. Cooper.

Not so. He was never known as D. B. Cooper except in the public mind. He called himself simply Dan Cooper when he bought his ticket and boarded the plane at Portland en route to Seattle, where he commandeered the jet and got his parachutes and money. It is as Dan Cooper that the FBI is still looking for him.

This is the kind of dispensable information you'll find in a new book called "The Dictionary of Mis-information" by Tom Burnam (Thomas Y. Crowell Co., New York).

The book puts us straight on a variety of esoteric mis-information, most of which has been passed down to us as accurate for several generations.

(Indicate page, name of newspaper, city and state.)

Page W-4
The Daily Chronicle
Centralia, Washington

Date: 5/15/76
Edition: afternoon
Author: HAL D. STEWARD
Editor: ERIC HOXIT
Title: NORJAK

Character: CAR
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

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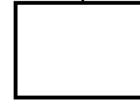
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SUB 4*



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Old parachute wasn't from famed hijacker

Cowlitz County Sheriff Les Nelson says a parachute found in the Kalama River area last Wednesday was definitely not one used by D.B. Cooper in the skyjacking of a Northwest Orient Airlines jet on Nov. 24, 1971.

"We checked with the FBI Tuesday, and they say this is neither the type nor color of the chutes Cooper had," Nelson said.

The parachute turned over to the sheriff's office Monday had a small tag bearing the words "U.S. Air Force," he said, and appeared to be a drag chute.

It was discovered by a logger, Darrell G. Ray of 118 Red Row, Kelso, near the 6257 line off Kalama River Road.

The chute had been buried under vegetation, and appeared to have been in the woods for a long time, according to the sheriff's office.

Bill Williams, an FBI spokesman in Portland, said the chute is not related to the skyjacking case, even though it was found in the general area where Cooper is believed to have left the plane.

The man using the name D. B. Cooper boarded the jet bound from Portland to Seattle on Thanksgiving eve 1971. During the flight he threatened to blow up the plane with a bomb he claimed to have in a briefcase unless he was given ransom money.

After the aircraft landed in Seattle, he freed the passengers and was given \$200,000 cash and four parachutes. He ordered the plane to fly to Reno, but opened the rear airstair over Southwest Washington, and bailed out.

No trace has been found of the skyjacker, the ransom money or the parachutes.

(Indicate page, name of newspaper, city and state.)

Page B2
The Daily News
Longview, Wa.

Date: 11/14/79
Edition:

Title:

Character:
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SUB B

Classification: 164-81
Submitting Office: SE

164-81-8145

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NY

(Mount Clipping in Space Below)

No hunt set for skyjacker

SUB-B
SUB-A
SUB-D

See related story, Page 11.

By COLUMBIAN STAFF, AP

An FBI agent here said this morning that the piece of plastic decal found by a Kelso hunter last November could have dropped from any Boeing 727, not necessarily the one hijacker D.B. Cooper bailed out of Thanksgiving eve 1971.

John Gordon of the bureau's Vancouver office said, "There is no positive proof that the decal came from the Cooper plane."

An FBI spokesman in Seattle speculated Thursday that the decal may have fallen off the Cooper plane when the craft was used for a re-enactment of the hijacking six weeks after it occurred.

"We noticed the decal was missing after that, but not before," the spokesman said.

A spokesman added that the placards, used to give emergency directions for the rear door on 727s, have been known to fall off under normal conditions.

Earlier this week Cowlitz County

Sheriff Les Nelson disclosed the discovery of the decal last November by Carroll Hicks, a self-employed welder from Kelso who was elk hunting when he found the bit of debris.

"It's one in a million that any other plane could have lost it in the area in which D.B. Cooper jumped," Nelson said.

But while the 10-inch square decal has stirred wide interest, Gordon expressed doubt it would help solve the mystery behind the case.

"It's interesting, but I don't think it will help us find Cooper," he said of the decal.

Gordon said the FBI has no plans to resume the search for Cooper and the \$200,000 that left the airplane with him.

Cowlitz County officials have indicated they do not plan to search for Cooper, either, but they did say they hope to encourage people to "keep their eyes open," when they are in the area the decal was found, about 12 miles east of Kelso.

(Indicate page, name of newspaper, city and state.)

p.1 Columbian
Vancouver, Wa.

Date: 1/19/79
Edition: Final

Title:

Character:

or

164-81-

Classification:

413

Submitting Office: Seattle

SUB B

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JAN 21 1979
FBI/DOJ

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(Mount Clipping in Space Below)

Where's D.B. Cooper? Journal Reward Aids Search



Have You Seen Him?

HERE ARE artist's composite sketches of parachuting hijacker Dan Cooper who disappeared with \$200,000 from Northwest Orient Airlines jet Nov. 24, 1971, as it flew at his orders between Seattle and Reno.

The FBI is still looking for him and money. The Journal is offering \$1,000 for first \$20 of that money to be turned in, if money matches serial numbers of any of 10,000 bills that vanished with Cooper. Some of serial numbers are to be found on page 2.

(Indicate page, name of newspaper, city and state.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 27, 1973
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, J
Title: NORJAK

Character:
or Bufile
Classification: 164-2111
Submitting Office: Portland

Being Investigated

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SERIALIZED <i>LA</i>	FILED <i>LA</i>
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FBI - SEATTLE	

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164-81-Sub B

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JAN 7 1973
FBI - SEATTLE

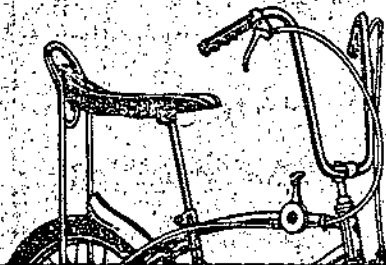
164-81-Sub B

09-02-101-4

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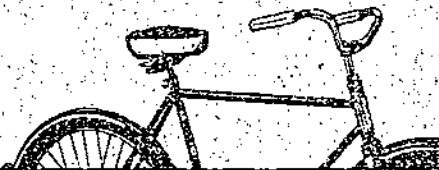
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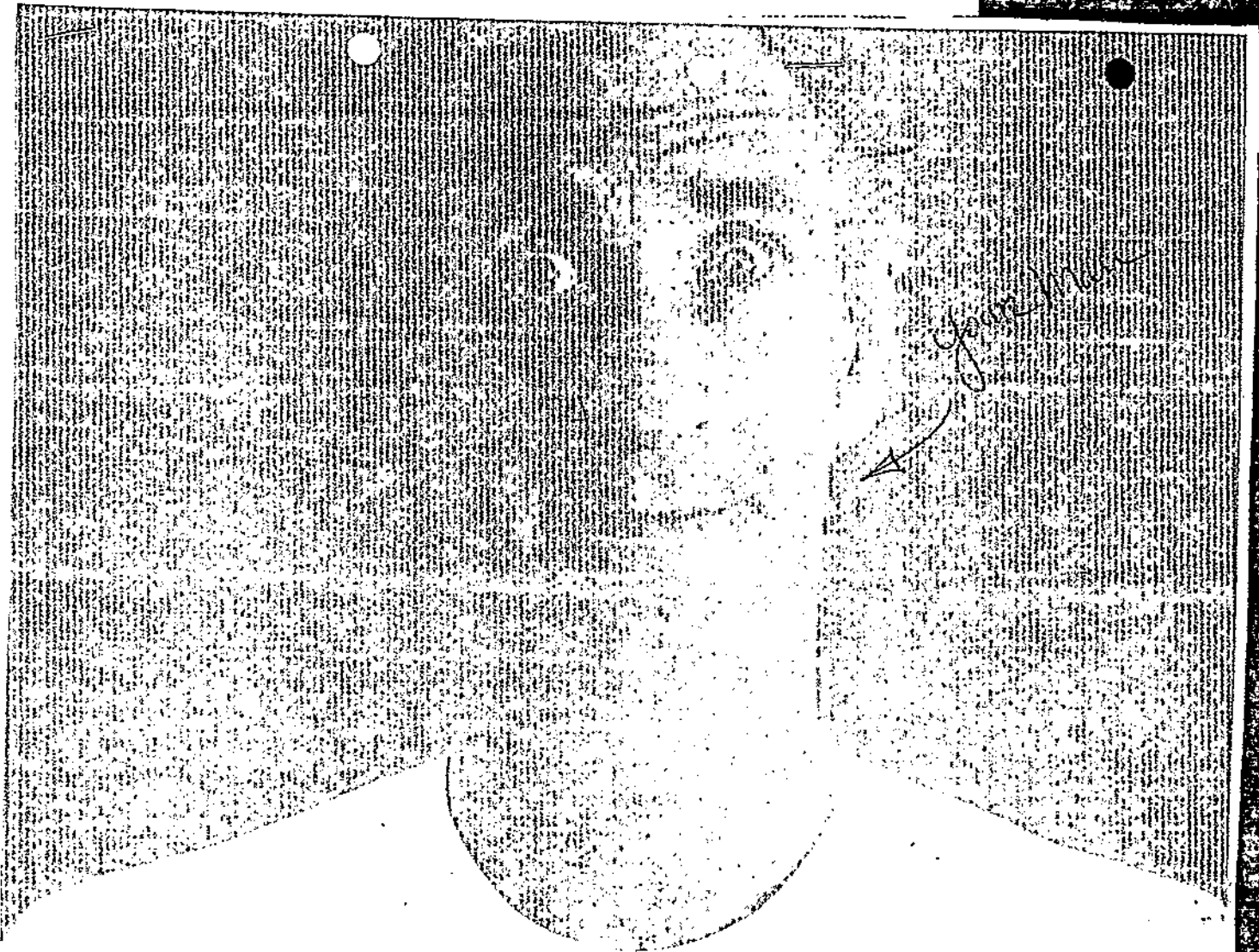
Warrior Vagabond

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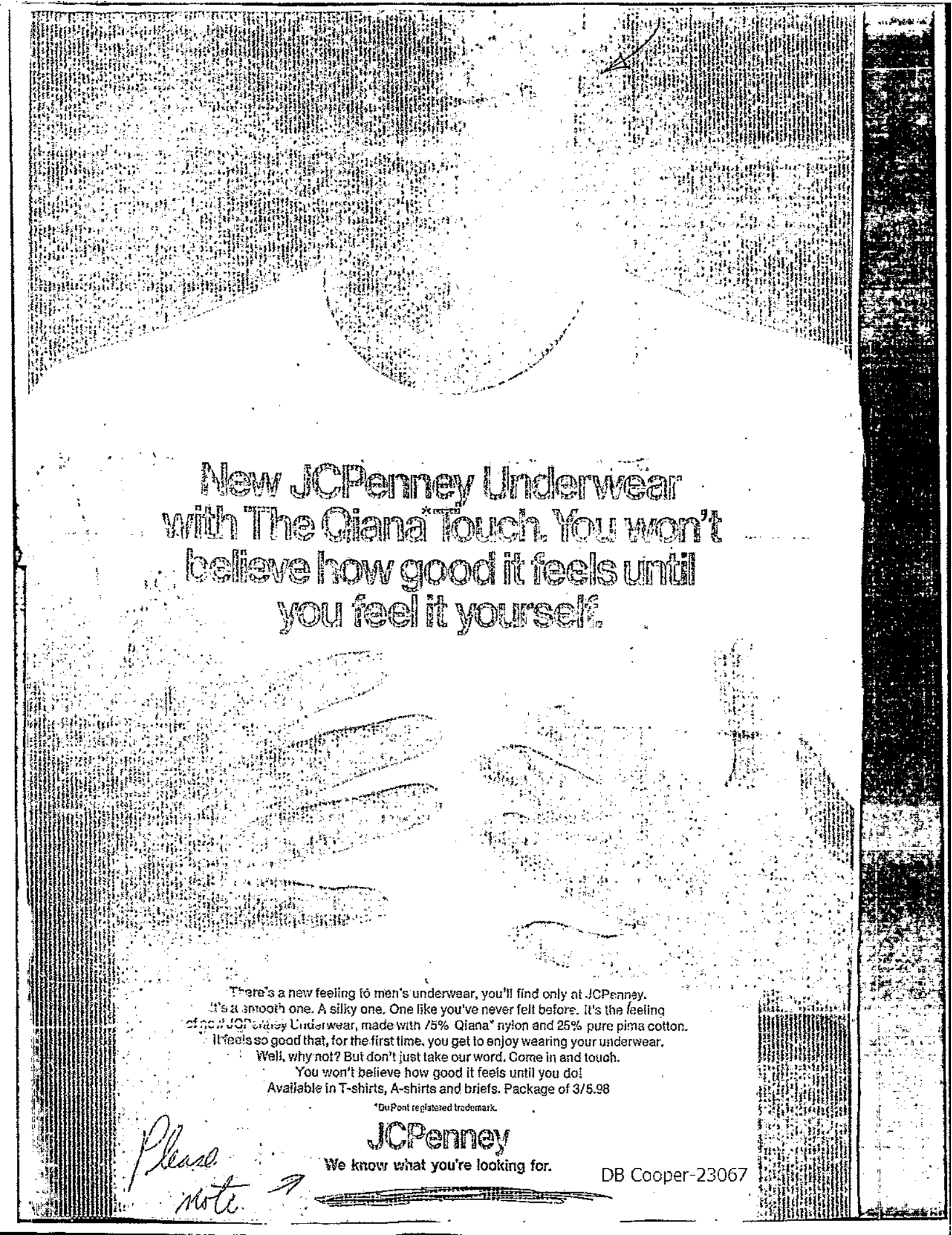
09-02-102-7
09-02-103-5

① Sky Jockey Cooper: Still a folk
hero, still a mystery



DB Cooper-23066

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DB Cooper-23067

*Please
note.*

(Indicate page, name of newspaper, city and state.)

12G, 20G TRIBUNE

Mpls. MN

Date: 4-8-79

Edition:

Sunday

Title: D. B. COOPER

Character:

or

Classification: 164-73

Submitting Office: MINNEAPOLIS

(Mount Clipping in Space Below)

Northwest 727 hijacker Cooper made a quantum leap into mists of mythology

By John Kerans

You can't tell a book by its cover. Nor a crook by the crime he's committed. But if you can't read the book, or you can't find the crook—then surely some speculation's permitted.

Take the case of D. B. Cooper, who 7½ years ago used a bomb threat to take command of a 727 jet, then parachuted to freedom with \$200,000 extorted from Northwest Airlines. No trace of Cooper was ever found. And since it's the only such unsolved crime in American history, you could say Cooper wrote the book on skyjacking. But he took the book along the night he made his quantum leap. And that's where the speculation begins.

The playwright:

John Orlock began to wonder about D. B. Cooper a few weeks after the crime was committed. Orlock found a letter purportedly from Cooper reprinted in the New York Times and he clipped it out. Orlock still has that clipping, though it's yellowed with age.

(In the letter, "Cooper" said in part that he had only 14 months to live and that "I knew from the start that I wouldn't be caught.")

"I read it and got the feeling of a man who finally decided to do something with his life. There was a great sadness and a great courage here," says Orlock, his fingertips touching the clipping.

"If this was indeed the case, that he was dying—and I am sure that he is now dead—then there was a certain justice here. It was a haunting piece of writing. Most importantly, I could feel a 'personality' emerging."

Sub B-

DB Cooper-23068

Sub B
FBI/DOJ

164-81-8100

Legend of a hijacker comes to Cricket Theater

By Mike Steele
Staff Writer

On Thanksgiving Eve 1971, a mild-mannered man using the name D.B. Cooper hijacked a Northwest Airlines 727 and, somewhere south of Seattle, parachuted out clutching \$200,000 in \$20 bills. He hasn't been seen since.

It was a great mystery and Cooper became something of a folk hero. Songs were written about his dazzling escapade and D.B. Cooper took his place alongside Robin Hood, Jean Lafitte and all three musketeers.

Almost overlooked during the episode, however, was a letter received by several newspapers a month after the hijacking. It was written by a man who claimed to be Cooper. The letter said, "I am no modern day Robin Hood. Unfortunately, I do have only 14 months to live." He took the money, he wrote, "to gain a few fast grains of peace of mind."

One who didn't overlook the letter was playwright John Orlock. "I was fascinated by that letter," explained the 33-year-old writer, "especially a part where he wrote about living a life of agony, turmoil, hate and more hate. It was a beautiful piece of writing, straightforward and simple, the kind of letter a D.B. Cooper would have written. Let's face it, the hijacking was one of the great acts of imagination of our time, the idea of taking the money and leaving the airplane up there.

"I clipped that letter and put it in my files for a few years. I was thinking about it during that time, however, and it kept coming out in my mind as a musical, a small cabaret musical. Then five years ago we performed a rough draft of it in a workshop at Penn State where I was teaching. It only had five songs and only two or three of those original scenes remain today."

But he has worked and reworked it since, and last year "The D.B. Cooper Project" was done in a reading during the Cricket Theater's late-night works-in-progress series. It worked well enough that the Cricket is presenting it on its main stage beginning Friday through May 5, under Lou Salerni's direction.

The play, like most of Orlock's to date, will be a comic drama. It won't be the big, metaphorical statement he'll be after but, as he put it, "just people in a situation, a look at what happens when interesting characters are placed in a situation that will knock them around. I never start a play saying, 'I want to say this.' It's dead. What really makes me cringe is when a playwright uses the title of the play as a metaphor in the play, you know, here comes the Streetcar Named Desire. I look for character and let metaphors find themselves through them."

Orlock's characters tend to be based on historical fact, then shot through with the writer's imagination. His "Indulgences in the Louisville Harlem," one of last year's hits at the,

DB Cooper-23070

Sub B

164-51-8099



John Orlock

Cricket, featured a mesmerist from the International Institute of Science and Populism. The mesmerist, it turned out, was mute and had to be accompanied by a friend who said all his words for him though the ideas behind the words, we were assured, were the mesmerist's.

He has also written plays about a man who played the organ in a Boston subway station and about the Golden Girl, the first female baton twirler to march with a college marching band. His latest play, recently given in the Cricket's works-in-progress series, "Revolution of the Heavenly Orbs," is about a 12th-century French cathedral builder.

If there's one thing that typifies Or-

lock's plays to date it is the way he begins with logical, historical situations and lets those situations zoom through logic right off the wall, often into surprisingly tender emotions.

"The humor is so important," said Orlock, "in terms of holding an audience. If you can make them laugh they'll follow you anywhere, right through logic into areas you could never get them to follow you normally. You simply can't bore an audience and move them too. I'm learning that more and more, how to hold an audience and how I can turn that back in on itself or into a different level."

He pulls his comedy from many styles. "I've been watching Abbot and Costello lately," he said. "It's just absolutely primal, basic material, beautifully built. The 'Who's on First?' sketch is to comedy what Bach is to music. I also watch old television series, like Sgt. Bilko. It was well written formally and just needs a content injection. And I love Moliere.

"What I'm after is situational comedy, the kind that builds from characters to the point where the audience finally says 'Oh, no, he isn't really going to do that!' It takes a bit more time to build those situations as opposed to just joke humor, but it's so much richer."

Orlock also wrote the 11 songs in this, his first musical. In fact, in the



Camille Gifford and Don Amendolia in the Cricket Theater's production of "The D. B. Cooper Project."

best tradition of musical theater, he had just completed the final one week or so before opening.

"I have a background in piano," he said, "but I haven't composed much. I did do some small film scores and some commercial work, but not much. The one song last year in 'Louisville Harem' was my first theater song. I don't think I can really describe my style. I look for theater music, songs that are scenes in themselves. I like a lot of early Kurt Weill music but I'm still exploring. This piece is scored for two pianos, harp and either percussion or strings. Not sure yet. I had a tuba in there first but when the harp came in, I dropped it. The harp was an amazing instrument, perfect, ethereal flying music."

Orlock is a native of Philadelphia and has taught at both Penn State and Boston University. He set out to become an actor and director but about nine years ago took a playwriting course that showed him to be a writer of some skill. He soon won a Shubert Playwriting award to study at Penn State, where he wrote his first full-length play.

"I felt the great satisfaction of hearing an audience respond," he said, "and found out how nice that could be. I wrote only off and on for a while but I was getting more and more reinforcement and finally in late 1973, when I began 'D.B. Cooper,' I made the commitment to playwriting."

He came to Minneapolis in 1975 because he was fired of teaching and had heard the theater scene was promising. He and his wife loaded up a U-Haul and breezed into Minneapolis on Labor Day. He spent the first year selling calculators at Dayton's by day, teaching theater at the Guild of Performing Arts at night. He wrote and directed a few shows there and finally, a year ago, was named a playwright-in-residence at the Playwrights' Lab.

"It is a very, very useful program," he said. "I'm still involved with it. It's an opportunity to take good actors and a director and say, 'All right, I'd like to present this work. And then work on it and see how it plays. Out of the Lab work I can hear the piece, rewrite it and work it out. I still like to work this way. The Cricket's works-in-progress series has worked out the same way. It's a very nice way to bring a play along.'"

Starting next fall, Orlock will become the Cricket's literary manager in charge of reading new scripts, helping with play selection and, of course, writing.

"Above all," he said, "it will be a steady salary. I'll phase out most of my teaching and be able to concentrate on professional theater. In fact, until they asked me to take that position I had seriously thought about going back to college teaching, just to put bread on the table. I wasn't too happy with those prospects. Believe me, it feels much better to be in the theater."

(Indicate page, name of newspaper, city and state.)

3C STAR
Mpls. MN

Date: 4-16-79

Edition: Evening

Title: D.B. COOPER

Character:

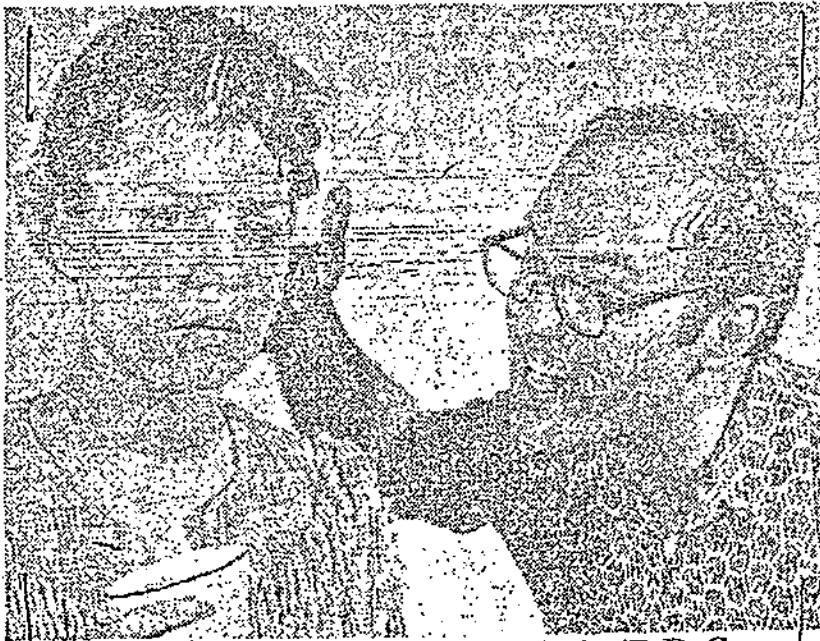
or

Classification:

Submitting Office: MINNEAPOLIS

(Mount Clipping in Space Below)

The Cricket's 'D.B. Cooper' is leap into rare experience



Jane Murray and Don Amendolia in 'D.B. Cooper'

Sub B FBI/DOJ

164-81-8093

(Mount Clipping in Space Below)

D.B.'s card? Feds think not

A heavy plastic placard found in a heavily forested area of southwest Washington could have dropped off any passing Boeing 727, not necessarily the plane skyjacked by the legendary D. B. Cooper, officials acknowledge.

The FBI says the placard could have dropped from a plane during a re-enactment of the incident six weeks after the 1971 hijacking.

Ray Mathis, FBI spokesman in Seattle, told The Associated Press yesterday the hijacked plane was used in a simulation of the hijacking, and, "we noticed the decal was missing after that, but not before."

"Those placards have been known to fall off on the runway," added a Boeing spokesman.

It was disclosed Wednesday that an elk hunter found the notice last November about 12 miles east of Kelso. The discovery was kept quiet while FBI and Cowlitz County sheriff's detectives tried to verify the placard's origin.

A person identifying himself as D. B. Cooper hijacked a Northwest Orient plane Thanksgiving eve on a flight between Portland and Seattle. He received \$200,000 and jumped from the plane. Neither Cooper nor the money has been seen since.

Sub B

(Indicate page, name of newspaper, city and state.)

p. A14 News Tribune
Tacoma, Wa.

Date: 1/19/79
Edition: Final

Title:

Character:
or 164-81
Classification:
Submitting Office: Seattle

164-81-Sub B

FEB 23 1979

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b7C

to the store. Last year, a professional parachutist from Portland and two of his students came right down. I think that's what Cooper did.

"He was a man who liked a challenge. A loner. I don't think he needed the money. Maybe he didn't have anything to do on Thanksgiving."

If this is where D. B. Cooper landed with the \$200,000 ransom, then he fell in with good company. A long time ago, before reforestation programs, the loggers had a slogan.

Simply put, it read: "Get yours and get out."

The Psychiatrist:

David Hubbard cursed the idea of a musical about D. B. Cooper when he learned of it.

"I'm of the opinion that this type of thing doesn't need to be perpetuated. Cooper represented no ideals and no values. He's not a folk hero. He was a man acting selfishly. The number of people who can be harmed by men who think they'll be immortalized is innumerable."

In 1971, Hubbard wrote a book called "The Skyjacker." It's the only psychiatric study of the "skyjacking personality," and it's based on dozens of interviews with men who committed the crime.

Hubbard's premise is that we are bound together by twofold gravity. One part is physical—which holds us to earth. Another is emotional—which holds us to each other. Skyjacking, he concludes, is a defiance of both realities.

Hubbard also believes in "mutations." One man commits the crime; another emulates it. Cooper—he points out—was not the first to get together parachutes, bombs and disguises. A Canadian tried the same trick in Calgary three weeks before. Hubbard assumes Cooper read about it and tried to go the Canadian one better. He did—the Canadian was caught and Cooper was not.

"Cooper created nothing," says Hubbard. "He was an imitative creature like all the rest who followed."

There certainly were plenty to follow—though none succeeded. Eventually, the back stairs on 727 jets were modified to lock in-flight. And that was the end of that.

"I took the notorious and made it commonplace," says Hubbard. "You want to take the commonplace—and D. B. Cooper was commonplace—and make it notorious. I don't buy that."

Psychiatrist David Hubbard does all his work at the Aberrant Behavior Center in Dallas. He lives nearby. Back in 1971, Hubbard—like Cooper—received \$200,000.

But Hubbard's money came from a private benefactor. It was given to finance a study on skyjacking.

John Kerans is a free-lance writer.

(Mount Clipping in Space Below)

A remnant of D. B.'s leap?

KELSO (AP) — A heavy plastic placard from a Boeing 727, found by a hunter in a thickly wooded area, could be a link to the unsolved Nov. 24, 1971, D. B. Cooper skyjacking, authorities said today.

Cooper is thought to have parachuted from the Northwest Airlines jet near Woodland, about 10 miles south of here, with \$200,000 in \$20 bills.

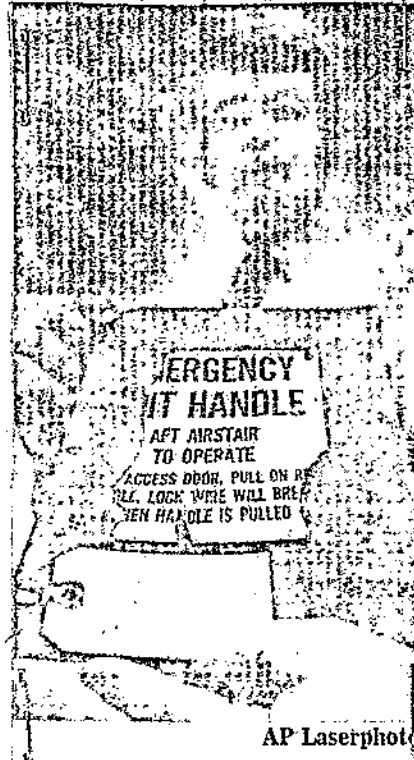
The placard is described as an emergency warning notice of the type posted next to the rear exit of 727s.

"There isn't any way that it could have come off a plane without the (rear) door being opened," said Cowlitz County Sheriff Les Nelson. "We know that two days after Cooper jumped the placard was missing off the plane."

"This is the first probable, tangible piece of evidence that has surfaced in the D. B. Cooper case," he added. "It's inconceivable, it's one in a million, that any other plane could have lost it in the area in which D. B. Cooper jumped."

The placard was found about "six flying minutes" from where Cooper is believed to have jumped, said Nelson. It was found last November by an elk hunter, Carroll Hicks of Kelso, near a Weyerhaeuser Co. logging road north of the town of Ariel, said Nelson.

Although Cooper is immune from prosecution now — the federal statute of limitations on that crime is five years, authorities have said — he has never been seen and none of the \$20 bills given in ransom has surfaced in circulation.



AP Laserphoto

Cooper placard?

Cowlitz County Sheriff's detective Bob Nix displayed an exit placard from a Boeing 727, found near Toutle by a hunter, and confirmed by the FBI as matching one missing from a plane hijacked by D. B. Cooper in 1971.

Sub B

(Indicate page, name of newspaper, city and state.)

p. A1 News Tribune
Tacoma, Wa.

Date: 1/17/79
Edition: Final

Title:

Character:

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Classification: 164-81

Submitting Office: Seattle

164-81-Sub B

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FEB 25 1979	
SEATTLE	

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(Mount Clipping in Space Below)

Skull Found in Oregon — Is Not D. B. Cooper's

PORTLAND, Ore. — (UPI)—The "D. B. Cooper" skyjacking case remained as much a mystery as ever yesterday with the latest set of tantalizing possibilities — a weathered skull, clothing remains and a parachute hanging from a tree — apparently ruled out of contention.

Cooper, one of the first in the nation's series of skyjackings, jumped Thanksgiving Eve 1971 from a Boeing 727 somewhere south of Woodland, Wash., with \$200,000 in \$20 bills strapped to his body.

He had seized the Northwest Airlines jet between Portland and Seattle, received the money in Seattle, and ordered the crew to fly to Reno, Nev.

En route he disappeared.

The skull, believed to be that of a Caucasian in his early 30s, was found Thursday in the Mt. Hood National Forest 10 miles east of Estacada. Near the skull was a parachute hanging high in a fir tree.

The Clackamas County sheriff's office said clothing was found in the area earlier, but it had not been connected with the Cooper case. A spokesman said the parachute was believed to be from a weather balloon.

"I'm satisfied it is not him," said Dr. Larry Lewman of the state medical examiner's office, who studied the skull and checked with the FBI.

Dr. Lewman said the

skull was of a person younger than the description of Cooper, who was believed to be in his late 40s or early 50s. Lewman said the plane's flight path was west of Portland and the chute was found east of the city.

Sheriff's deputies said the skull may have been of a hunter or a missing pilot. Deputies were unable to thoroughly inspect the area until spring because of three feet of snow covering the ground.

Harold K. Clark, special FBI agent in charge, said his agents are continuing to investigate the Cooper affair, one of the top cases in the Pacific Northwest. But he said, "nothing's cooking."

(Indicate page, name of newspaper, city and state.)

P.A 11-Seattle P.I.

Date: 1-12-75
Edition: Sunday
Author:
Editor: Dick Lyall
Title:

164-81 Sub B
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Classification:
Submitting Office: SE
 Being Investigated

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(Mount Clipping in Space Below)

Possible D. B. Cooper Suspect

P-I News Services

STOCKTON, Calif. — A self-styled soldier of fortune, whose wild escapades have landed him in a northern California jail, has emerged as a possible suspect in the legendary D.B. Cooper skyjack case.

Robert Wesley Rackstraw, 35, was arraigned yesterday in Stockton on charges connected to his disappearance last October in a rented plane. He allegedly faked a crash of that plane last Oct. 11.

FBI agents in Seattle and at several California offices yesterday declined official comment on the possibility of a connection between Rackstraw and the D.B. Cooper case. But an FBI source confirmed that Rackstraw had been questioned "at least once" in connection with the skyjacking.

And a relative of Rackstraw, contacted yesterday at his home in San Jose, Calif., said FBI agents visited him last year in connection with the skyjacking case. William Rackstraw, the relative, said he was unable to help the agents.

The rumor that Robert Rackstraw, a much-decorated Vietnam War veteran and former Green Beret with parachute training, could be the elusive D.B. Cooper, first surfaced among

Stockton law officials about a year ago.

"We checked on it a year or so ago, and found out he was up there in the Pacific Northwest at the time of the skyjacking," said Det. Sgt. Charles Buck of the Stockton Police Department.

On Thanksgiving Day, 1971, a middle-aged man calling himself D.B. Cooper parachuted from a low-flying jetliner over Southwest Washington with \$200,000 strapped to his body.

The rumor of the Rackstraw-D.B. Cooper connection, previously confined to law enforcement circles, leaked to the press after Rackstraw was arrested last week in Fullerton, Calif., a suburb of Los Angeles.

Fullerton police said yesterday that Rackstraw was arrested after a man tried to duplicate a Federal Aviation Administration pilot's license. The owner of a print shop became suspicious and called the FAA, police said.

One of two San Joaquin County detectives, dispatched to return the suspect to Stockton on outstanding warrants, watched as Rackstraw was being fingerprinted, according to a California police source.

When a palm print was obtained from Rackstraw, the suspect is reported to have remarked "Oh, the D.B. Cooper thing again."

A Stockton police source said authorities have tried to obtain a palm print from Rackstraw in the past in connection with the D.B. Cooper case but have been unsuccessful.

FBI officials have been tight-lipped about their investigation of the case, and the possible significance of a

palm print could not be determined last night.

FBI spokesman Ray Mathis in Seattle last night refused to comment on any possible connection between Rackstraw and the D.B. Cooper case.

"I can tell you," Mathis said, "that

(Indicate page, name of newspaper, city and state.)

P. A1 Seattle Post-Intelligencer
Seattle, Wa.

Date: 2/3/79
Edition: Final

Title:

Character:

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164-81

Classification:

Submitting Office: Seattle

164-81-Sub B

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MAR 2 1979
FBI/DOJ

DB Cooper-23081

we don't know who D.B. Cooper is and to the best of my knowledge, we're not any closer to knowing who D.B. Cooper is.

Asked whether he thought the Rackstraw arrest in Fullerton was a break in the Cooper skyjacking, Mathis refused comment.

According to court records in Calaveras County, Rackstraw left the army early in 1971 and took a job with a petrochemical firm in the San Francisco Bay area. As a trained helicopter pilot, he also is reported to have taken on private flying assignments for various corporations between 1971 and 1974, when he formed his own helicopter service.

Rackstraw went into the construction business with his stepfather in Calaveras County in 1976. The business took a bad turn, and Rackstraw late in 1977 was charged with writing \$75,000 in bad checks at two San Joaquin County banks.

It was at about that time that Rackstraw dropped out of sight. Eventually, the FBI located Rackstraw in Iran, where he had taken a job as a flight instructor for Bell Helicopter International.

He was deported from Iran and was arrested Feb. 20, 1978, when he arrived on a flight to New York City.

Two days later, the body of his stepfather was found in a shallow grave near his home in Valley Springs, Calif.

Rackstraw was acquitted of charges in the murder of his stepfather, but illegal explosives charges and charges on the bad checks remain to be disposed of in San Joaquin County.

And it was last October, a few days before he was due in court on those charges that Rackstraw and an unidentified companion rented a plane at a Stockton airport and disappeared. The last that was heard from Rackstraw, until his arrest last week, was his "mayday" call supposedly broadcast from somewhere in the Monterey, Calif. area.

During an interview with a Stockton newspaper reporter last summer, Rackstraw claimed the FBI considers him "a James Bond who had gone wrong."

He also said that he was a member of a "top secret special intelligence organization while in Vietnam in 1969."

A San Joaquin County prosecutor, Clark Sueyres, said he once questioned Rackstraw about being Cooper. He said Rackstraw "invoked his rights" to have an attorney present and the inquiry stopped there.

The questioning took place shortly before Rackstraw's disappearance in October.

He was being held last night in lieu of \$650,000 bail after arraignment on the past charges.



D.B. COOPER
Artist's sketch



ROBERT RACKSTRAW
Soldier of fortune

(Indicate page, name of newspaper, city and state.) p.A5

Post-Intelligencer
Seattle, Wa.

Date: 5/3/79

Edition: Final

(Mount Clipping in Space Below)

SE

D.B. Cooper

— Did He

Attend Play?

MINNEAPOLIS — (AP) — Has D.B. Cooper — the hijacker immortalized after he jumped from a plane in the Pacific Northwest eight years ago — been to Minneapolis' Cricket Theater recently?

He has if letters received by the Cricket are for real. And if not, the Cricket has the benefit of a promotional gimmick.

Last month the Cricket opened a musical based on the life of Cooper, who disappeared in 1971 after hijacking a Northwest Airlines plane and parachuting somewhere over southwestern Washington. Cooper took a \$200,000 ransom, but neither Cooper nor the money ever was found.

Early this year the Cricket placed an ad in Time magazine, telling "D.B. Cooper, wherever you are," that "two free tickets are waiting for you at the Cricket Theater..."

Two replies were received, both apparently written by the same person.

The first, postmarked in Chicago, thanked the Cricket for the invitation. "I won't say I will accept, and I won't say I won't," the writer said. The brief note was signed Daniel B. Cooper.

The letter mailed in Los Angeles was received late last month after the play opened. Written on the same kind of green notepaper with apparently the same typewriter, it was longer and full of grammatical errors.

The writer claimed to have seen the play in Minneapolis. "The actors and actresses were wonderful," the writer said. "I wish I had known them in my own actual life."

A spokesman for the theater said Producing Director Bill Semans "firmly believes" the letters are on the level.

But playwright John Orlock doesn't buy it. "I think it was (written by) someone who couldn't resist the challenge," he said.

Some law enforcement officials say Cooper died when he jumped from the plane. Orlock believes Cooper survived the jump but died of cancer later.

Orlock's play is based on a letter printed in the New York Times about three weeks after the hijacking. In it, Cooper claimed to be dying of cancer and added that he had hijacked the plane in hopes of gaining a "few fast grains of peace of mind."

The FBI thinks the hijacker didn't know much about parachutes when he jumped from the rear door of a jet traveling 197 mph at 10,000 feet, and he probably landed in some of the roughest wilderness in the Pacific Northwest.

Cooper was, for a while, a folk hero, immortalized by songs, bumper stickers and T-shirts. Orlock saw him as a sick little man whose miserable life concluded with a ritualized act that put it all in order.

Shortly before the fifth anniversary of the Nov. 24, 1971, hijacking, an indictment was returned against "Dan Cooper," eliminating the statute of limitations in the case.

Title:

Character:

or

Classification:

Submitting Office: Seattle

164-81-Sub B

#5-

SEARCHED	INDEXED
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MAY 3 1979	
FBI-SEATTLE	

(Mount Clipping in Space Below)

Suspect linked to D.B. Cooper

FULLERTON, Calif. — (AP) — Police today transferred to a Stockton, Calif., jail a man who has been linked to the search for D.B. Cooper, the nation's most famous airplane hijacker.

The man was identified by police in this Los Angeles suburb as Robert Wesley Rackstraw, 35. Police said he was arrested here last week, reportedly for trying to duplicate a Federal Aviation Administration pilot's license and medical certificates. Police arrested him when the owner of a print shop became suspicious and called the F.A.A.

Fullerton police said there are arrest warrants outstanding in Stockton for Rackstraw on charges of aircraft theft, possession of explosives and fraud.

In nearby Santa Ana, Pete Norregard, an F.B.I. agent, said Rackstraw had been sought for questioning in the D.B. Cooper case about a year ago. But Norregard added, "The F.B.I. here is not aware of any current investigation involving Rackstraw. That case is being handled by our Seattle office."

In Seattle, a F.B.I. spokesman, Ray Mathis, declined comment. "We cannot talk about people we have under investigation," Mathis said.

In February 1978, after returning from a year in Iran as a helicopter pilot, Rackstraw was arrested by the F.B.I. in New York on charges of killing his stepfather, Philip, and burying the body in Calaveras County in California.

He was acquitted by a Calaveras County Superior Court. But during the murder investigation, Warren Little, an F.B.I. agent in

Stockton, indicated he believed he had established a link between Rackstraw and D.B. Cooper.

The nature of the link is not known.

William Rackstraw, Philip's brother, told the F.B.I. at the time, "I can't really say where Robert was (when the plane was hijacked). He was all over the country and in and out of trouble wherever he went."

On November 24, 1971, a middle-aged man wearing sunglasses and calling himself "Dan Cooper" boarded a Portland-to-Seattle.

(Indicate page, name of newspaper, city and state.)

P. A1 Seattle Times
Seattle, Wa.

Date: 2/2/79
Edition: Final

Title:

Character:
or 164-81
Classification:
Submitting Office: Seattle

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flight carrying a paper bag in his hand. Soon after takeoff, he told stewardesses he had a bomb and he wanted \$200,000 in cash and four parachutes.

The Northwest Airlines 727 landed in Seattle and the other passengers, who did not realize anything was amiss, got off. Cooper's demands were met and the plane took off again for Reno, carrying only Cooper and the crew.

Somewhere over Southwest Washington, Cooper bailed out with the money and has not been seen since, despite extensive

searches.

It is the nation's only unsolved hijacking.

Last month, Cowlitz County Sheriff Les Nelson revealed that an elk hunter had found a heavy plastic placard of the type found on 727s. That placard was found to be missing off the 727 hijacked by Cooper, but not until after the F.B.I. conducted a simulation of the hijacking about six weeks after the actual incident.

So, although it's been called the first real link to Cooper, nothing can be proved.

(Mount Clipping in Space Below)

'D.B. Cooper?' 'I'm Not Him'

STOCKTON, Calif. — (AP) — Robert Wesley Rackstraw, says he is not skyjacker D. B. Cooper and that any doubt will be removed when he goes on trial on a variety of non-skyjacking charges.

Rackstraw, 35, was questioned about the skyjacking last year. The FBI says he no longer is a suspect.

He was arrested recently in Fullerton after allegedly attempting to duplicate a pilot's license and medical certificates in a printing shop.

He is being held on charges of grand theft of an airplane, possession of explosives, check forgery and passing bad checks.

The discovery of explosives early last year in a Stockton warehouse leased by Rackstraw, plus his background as a pilot and his extensive military parachute training, led to his being questioned in connection with the Cooper skyjacking.

Rackstraw was free on bail on the check and explosive charges last October when he disappeared after allegedly faking a plane crash in Monterey Bay. He was not found until his arrest in Fullerton. He is being held in the San Joaquin County jail.

"You want me to say I'm not D. B. Cooper? Okay, I'm not D. B. Cooper," Rackstraw said.

He added that doubts about his not being Cooper will be dispelled in the trial.

Cooper apparently bailed out of a jetliner Nov. 21, 1971, over the rugged foothills of the Cascades north of Portland, Ore., area, with \$200,000 in ransom money strapped to his body.

Neither he nor the money has been found. It is the only unsolved skyjacking in U.S. history.



#5 *IF*

DB Cooper-23086

ROBERT RACKSTRAW: "I'm not D. B. Cooper." — AP Photo

(Indicate page, name of newspaper, city and state.)

p. A10 Seattle Post Intelligence
Seattle, Wa.

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b7C

Date: 2/11/79
Edition: Sunday

Title:

Character:
or 164-81
Classification:
Submitting Office: Seattle

164-81-Sub B

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(Mount Clipping in Space Below)

Cooper? Not he, says man in Calif.

The man questioned about being D.B. Cooper in the 1971 skyjacking says he is not Cooper and any doubt will be removed when he goes on trial on a variety of charges, the Associated Press reported from Stockton, Calif.

Robert Wesley Rackstraw, 35, was questioned about the skyjacking last year, but the Federal Bureau of Investigation says he no longer is a suspect. He was arrested last week in Fullerton, Calif., after reportedly trying to duplicate a pilot's license and medical certificates in a print shop.

He is being held in Stockton on charges of grand theft of an airplane, possession of explosives, check forgery and passing bad checks. His background as a pilot and his extensive military parachute training prompted questioning about the unsolved Cooper skyjacking.

"You want me to say I'm not D.B. Cooper? OK, I'm not D.B. Cooper," Rackstraw said in a copyright interview by The Stockton Record. Any doubts about his Cooper connection will be dispelled when he goes on trial on the other charges, he said.

A man calling himself Cooper bailed out of a Northwest Orient Boeing 727 over the foothills of the Cascades in 1971, with \$200,000 in extorted money.

(Indicate page, name of newspaper, city and state.)

p. A17 Seattle Times
Seattle, Wa.

Date: 2/8/79
Edition: Final

Title:

Character:
or 164-81
Classification:
Submitting Office: Seattle

164-81-Sub B

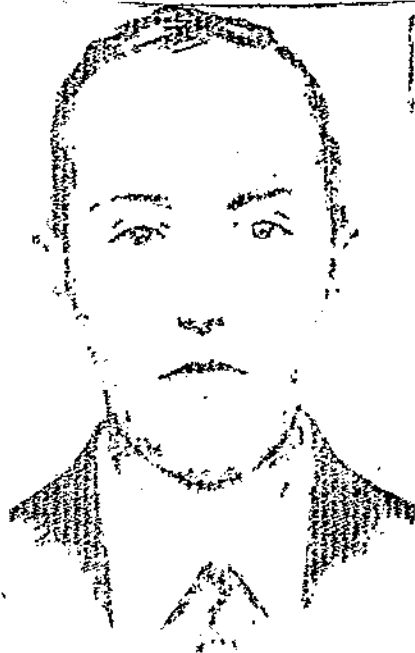
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DB Cooper-23087

(Mount Clipping in Space Below)



D. B. Cooper?

Robert W. Rackstraw, shown being wheeled from a California courtroom in this 1978 photo, emerged yesterday as a current suspect in the eight-year-old D. B. Cooper skyjacking case. The FBI in Southern California has acknowledged investigating Rackstraw to determine if he is Cooper. A skyjacker who called himself D. B. Cooper apparently jumped from a commercial jet over southwest Washington on Thanksgiving Eve in 1971, taking \$200,000 with him. Neither he nor the loot has been found despite an extensive effort by the FBI. An artist made the sketch below from descriptions given by passengers and crew members.



AP Laserphoto

*Art B-118
Sub 3-188*

(Indicate page, name of newspaper, city and state.)

p.A3 News Tribune
Tacoma, Wa.

Date: 2/3/79
Edition: Final

Title:

Character: *164-81*
or

Classification:
Submitting Office: Seattle

164-81-Sub B

[Handwritten signature]

b6
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DB Cooper-23088

FBI/DOJ

(Mount Clipping in Space Below)

Californian ruled out as Cooper suspect

A California man reportedly investigated in connection with the D. B. Cooper airline hijacking apparently has been ruled out as a suspect in the nation's only unsolved air piracy case.

The Associated Press, quoting a Seattle newspaper, said Robert Wesley Rackstraw, 35, was no more than one of more than 1,000 persons who had been considered and rejected as suspects in the 1971 case, according to unnamed law-enforcement sources.

Quoting one source, the newspaper said, "He was just considered a suspect. I think (the) Seattle (FBI office) has

already resolved that it wasn't him."

The Seattle office, which directed the FBI's investigation of Cooper, refused to comment on Rackstraw, a pilot, explosives expert and suspect in other crimes.

"We don't know who D. B. Cooper is," said FBI spokesman Ray Mathis in Seattle. "You can imply certain things from that."

Reports arose at week's end in Fullerton, Calif., that Rackstraw, being held on unrelated charges there, had been linked to the unsolved hijacking.

*SUB B1
SUB. 933*

(Indicate page, name of newspaper, city and state.)

p. A6 News Tribune
Tacoma, Wa.

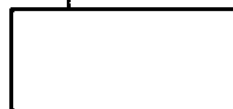
Date: 2/4/79
Edition: Sunday

Title:

Character:
or 164-81

Classification:
Submitting Office: Seattle

64-81-Sub B
[Signature]



(Mount Clipping in Space Below)

Man denies being hijacker

STOCKTON, Calif. (AP) — Robert Wesley Rackstraw, the jailed former Green Beret who was questioned about the fabled D. B. Cooper skyjacking, says he is not Cooper.

"You want me to say I'm not D. B. Cooper? Okay. I'm not D. B. Cooper," Rackstraw told the Stockton Record in a copyright interview from the San Joaquin County jail.

That answer was tongue-in-cheek, but later in the interview he repeated that he was not Cooper and that any doubt would be removed when he goes on trial on a variety of charges.

Rackstraw last year was questioned about the skyjacking, but the FBI said this week that he is no longer a suspect.

SUB B
SUB 933

#5

(Indicate page, name of newspaper, city and state.)

p. A10 News Tribune
Tacoma, Wa.

Date: 2/7/79
Edition: Final

Title:

Character:
or 164-81

Classification:
Submitting Office: Seattle

611-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 14 1979	
FBI - SEATTLE	

DB Cooper-23090

(Indicate page, name of newspaper, city and state.)
12 PIONEER PRESS
St. Paul, MN

Date: 5-2-79

Edition:

Morning

(Mount Clipping in Space Below)

Dead or alive, D.B.

Title: Dead or alive, D.B.
Cooper where are you?

Cooper where are

Character:

or

Classification: 163-74

Submitting Office: MINNEAPCLIS

you?

Never let the truth interfere with good publicity. In show business that advice is right up there with the Ten Commandments, but sometimes things get too far-fetched.



ENTER THE Cricket Theater, which last month opened a whimsical musical based on the fictionalized life of an airplane hijacker named D.B. Cooper. In real life a man identified by that name commandeered a Northwest Airline aircraft in 1971 and later parachuted from the plane somewhere over Washington state.

He carried with him about 21 pounds in money, totaling \$200,000. No one knows what happened to Cooper and none of the money, all of which was marked, has been recovered.

Until now, anyway. If you believe what follows, I have a bridge you might be interested in buying.

Earlier this year the Cricket, in a promotional gimmick, placed an ad in Time Magazine. "D.B. Cooper, wherever you are," the ad said. "Two free tickets are waiting for you at the Cricket Theater or 'The D.B. Cooper Project.'"

TWO REPLIES WERE received — both appar-

ently written by the same person.

The first, postmarked from Chicago, thanked the Cricket for the invitation. "I won't say I will accept, and I won't say I won't," the writer said. The brief note was signed by Daniel B. Cooper.

The second letter, mailed in Los Angeles, was received late last month after the play opened. Written on the same type of green notepaper with apparently the same typewriter, it was longer and full of grammatical errors.

The writer claimed to have visited Minneapolis to see the play. "The actors and actresses were wonderful," the writer said. "I wish I had known them in my own actual life."

What do you do with two such letters? Copy them and put out a news release, of course.

Another question is whether anybody at the Cricket really believes the letters could be genuine literary products by D.B. Cooper. A spokesman for the theater said Producing Director Bill Semans "firmly believes" the letters are on the level.

PLAYWRIGHT JOHN Orlock doesn't buy any of it. "I think it was (written by) someone who couldn't resist the challenge," he said. "If perhaps one more letter comes in we'll have a competition."

Where is D.B. Cooper? Dead, says Orlock. Dead, says the FBI.

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 4 1979	
FBI — SEATTLE	
FBI/DOJ	

J

DB Cooper-23091

David Hawley



But they don't agree as to when he died. Law enforcement people have long asserted that Cooper died when he jumped from the Northwest 727 somewhere over southwest Washington state. Orlock believes Cooper survived the jump, but later died of cancer.

Orlock's play is based, rather whimsically, on a letter that was printed in the New York Times about three weeks after the hijacking. In it, Cooper claimed to be dying of cancer and added that he had hijacked the plane in the hopes of gaining "a few fast grains of peace of mind."

"The tone of it seemed really quite honest to me," said Orlock.

THE FBI'S CLAIM is based on a number of factors — the belief that the hijacker didn't know much about parachutes, that he jumped from the rear door of a jet going 197 mph at 10,000 feet and that he probably landed in some of the roughest

wilderness country in the Pacific Northwest. Worst of all, Cooper took two parachutes with him — one a small emergency chute used by stunt flyers and the other a training chute used for demonstrations. The big chute was sewn shut and the smaller chute, if used under ideal conditions by an expert, probably would have resulted in a broken ankle or leg.

So who was D.B. Cooper? For a while he was a folk hero of sorts, immortalized by songs, bumper stickers and T-shirts. "D.B. Cooper, Where Are You?" was the song title and bumper sticker question.

He was macho. He was daring. He didn't hurt anybody, but he ripped off a big corporation. And he beat the fuzz.

ORLOCK, WHO WAS obsessed with the letter printed in the New York Times, saw D.B. Cooper as a sick little man whose miserable life concluded with a ritualized act, something that put it all in order. He thinks Cooper died 14 months after the crime.

D.B. Cooper, where are you? A fictionalized version of your life is being performed at the Cricket through Saturday.

If you're still alive, all is forgiven. The statute of limitations for the hijacking ran out more than two years ago.

(Mount Clipping in Space Below)

Ariel has party for D.B. Cooper

ARIEL, Cowlitz County — (UPI) — Hundreds of people showed up yesterday at the Ariel Tavern for the third annual D.B. Cooper Party — some from as far away as Cleveland and Toronto — and maybe, just maybe, one of the guests was the skyjacker himself.

"We're not sure," said Germaine Tricola, who along with her husband Vince owns the tavern and adjoining grocery store. "I've been looking them all over in the face. But, by golly, I don't know."

Seven years ago, on a foggy Thanksgiving eve, a man got \$200,000 in ransom from Northwest Airlines after threatening to blow up a Boeing 727 on a flight from Portland to Seattle.

The suspect, listed as D.B. Cooper on the passenger log, parachuted out of the plane over Southwestern Washington and neither he nor the marked \$20 bills have been seen since. It is the only unsolved skyjacking in this country.

In honor of Cooper's leap, four parachutists had planned to land right in front of the Ariel Tavern yesterday. Because of the fog, a not uncommon occurrence around Ariel, the jump had to be made a mile away.

Ariel, an unincorporated town on the Lewis River, is located in rugged country about 10 miles east of Woodland.

"This is not a concrete jungle," said Mrs. Tricola, "this is fir trees and many, many caves. If you come through here in the fog, there's a very mysterious feeling."

"Most everyone, they seem to think Cooper got away. Some say he's sitting up on a mountain looking down at us. The worst thing I heard is that the Sasquatch got him."

At least one person at the party claimed to be D.B. Cooper.

"One man (at the party) named Cooper said he used his 200,000 for a hair transplant," said Mrs. Tricola. "He was about the right age, had a thin jaw line. . . ."

(Indicate page, name of newspaper, city and state.)

P.C7 Seattle Times
Seattle, Wa.

Date: 11/26/78
Edition: Final

Title:

Character:
or 164-81

Classification:
Submitting Office: Seattle

164-81-SUB B.

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DEC 11 1978

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FBI/DOJ

DB Cooper-23093

(Mount Clipping in Space Below)

It Was A Great Party, D.B. Cooper

D.B. Cooper missed the party in his honor at the Ariel Tavern in Lewis County last night on the seventh anniversary of his \$200,000 jump from the rear exit of a Boeing 727. Apparently.

"We're not sure," said Germaine Tricola, who along with her husband Vince runs the tavern and adjoining grocery store. "I've been looking them all over in the face but, by golly, I don't know."

"He and the money were supposed to have dropped in our back yard," said Vince. "But," he added, "we haven't found him yet."

"We kind of expected he might show up this year," he said. "Of course, if I were him, I wouldn't have come. This is the year the statute of limitations on the skyjacking runs out."

Cooper hasn't been seen or heard from since someone giving that name parachuted from the plane on Thanksgiving eve in 1971. It remains the country's only unsolved airplane hijacking.

"We did have a D.B. Cooper arrive at the party," Tricola said. "He said he was 'dead on arrival.' But then the party started about noon."

"At least it was already going when I got up at noon. We're having a lot of fun. The place is jammed. There must be 500 to 1,000 people in here," he said.

Tricola said they had planned to serve buffalo stew but couldn't get any buffalo.

Four parachutists had planned to land right in front of the tavern yesterday, but fog forced them to jump a mile away.

But that didn't slow the festivities. Many people, from as far away as Cleveland and Toronto, showed up -- except, apparently, the guest of honor.

Mrs. Tricola said "I think he made it. I really think he did. Because if something was to be found, it would have been found by now. I think the man that did this did it for a lark, just to see if he could do it."

Anyway, her husband added, "it's a nice break in the winter and we have an awful lot of fun."

(Indicate page, name of newspaper, city and state.)

p.A3 Seattle Post-Intelligencer
Seattle, Wa.

Date: 11/26/78
Edition: Sunday

Title:

Character:

or 164-81

Classification:

Submitting Office: Seattle

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DB Cooper-23094

(Mount Clipping in Space Below)

"BACK TAXES OWED"
"SKYJACKER OWES IRS"

D. B. Cooper, dead or alive?

By LARRY STEWARD
World Staff Writer
(Second of two articles)

"Are you all right?" the Northwest Airlines 727 pilot asked over the intercom on Thanksgiving Day four years ago.

"Okay," was the skyjacker's reply from the rear of the plane's deserted passenger compartment.

That word from Dan Cooper, later mistakenly tagged with the initials D. B., was the last ever known to come from one of the state's most elusive criminals.

PERHAPS THE elusiveness can be attributed to the fact Cooper is 350 feet below the surface of Lake Merwin, near Woodland, anchored to his watery grave by 24.5 pounds of \$20 bills.

Perhaps not. Cooper may have parachuted safely to earth and slipped

back into the oblivion of anonymity which has left federal agents without a clue to his real identity.

If he isn't dead, the question is: "D. B. Cooper, where are you?" — a riddle which has been used as advertising slogans, on \$2.50 T-shirts and as the subject of a song.

BUT ASKING that question in earnest
(Continued on A-10)

(Indicate page, name of newspaper, city and state.)

Page 1
"The Daily
World"
Aberdeen, Wa.

Date: 11/27/75
Edition:
Author:
Editor:
Title: NORJAK

Character:
or
Classification:
Submitting Office:
 Being Investigated

164-81-Sub B

SEARCHED.....INDEXED.....
SERIALIZED.....FILED.....
DEC 2 1975

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D. B. Cooper, dead or alive?

(Continued from A-1)

and with renewed urgency are law enforcement officers who hope to find the answer before the five-year statute of limitations on the skyjacking expires on Nov. 24, 1976.

"He could be arrested after then for possessing stolen property, but unless we get a 'John Doe,' alias D. B. Cooper, warrant issued before the five years, the (skyjacking) statute of limitations will have expired," Special FBI Agent Thomas Manning said.

Speaking to the Grays Harbor Footprinters recently, Manning, the agent in charge of the Cooper investigation, detailed the sequence of events after Cooper received \$200,000 in ransom and four parachutes at Sea-Tac airport and let the 36 passengers get off the plane.

"Cooper told the stewardess to go up into the cabin with the pilot," Manning said.

Then, at 8:10 p.m., he opened the 727's rear door, which triggered an alarm light

in the cabin.

WHEN HE SAW the light, the pilot asked Cooper if he was all right and heard the last known word from the skyjacker.

Cooper was wearing a light topcoat, brown loafers and a black suit when he leaped from the plane and into perhaps 20 below zero temperatures outside, Manning said.

The agent added that one expert told him the turbulence at that altitude and the speed of the plane may have torn the shoes from Cooper's feet and the cold may have rendered him at least temporarily unconscious.

But even those conditions may not have prevented him from pulling the ripchord on the parachute and floating to a safe landing.

SINCE IT WAS dark and the sky overcast, the two U.S. Air Force chase planes couldn't see when or where Cooper left the plane.

"When he left that plane, he was

facing tremendous obstacles," the agent said.

Manning said he feels the answer to the D. B. Cooper case may be within the grasp of lawmen.

Somewhere, maybe in Aberdeen, Hoquiam or any other community in the country, there may be a missing persons report which matches D. B. Cooper's description, he said.

Such a report may be the missing link, he added.

"Or, as always in a case like this, spending the money is a problem," he said.

THE \$200,000 in ransom Cooper collected is still missing and not one of the bills copied by the FBI to record the serial numbers has ever been reported found, he said.

But Manning supports his theory that Cooper drowned in Lake Merwin.

"Everybody has a theory," he said.

"Someday, someone is going to call me and say: 'Tom, there's a lot of money floating around on the surface of Lake Merwin,'" Manning said.

(Mount Clipping in Space Below)

Sub B

D. B. Cooper, dead or alive?

By LARRY STEWARD
World Staff Writer
(First of two articles)

D. B. Cooper died on Thanksgiving Day four years ago.

After he wrapped the 10,000 \$20 bills around him with one of the four parachutes he received with the ransom he demanded for the safety of a Northwest Airlines 727, its crew and passengers, he parachuted from the plane — 10,000 feet down into Lake Merwin near Woodland.

Cooper, unable to swim in the frigid water of the glacier-fed reservoir, was pulled to his watery grave by the 24.5 pounds of money he carried and the extra weight of his parachute.

AT LEAST that's one man's theory — Special FBI Agent Thomas Manning of Longview.

Manning shared that theory with the Grays Harbor Footprinters at their recent monthly meeting in Hoquiam.

The agent is in charge of the D. B. Cooper search, one of Washington's most intriguing mysteries.

Seven men have since tried what D. B. Cooper did and all of those parachuting 727 skyjackers have been apprehended within hours after they have tried to pull off the same caper.

But Cooper either died that Thanksgiving night when he leaped from

the plane over Woodland or he managed to survive the jump and has eluded capture.

IF HE IS still alive, Manning told the Footprinters, he will be brought to justice.

"Did Cooper pull off the perfect crime? I don't think so. This one will be solved," Manning said.

Despite his theories that the man known as D. B. Cooper died in Lake Merwin, the FBI agent said the case is still open and the agency is continuing to check out leads.

HE SAID 700 suspects have been checked out so far and he expects more to come.

But dead or alive, four years of investigation into the Cooper case has failed to turn up a single clue as to the man's real identity or location.

When the skyjacker stepped onto the plane in Portland, he was known as Dan Cooper. That is the way he signed for his ticket to Seattle.

SHORTLY after the plane left the ground, the man handed a stewardess a note that said he had a bomb and showed her a satchel of what is now believed to have been highway flares, not dynamite.

The plane landed in Seattle and the \$200,000 in ransom, along with the four parachutes were given Cooper and the 36 passengers onboard were allowed to leave the plane.

Cooper, after discussions with the
(Continued on A-8)

(Indicate page, name of newspaper, city and state.)

Page 1
"The Daily
World"
Aberdeen, Wa.

Date: 11/26/75
Edition:
Author:
Editor:
Title: NORJAK

Character:
or
Classification:
Submitting Office: Seattle
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164-81-Sub B

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DEC 2 1975

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DB Cooper-23097

Cooper, dead or alive?

(Continued from A-1)

pilot, settled on flying to Reno, Nev. He gave the pilot precise instructions to fly at 200 m.p.h. with the plane's flaps down — nearly a stalling speed for the jet.

THE PLANE left Seattle at 7:30 p.m. and, precisely at 8:10 o'clock, the pilot noticed that the pressure light came on in the cabin.

That pressure light indicated the rear door had been opened and it was thought Cooper was on his way, via parachute, to the ground.

When the jet landed in Reno, it was surrounded and there was no Cooper on board nor any of the Raleigh cigarettes a stewardess said he had chain-smoked.

TO LEARN where Cooper may have

come down that night, the FBI took the hijacked plane and a sled weighing exactly what Cooper and his money would have and flew it over the Pacific Ocean at the Hoquiam bombing range.

They simulated what would have happened if Cooper's chute didn't open and if it had.

From those computations, they concluded that if the chute didn't open, he would have landed near Bald Mountain, an area cleared at that time by loggers and easily searched.

BUT THE resulting search failed to turn up a body so they concentrated on a 3½-mile square area around Lake Merwin.

Since it was theorized Cooper was dead, the Army lent 450 soldiers and they, together with 50 agents, combed the target area in an arm-in-arm search for 28 days.

Seventeen helicopters and numerous fixed wing craft were used to aid in search efforts, but neither Cooper nor the money were found.

But maybe Cooper didn't die — he might have survived the jump somehow and managed to disappear in the night before his pursuers could pinpoint his location.

The next article examines the possibilities that D. B. Cooper is alive and well and living in . . .

The Case Of The Missing Skyjacker

By JOE FRAZIER

PORTLAND, Ore. — It was a miserably wet, windy, cold Thanksgiving eve in 1971.

Passengers waited at the Northwest Orient Airlines counter at Portland International Airport to book space on Flight 105 to Seattle.

Many thought ahead to family reunions, turkey dinners, long relaxed conversations and perhaps a traditional game of bridge or Monopoly later.

But one didn't.

Dan Cooper paid cash for his ticket, then, clutching a paper sack, boarded the Boeing 727 for the 39-minute flight.

A few minutes after the plane nosed into the storm, he made his move. He showed the stewardess what he said was a dynamite bomb and demanded four parachutes, \$200,000 in \$20 bills and "no funny stuff."

All the passengers but Cooper got off at Seattle, unaware that anything was wrong.

The money and parachutes were put on board and the jet, with only the crew and Cooper aboard, headed for Reno on Cooper's orders.

Then somewhere over southwest Washington, Cooper, with the 21 pounds of money strapped to him, bailed out.

He hasn't been heard from since.

If he's alive — and that's a big "if" — the five-year statute of limitations runs out this Thanksgiving eve, Nov. 24.

Or does it?

"WE'RE GOING AHEAD on the assumption that the statute doesn't apply, because when he did what he did, capital punishment was a possibility. There's no statute on capital crimes," says FBI agent Ralph Himmelsbach.

Anyway, he says, chances are good that Cooper is dead.

"Not one of the 10,000 bills has shown up, and we know the serial number of every one of them," he said. And Cooper apparently knew nothing about skydiving.

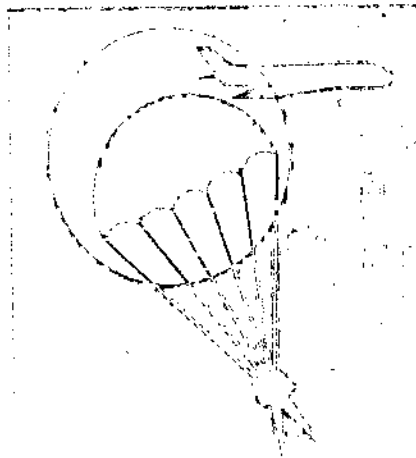
In a business suit and street shoes, he jumped from the rear door of a jet going 197 mph at 10,000 feet. At that elevation it was 7 degrees below zero that night, with a wind-chill factor of 69 degrees below zero.

The plane was in clouds "Up looked like down to him. He had no visual reference. He couldn't possibly have known where he was."

Cooper picked some of the roughest country in the Pacific Northwest.

He took two of the four parachutes with him when he jumped. One was a small emergency chute of the type used by stunt flyers. Under ideal conditions, someone who knew what he was doing might break an ankle or leg with it.

The other was a training chute used for demonstra-



Dan Cooper — Still A Big If

tion. The panels had been sewn shut. It wouldn't have opened.

The next night the FBI re-enacted the skyjacking using the same plane, crew, fuel load, speed and altitude. The test helped flight engineers and meteorologists compute the probable drop zone to be a trapezoidal area covering about 28 square miles.

It has been searched and re-searched in vain.

What would it take to find Cooper's remains, assuming they are there?

"I'd say it might take 5,000 men five years. I mean, how do you search a blackberry thicket higher than your head?"

LOGGERS WHO work in the area agree that coyotes, mountain lions or wild dogs would make quick work of a body. After five years, they say, you might find a scrap or two of bone, if that.

Nevertheless, for a while Cooper was a folk hero of sorts.

He was macho. He was daring. He didn't hurt anybody, but he ripped off a big corporation. And he beat the fuzz.

There were imitators. Around the world, there were more than a dozen skyjacking attempts patterned after Cooper's. Cooper is the only one not known to have failed.

With increased airport security and modification of the Boeing 727 so the rear door wouldn't open in flight, the fad stopped.

The flow of clues, hints and tips from the public about Dan Cooper has slowed to a trickle now. After checking out more than 1,000 suspects, the FBI says it knows little more about Cooper than it did on that stormy night when he leapt into the sky.

Himmelsbach said the whole thing was probably put together with minimal planning and that the bomb was a grade of relatively harmless highway flares. The bomb was real. Dynamite isn't. If the crew members had realized that, they might have called his bluff at the time, Himmelsbach said. "He's lucky he got as far as he did with a plan like that."

Even if the statute holds on, Cooper will have problems.

The Internal Revenue Service computes his tax debt, including penalties and interest, at about \$150,000. And the CFB Indemnity Co., which had to pay \$150,000 to the airline, may want to talk to him.

Cooper, what?

"We have to accept the possibility that we may never know," Himmelsbach said. "I guess we can live with that if we have to."

(Joe Frazier is a reporter for The Associated Press.)

503 B

(Mount Clipping in Space Below)

D.B. Cooper Hunter Retires

Associated Press

The man who headed much of the FBI's manhunt for the almost - legendary skyjacker "D.B. Cooper" is retiring with his most famous case still unsolved.

"There's just no trace of the man, period. He just vanished into thin air. We have absolutely no idea who he even was," said Joseph O'Connell, now special agent in charge of the FBI's San Antonio, Texas, office.

"It is my personal opinion that he is dead. There has been absolutely no trace of the man called D. B. Cooper or the money since the day in late November 1971 when an Anglo male bought a ticket using that name.

"Usually, the longer a case such as this goes without being solved, the more confident the perpetrator gets and he surfaces," O'Connell said.

It is all somewhat maddening for O'Connell, who retires next month after a 29-year career.

"It doesn't stick in my craw," said O'Connell, who took over the case in early 1972 and led the hunt through 1973. "But it does bring out my competitive spirit. I would certainly like to see the FBI solve it."

The celebrated case remains the FBI's only unsolved major skyjacking case. The investigation continues, and there is no statute of limitations for skyjacking crimes. A "substantial" reward is still being offered.

D. B. Cooper bought his ticket in Portland. The 727 landed at Seattle after Cooper, who said he had a bomb, took over, saying he wanted to go

to Mexico. The 35 passengers were released in Seattle, but a four-member crew took off with Cooper, headed south.

Cooper, wearing a dark business suit and dark glasses, demanded \$200,000 from Northwest Orient Airlines and got it, in \$20 bills. He also asked for parachutes.

A stewardess was the last person to see Cooper as he stood near an open ramp at the rear of the plane as it passed over southwestern Washington, probably Cowlitz or Lewis counties.

"He jumped out of a plane at 10,000 feet on a cold, raw night and he jumped in an area densely populated with Douglas fir and ponderosa pine," said O'Connell. "The terrain is also dotted with a lot of high-altitude glacier lakes, which are extremely deep and extremely cold."

"If he fell into a glacier lake, he would have died from the cold within a few minutes. It was late in November and snow was already on the ground," added O'Connell. The man could have also been snared in the trees, the agent said.

More than 100 agents combed the rugged terrain and chased down thousands of leads. The skyjacker, meanwhile, became somewhat of a folk hero.

"We searched as extensively as any man-power search ever conducted by the FBI," he said. "Agents searched every square foot of that terrain that is accessible. But there are literally hundreds of acres that are not accessible."

"There's no doubt in my mind that some day, somehow, the case will be solved," he said.

(Indicate page, name of newspaper, city and state.)

p.A5 Seattle Post-Intelligencer
Seattle, Wa.

Date: 6/20/78

Edition: Final

Title:

Character:

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(Mount Clipping in Space Below)

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DB Cooper-23101

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Sky-Jumper Dan Cooper, Where Are You And \$200,000?

By JOE FRAZIER
Associated Press Writer

PORTLAND, Ore. (AP) — A miserably wet, windy, cold Thanksgiving eve in 1971.

Passengers waited at the Northwest Orient Airlines counter at Portland International Airport to book space on Flight 105 to Seattle.

Many thought ahead to family reunions, turkey dinners long relaxed conversations and perhaps a traditional game of bridge or Monopoly later.

But one didn't. Dan Cooper paid cash for his ticket, then, clutching a paper sack, boarded the Boeing 727 for the 30-minute flight.

A few minutes after the plane nosed into the storm, he made his move. He showed the stewardess what he said was a dynamite bomb and demanded four parachutes, \$200,000 in \$20 bills, and "no funny stuff."

All the passengers but Cooper got off at Seattle, unaware that anything was amiss.

The money and parachutes were put on board and the jet, with only the crew and Cooper aboard, headed for Reno on Cooper's orders.

Then somewhere over southwest Washington Cooper, with the 21 pounds of money strapped to him, bailed out.

He hasn't been heard from since.

If he's alive, and that's a big "if," the five-year statute of limitations runs out this Thanksgiving eve, Nov. 24.

Or does it?

"We're going ahead on the assumption that the statute doesn't apply, because when he did what he did, capital punishment was a possibility. There's no statute on capital

crimes," says FBI agent Ralph Himmelsbach.

Himmelsbach, who has worked on the case from the start, concedes that recent court decisions have muddied the question of whether capital punishment would, in fact, have been applicable.

"We're continuing to process suspects," he said. "Of course, it has slowed down a great deal."

He says chances are good that Cooper is dead.

"Not one of the 10,000 bills has shown up, and we know the serial number of every one of them," he said. And Cooper apparently knew nothing about skydiving.

In a business suit and street shoes, he jumped from the rear door of a jet going 197 m.p.h. at 10,000 feet. At that elevation it was seven below zero that night, with a wind-chill factor of 69 below zero.

"On top of that, he probably lost his shoes (from wind shock) as he jumped," Himmelsbach said.

The plane was in clouds. "Up looked like down to him. He had no visual reference. He couldn't have possibly known where he was."

Himmelsbach wonders if he cared.

"In another 30 minutes he could have been over the Willamette Valley, and almost anywhere he jumped would have been safe to land," he said. Instead, Cooper plucked some of the roughest country in the Pacific Northwest.

He took two of the four parachutes with him when he jumped. One was a small emergency chute of the type used by stunt flyers. Under ideal conditions, someone who knew what he was doing might break an ankle, or leg, with it.

The other was a training chute used for demonstrations. The panels had been sewn shut. It wouldn't have opened.

The next night the FBI re-enacted the skyjacking using the same plane, crew, fuel load, speed and altitude. The

test helped flight engineers and meteorologists to compute the probable drop zone to be a trapezoidal area covering about 25 square miles.

It has been searched and re-searched in vain. In April, 1972, 200 Army troops from Ft. Lewis, Wash., spent 18

days in the area. All they found was the victim of a homicide, a case unrelated to Cooper's.

(Early in the investigation, the name D.B. Cooper was erroneously attached to the missing man and it stuck.

FBI spokesman Bill Wil-

liams in Portland said the agency has been looking for a man whose name appeared as Dan Cooper on the flight list. He said the name D.B. Cooper was a mistake that appeared in early press reports "and just grew from there."

What would it take to find

Cooper's remains, assuming they are there?

"I'd say it might take 5,000 men five years. I mean, how do you search a blackberry thicket higher than your head?"

The area contains part of a reservoir, steep hills and de-

nse forest, much of it far from roads or trails. Experienced hunters can and do get lost up there every year.

Loggers who work in the area agree that coyotes, mountain lions or wild dogs would make quick work of a

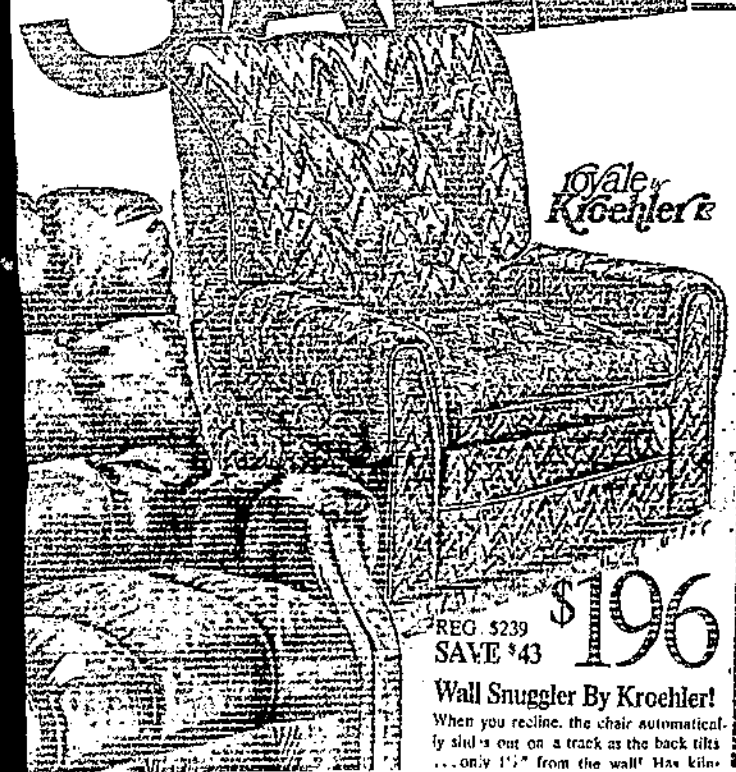
(Continued On Page 14)

DB Cooper-23102

PEOPLE WHO
REALLY KNOW
SELECTION,
LOVE IT ALL.



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Kroehler

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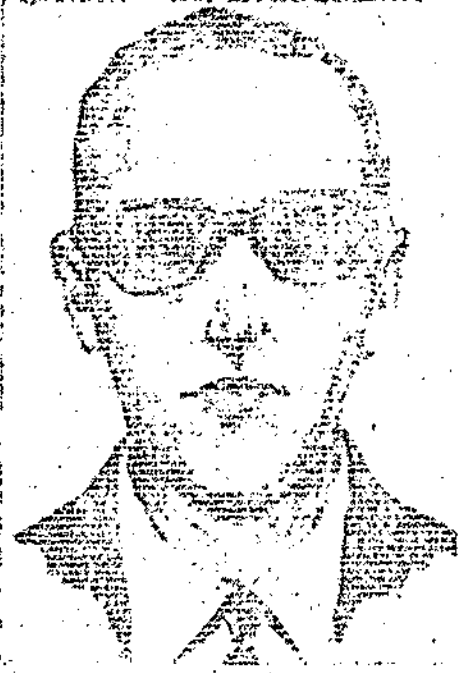
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PEOPLE REALLY
REALLY
SELECT
LOVE IT.



(AP Newsfeatures Photo)

COMPOSITE DRAWING OF HIJACKER DAN COOPER
Parachuted into Washington With \$200,000

DB Cooper-23103

(Mount Clipping in Space Below)

Alive or dead, skyjack

By LEVERETT RICHARDS
of The Oregonian staff

Sub E

'pioneer' came out loser

(Indicate page, name of newspaper, city and state.)

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The Sunday Oregonian
Portland, Oregon

EDITORIALS - LETTERS - SPECIAL ARTICLES - BOOKS

The Sunday Oregonian

FORUM

PORTLAND, OREGON, NOVEMBER 14, 1976 - PAGE 1, SECTION E

ON THANKSGIVING EVE five years ago, a man who said his name was Dan Cooper boarded Northwest Airline's flight 305 at Portland bound for Seattle. He displayed a "bomb," demanded and got \$200,000 in \$20 bills, then bailed out through the rear stair door of the Boeing 727 at 8:10 p.m. near La Center, Wash., with the money.

Cooper, erroneously described in the press and radio at the time as "D.B. Cooper," was hailed in some quarters as a folk hero who "beat the system" and got away with a small fortune. Some acclaimed him as a Robin Hood who had committed the perfect crime. Part of the folk lore is that Cooper will be "home safe" Nov. 24, 1976 when the five-year statute of limitations expires.

The Federal Bureau of Investigation doesn't see it that way at all. The FBI agents believe Cooper was a bungling amateur; they think he is almost certainly dead.



RICHARDS

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And if he or any accomplices have survived, they are still wanted men. There is no statute of limitations for them — ever, says Ralph Himmelsbach, veteran FBI agent who has lived with the Cooper case for the past five years, literally day and night.

* "We are continuing our investigation unabated," said Himmelsbach. "We don't intend to give up. I still give a substantial portion of my time to checking out leads. We still get several tips every week. We pledged at the outset to investigate any information we received from the public."

"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The FBI bases its rejection of the statute of limitations on three major assumptions: There is no statute of limitations in capital crimes and air piracy or aerial hijacking was a crime punishable by death in November 1971 and still is.

There is no statute of limitations protecting fugitives from justice, according to a recent ruling of the Ninth Circuit Court in a similar case. Since Cooper has not turned himself in he is assumed to be a fugitive, if he is still alive. The same rule applies to his accomplices, if any, Himmelsbach explained.

Seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved.

"Personally, after five years of intensive investigation I lean to the conclusion that Cooper was killed when he jumped from the plane or died soon after landing. That makes it a capital crime. If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty."

→ To back up his conclusions, Himmelsbach for the first time, told the detailed story of the hijacking:

* "Cooper was given four parachutes," Himmelsbach said. "He cut the shroud lines on one of the best parachutes and used them to tie the 10,000 \$20 bills to his belt in a bag before he bailed out.

"He left behind the two best parachutes — a sky diver parachute with a 32-foot canopy and a chest pack designed primarily for use as a second parachute.

"He wore a pilot's seat pack parachute with a 28-foot canopy. He also took with him a chest pack parachute used for training. It was unusable. The panels were sewn together. If it had been usable he could not have attached it to his parachute harness, which had no D-rings for use with a chest pack. No one who knew anything about parachutes would have made this many mistakes.

"He also either took with him or threw out the bag in which he claimed to be carrying a bomb."

Himmelsbach declined to describe the device in detail, for security reasons. But it was earlier described as a crude, unsophisticated device apparently consisting of highway flares and a battery.

He left no fingerprints in the plane, but did leave a couple of items which the FBI is not revealing because they could help identify the hijacker or confound any of the expected phony fame seekers who may claim to be Cooper when they think the statute of limitations has expired.

"Cooper could not have known where he was when he jumped," Himmelsbach said. "He did not know the exact route of flight or the altitude. The plane was on instruments in the higher of two layers of clouds all the way from Seattle to the vicinity of La Center.

"There was a radio marker beacon in the general area, but it was out of service. The hijacker could not have seen the ground and could not have determined his position by any kind of radio receiver, if he had one, which we don't know for sure. There was no way he could have known within miles of where he was.

"It was a stormy night, with freezing rain at his altitude and winds gusting from 25 to 45 knots at Portland International Airport, maybe stronger along the Lewis River where he bailed out. He was dressed in a business suit

and Oxford type street shoes. He had no hat or goggles.

"Parachute experts tell us his eyes would have been snapped off his face when he stepped out into a 196-mile-an-hour slipstream; his eyes would have been blacked by the force of the wind and he probably would have tumbled out of control. He would have landed in his stocking feet, blinded by the slipstream, and the raging storm.

"With that 28-foot canopy he would have descended 26 miles an hour vertically. Add a 30 to 55 mile-an-hour wind and he would have hit at a speed of 50 to 70 miles an hour. The experts say it is inconceivable that he could have escaped serious injury or instant death — even assuming his parachute opened."

How does the FBI know Cooper bailed out near La Center and landed somewhere along the Lewis River? The two Air Defense Command F106 jet interceptors which followed the 727 through the overcast that dark, stormy night, saw nothing. There was no radio transmitter on the parachutes delivered to the hijacker, which would have permitted pursuers to follow his trajectory as he bailed out.

But the FBI, with the aid of Northwest Airlines reconstructed the whole hijacking six weeks after the crime.

"The first week in January, 1972, we flew a Northwest 727 exactly like flight 305 over the same route with the same load, the same power settings, the same flap settings, same use of landing gear, from Seattle south. We had William Rataczak, first officer on the hijacked plane, at the controls," Himmelsbach said.

"Over the Lewis River, 35 miles north of Portland, the rear stairway was lowered and a 235-pound sled dropped off while a chase plane photographed its trajectory as it parachuted to the ground.

"As the load left the stairway it retracted to within eight inches of closing, then dropped back down. The result was a marked fluctuation in the cabin air pressure which caused the crews' ears to pop and registered a rapid change in the rate of pressurization on instruments in the cockpit.

"Rataczak said: 'That's just the way it was at 8:10 p.m. Nov. 24.' Only the crew didn't know what it meant then. They didn't know he had bailed out until they landed at Reno and found the plane empty."

The same rapid fluctuations in air pressure were noted in three bailouts from 727 airliners in the next few months, before the FAA ordered all rear doors rigged so they could not be opened in flight.

"There has not been a successful hijacking in the U.S. since," Himmelsbach emphasized. "And none of the hijackers who succeeded in bailing out got away with the money. All were quickly caught and the money recovered."

The re-enactment of the hijacking was conducted in fair weather. But engineers fed into their computers estimated delays in opening the parachute, known speed of descent, wind velocity and direction and came up with

an area 6 1/2 miles long and 4 miles wide. The FBI assumes Cooper landed somewhere within this "target area," which barely includes Lake Merwin in its northeast corner.

Cooper couldn't have chosen a

worse night for a bailout. Two layers of clouds covered Oregon and Washington, one with bases at 2,500 feet, the other from 5,300 feet up to 10,000 feet and more over Portland. Winds were gusting from 25 to 45 knots at Portland International Airport.

Lelooska, Indian artist who lives at Ariel, Wash., was driving home along the Lewis River about 8 p.m. and reported the wind and rain was buffeting the car so hard that he pulled off the road to wait for a break in the storm.

Himmelsbach, an experienced pilot, took off from Portland International Airport in a National Guard helicopter as the hijacked plane passed overhead.

"We were going to try and follow the 727," Himmelsbach said. "But the air was so rough and the clouds so low that we were called back before we got past downtown Portland."

The next day, Himmelsbach, who holds a commercial pilot rating, flew almost the entire route of the hijacked plane in his own airplane, accompanied by an experienced Civil Air Patrol observer.

"We flew directly over the area where we later estimated he had landed, but there is hardly a chance of seeing even a parachute canopy in the dense woods and brush that cover much of the area."

About 200 officers and men of the 3d Armored Cavalry from Ft. Lewis, equipped with five helicopters, searched the target area for two weeks in mid-March, poking through brush and blackberry patches and searching farm buildings.

They found the body of a murdered girl. They found some parachute canopies, orange and green — attached to weather balloons — but not a single valid clue to the missing Cooper. Cooper's parachute was all white, snow white.

"It is impossible to conduct a 100 per cent effective search in some of this area," Himmelsbach said. "There are acres and acres of blackberries so dense as to be impenetrable and some of the terrain is too steep to be searched on foot. A man could fall into one of those blackberry patches and just disappear. We would have to burn out the underbrush or cut it out by hand to conduct a thorough search."

"I have never thought Cooper went into the lake. From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Planes have disappeared in that kind of terrain and been missing for 10 years or more."

When Capt. William Scott, Flight Engineer H. E. Anderson, and First Officer Katakczak landed the 727 at Reno with the rear stair door still dragging, they and Tina Mucklow, stewardess, found the cabin empty except for one

chest pack, the good one, and the sky divers' parachute, "the one he should have used." (Flight attendant Florence Schaffner and a third stewardess had been left behind in Seattle.)

The money was missing. So was the attache case in which he carried the crude dummy "bomb." The FBI found two personal items which they are not revealing. That was all. No fingerprints, no clues. The hijacker even reclaimed the hijack note he had written when he first boarded the plane.

Not one of the 10,000 \$20 bills Cooper obtained has turned up. The FBI circulated a list of the numbers to police, sheriffs and banks throughout the country. FBI and other agencies have been swamped with calls from people who think they have found one of the bills.

"We are still getting a score or more calls a week," Himmelsbach said. "Actually if everyone who gets a \$20 bill gave us a call we would be swamped. We want to check every suspicious bill, but we could eliminate 70 per cent of these calls if people would first take a look at the face of the bill."

"At the lower right hand of the picture of Andrew Jackson you will find a date and a letter — like 1973, with a C under it. That is the date the bill was issued."

"Obviously if it was issued after 1971 it could not be one of the missing bills," Himmelsbach pointed out.

The list of 10,000 numbers has been entered in the National Crime Information Computer system.

Almost every police station and sheriff's office has access to this computer, which can tell in two seconds whether the bill is on the wanted list, Himmelsbach said.

The FBI has not given up. The search goes on. While Cooper has cost the airlines and law enforcement agencies millions of dollars, his hijacking — the first one motivated strictly by greed — led to an airport security program which has resulted in the confiscation of thousands of weapons and the arrest and successful prosecution of hundreds of other criminals, Himmelsbach points out.

The Federal Aviation Administration reports five possible hijackings or other crimes against civil aviation were prevented by the security system in the first six months of 1976 and 2,840 firearms and seven explosive or incendiary devices were seized and 422 persons arrested.

P.S. If by some miracle Cooper should escape the FBI, he would still be wanted by the IRS. The Portland office of the Internal Revenue Service estimates Cooper would owe \$217,523 on his \$200,000 loot in taxes and penalties for failure to file and failure to pay. A possible civil penalty could raise that figure another \$60,000 — all of which goes to show that crime doesn't pay, the IRS says.



(Mount Clipping in Space Below)

FBI thinks skyjacker was an amateur and lies dead in tangle of blackberries

PORTLAND, Ore. (UPI) — The Federal Bureau of Investigation thinks skyjacker Dan Cooper was an amateur and is almost certainly dead.

Even if he was alive, Cooper, who bailed out of a Boeing 727 on Thanksgiving Eve five years ago with \$200,000 in \$20 bills, can still be prosecuted, FBI agent Ralph Himmelsbach says.

Despite reports that Cooper would be free from criminal prosecution this Thanksgiving, Himmelsbach says there is no statute of limitations for him or his possible accomplices.

There is no statute of limitations in capital crimes, and air piracy or aerial hijack was a crime punishable by death in November 1971 and still is, Himmelsbach, who has been working on the case for five years, reports.

He adds that there is no statute of limitations protecting fugitives from justice, which Cooper is.

And, Himmelsbach says, seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved. He said if Cooper was killed when he bailed out the plane, then it was a capital crime. "If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty," Himmelsbach added.

Even if Cooper avoided criminal

prosecution, he'd better stay away from agents of the Internal Revenue Service. The IRS has estimated Cooper would owe \$217,523 in taxes and penalties, and a possible civil penalty could raise that figure another \$60,000.

Himmelsbach said he believes Cooper was an amateur because he left the two best parachutes in the plane he commanded, and used the shrouds of the third best to tie the 10,000 bills to his belt.

"He wore a pilot's seat pack parachute with a 28-foot canopy. He also took with him a chest pack parachute used for training. It was unusable. The panels were sewn together."

Although Cooper left no fingerprints in the plane, he did leave a couple of personal items which the FBI is not revealing because they could help identify the hijacker.

Himmelsbach said Cooper could not have known where he was when he jumped, and further more, he was not dressed properly.

"It was a stormy night, with freezing rain at his altitude and winds gusting from 25 to 45 knots at Portland International Airport, maybe stronger along the Lewis River in southwest Washington where he bailed out. He was dressed in a business suit and Oxford type street shoes. He had no hat or goggles."

Parachute experts have told the FBI that Cooper would have lost his shoes

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The Daily Chronicle
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immediately upon opening the door of the plane, which was traveling at nearly 200 miles per hour. The experts have said Cooper would also have been blinded by the wind.

"With that 28-foot canopy he would have descended 26 miles an hour vertically. Add a 30 to 55 mile an hour wind and he would have hit at a speed of 50 to 70 miles an hour. The experts say it is inconceivable that he could have escaped serious injury or instant death — even assuming his parachute opened."

Shortly after the hijacking, the FBI conducted a dummy run of the incident, dropping a deadweight from the plane. Its trajectory was plotted and computers figured in wind speeds and other factors. The authorities wound up with a likely landing area for Cooper that was 6.5 miles long and four miles wide.

The area was the subject of an intensive search that uncovered the body of a murdered girl and some parachute canopies attached to weather balloons. But there was no sign of Cooper or his white chute.

"It is impossible to conduct a 100 per cent effective search in some of this area," Himmelsbach said. "There are acres and acres of blackberries so dense as to be impenetrable and some of the terrain is too steep to be searched on foot. A man could fall into one of those blackberry patches and disappear.

"From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Planes have disappeared in that kind of terrain and been missing for 10 years or more."

None of the money Cooper took with him has showed up yet, adding further evidence to the belief that he died when he bailed out that stormy night.

But Himmelsbach and other FBI agents continue to check into leads.

"We still get several tips every week," Himmelsbach said. "We pledged at the outset to investigate any information we received from the public.

"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The incident was not without its side benefits, however.

Cooper's hijacking led to an airport security program which Himmelsbach says has stopped several possible hijacking attempts. The Federal Aviation Administration says that during the first six months of 1976, the security efforts resulted in the confiscation of 2,840 firearms and seven explosive or incendiary devices, and the arrest of 422 persons.

(Indicate page, name of newspaper, city and state.)

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(Mount Clipping in Space Below)

Alive or dead, skyjack 'pioneer' ca

By LEVERETT RICHARDS

of The Oregonian staff

ON THANKSGIVING EVE five years ago, a man who said his name was Dan Cooper boarded Northwest Airline's flight 305 at Portland bound for Seattle. He displayed a "bomb," demanded and got \$200,000 in \$20 bills, then bailed out through the rear stair door of the Boeing 727 at 8:10 p.m. near La Center, Wash., with the money.

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The Federal Bureau of Investigation doesn't see it that way at all.

The FBI agents believe Cooper was a bungling amateur; they think he is almost certainly dead.

And if he or any accomplices have survived, they are still wanted men. There is no statute of limitations for them — ever, says Ralph Himmelsbach, veteran FBI agent who has lived with the Cooper case for the past five years, literally day and night.

"We are continuing our investigation unabated," said Himmelsbach. "We don't intend to give up. I still give a substantial portion of my time to checking out leads. We still get several tips every week. We pledged at the outset to investigate any information we received from the public."

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"There has not been a successful hijacking in the U.S. since," Himmelsbach emphasized. "And none of the hijackers who succeeded in bailing out got away with the money. All were quickly caught and the money recovered." DB Cooper-23112



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EDITORIALS - LETTERS - SPECIAL ARTICLES - BOOKS

The Sunday Oregonian

FORUM

PORTLAND, OREGON, NOVEMBER 14, 1976 - PAGE 1, SECTION E

The re-enactment of the hijacking was conducted in fair weather. But engineers fed into their computers estimated delays in opening the parachute, known speed of descent, wind velocity and direction and came up with

an area 6 1/2 miles long and 4 miles wide. The FBI assumes Cooper landed somewhere within this "target area," which barely includes Lake Merwin at its northeast corner.

Cooper couldn't have chosen

investigate any information we received from the public. . . .
"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The FBI bases its rejection of the statute of limitations on three major assumptions: There is no statute of limitations in capital crimes and air piracy or aerial hijacking was a crime punishable by death in November 1971 and still is.

There is no statute of limitations protecting fugitives from justice, according to a recent ruling of the Ninth Circuit Court in a similar case. Since Cooper has not turned himself in he is assumed to be a fugitive, if he is still alive. The same rule applies to his accomplices, if any, Himmelsbach explained.

Seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved.

"Personally, after five years of intensive investigation I lean to the conclusion that Cooper was killed when he jumped from the plane or died soon after landing. That makes it a capital crime. If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty."

To back up his conclusions, Himmelsbach for the first time, told the detailed story of the hijacking:

"Cooper was given four parachutes," Himmelsbach said. "He cut the shroud lines on one of the best parachutes and used them to tie the 10,000 \$20 bills to his belt in a bag before he bailed out.

"He left behind the two best parachutes — a sky diver parachute with a 32-foot canopy and a chest pack designed primarily for use as a second parachute.

"He wore a pilot's seat pack parachute with a 28-foot canopy. He also took with him a chest pack parachute used for training. It was unusable. The panels were sewn together. If it had been usable he could not have attached it to his parachute harness, which had no D rings for use with a chest pack. No one who knew anything about parachutes would have made this many mistakes.

"He also either took with him or threw out the bag in which he claimed to be carrying a bomb."

Himmelsbach declined to describe the device in detail, for security reasons. But it was earlier described as a crude, unsophisticated device apparently consisting of highway flares and a battery.

He left no fingerprints in the plane, but did leave a couple of items which the FBI is not revealing because they could help identify the hijacker or confirm any of the expected phony fame seekers who may claim to be Cooper when they think the statute of limitations has expired.

"Cooper could not have known where he was when he jumped," Himmelsbach said. "He did not know the exact route of flight or the altitude. The plane was on instruments in the higher of two layers of clouds all the way from Seattle to the vicinity of La Center.

"There was a radio marker beacon in the general area, but it was out of service. The hijacker could not have seen the ground and could not have determined his position by any kind of radio receiver, if he had one, which we don't know for sure. There was no way he could have known within miles of where he was.

"It was a stormy night, with freezing rain at his altitude and winds gusting from 25 to 45 knots at Portland International Airport, maybe stronger along the Lewis River where he bailed out. He was dressed in a business suit

dropped off while a chase plane photographed its trajectory as it parachuted to the ground.

"As the load left the stairway it retracted to within eight inches of closing, then dropped back down. The result was a marked fluctuation in the cabin air pressure which caused the crews' ears to pop and registered a rapid change in the rate of pressurization on instruments in the cockpit.

"Rataczak said: 'That's just the way it was at 8:10 p.m. Nov. 24.' Only the crew didn't know what it meant then. They didn't know he had bailed out until they landed at Reno and found the plane empty."

The same rapid fluctuations in air pressure were noted in three bailouts from 727 airliners in the next few months, before the FAA ordered all rear doors rigged so they could not be opened in flight.

"There has not been a successful hijacking in the U.S. since," Himmelsbach emphasized. "And none of the hijackers who succeeded in bailing out got away with the money. All were quickly caught and the money recovered."

Werner G. Billmer



EDITORIALS - LETTERS - SPECIAL ARTICLES - BOOKS

The Sunday Oregonian

FORUM

PORTLAND, OREGON, NOVEMBER 14, 1976 - PAGE 1, SECTION E

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Cooper couldn't have chosen

some effort to ease the task of finding out the than terms
form for those in the lowest income
A major change in 1976 tax for

me ol

worse night for a bailout clouds covered Oregon ton, one with bases at other from 5,300 feet up and more over Portland gusting from 25 to 45 km International Airport.

Lelooska, Indian arti Ariel, Wash., was drivn the Lewis River about ported the wind and ralk the car so hard that he road to wait for a break i

Himmelsbach, an ex took off from Portland Airport in a National G as the hijacked plane pas

"We were going to the 727," Himmelsbach air was so rough and th that we were called bac past downtown Portland

The next day, Himm holds a commercial pilc almost the entire route plane in his own airplan by an experienced Civil server.

"We flew directly where we later estimate ed, but there is hardly a lng even a parachute dense woods and brush ti of the area."

About 200 officers a 3d Armored Cavalry fr equipped with five searched the target area in mid-March, poking and blackberry patches farm buildings.

They found the body girl. They found some p pies, orange and green weather balloons — bu valid clue to the missing er's parachute was all white.

"It is impossible to per cent effective search area," Himmelsbach sai acres and acres of blackberries so dense as to be impenetrable and some of the terrain is too steep to be searched on loot. A man could fall into one of those backberry patches and just disappear. We would have to burn out the underbrush or cut it out by hand to conduct a thorough search."

"I have never thought Cooper went into the lake. From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Planes have disappeared in that kind of terrain and been missing for 10 years or more."

When Capt. William Scott, Flight Engineer H. E. Anderson, and First Officer Rataczak landed the 727 at Reno with the rear stair door still dragging, they and Tina Mucklow, stewardess, found the cabin empty except for one

of other criminals, Himmelsbach points out.

The Federal Aviation Administration reports five possible hijackings or other crimes against civil aviation were prevented by the security system in the first six months of 1976 and 2,840 firearms and seven explosive or incendiary devices were seized and 422 persons arrested.

P.S. If by some miracle Cooper should escape the FBI, he would still be wanted by the IRS. The Portland office of the Internal Revenue Service estimates Cooper would owe \$217,523 on his \$200,000 loot in taxes and penalties for failure to file and failure to pay. A possible civil penalty could raise that figure another \$60,000 — all of which goes to show that crime doesn't pay, the IRS says.

of Atlantic City and Ocean City acres of vegetable gardens in rural counties.

372, it went 2-to-1 for Richard nd by a similar margin for its 'ative Re-

congress- Charles W. 2, Jr.

374, Nixon e and Char- man — one liehard de- during the Judiciary fee's im- nt proceed- had lost his at to a 42- Democrat- r named William J. Hughes. It of the classic "Watergate" vic-



BRODER

fly Republican district was described by the Almanac of American Politics as "one of the two biggest upsets in House races" in the entire country.

The Almanac forecast that Evans' district "will be one of the toughest seats in the country for the Democrats to hold," noting that "numerous ambitious young Indianapolis-area Republicans undoubtedly see this as the district that could elect them to Congress for years."

The winner of the Republican nomination in that district turned out to be David G. Crane, with credentials as a lawyer and a physician, and a polished speaker besides. As might be expected of the younger brother of Rep. Philip M. Crane, R-Ill., one of the favorite speakers of the conservative circuit, David Crane was generously favored with campaign funds. He also had access

(Mount Clipping in Space Below)

The Register 11/14/76

*"Sky-jumper Dan Cooper, who is
a guy?"*

DARRELL BOB HOUSTON, author of the catching-on novel, "King of The Midnight Blues," caught a lot of flak after last week's appearance on Ch. 5's "Tonight, Tonite" show. The novel, based loosely on the exploits of D.B. Cooper, the parachuting skyjacker, aroused much ire — particularly from author-pilot Ernie Gann, who labeled Houston an "opportunist" for glorifying D.B. Responds Houston: "If I wanted to be opportunistic, I could have written that book years ago. As it is, the public—not me—made Cooper a sort of folk hero. I defy Gann or anyone else to say who America's folk heroes are—and they aren't all good guys. How about Jesse James?" . . . Lake Washington Rowing Club, having dedicated its new boathouse (in honor of famed shell builder George Pocock) is now looking for a permanent location. Discussions with Park Dept. heads and private owners continue. Meanwhile, the boathouse is on Lake Union, under the Univ. Bridge.

(Indicate page, name of newspaper, city and state.)

— Seattle Post-Intelligencer
Seattle, Wa

Date: 11/16/76
Edition:
Author:
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(Mount Clipping in Space Below)

Daily Chronicle - 11/15/76
"FBI Thinks Skyjacker was an Amateur..."

DARRELL BOB HOUSTON, author of the catching-on novel, "King of The Midnight Blues," caught a lot of flak after last week's appearance on Ch. 5's "Tonight, Tonite" show. The novel, based loosely on the exploits of D.B. Cooper, the parachuting skyjacker, aroused much ire — particularly from author-pilot Ernie Gann, who labeled Houston an "opportunist" for glorifying D.B. Responds Houston: "If I wanted to be opportunistic, I could have written that book years ago. As it is, the public—not me—made Cooper a sort of folk hero. I defy Gann or anyone else to say who America's folk heroes are—and they aren't all good guys. How about Jesse James?" . . . Lake Washington Rowing Club, having dedicated its new boathouse (in honor of famed shell builder George Pocock) is now looking for a permanent location. Discussions with Park Dept. heads and private owners continue. Meanwhile, the boathouse is on Lake Union, under the Univ. Bridge.

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p. B1 Seattle Post-Intelligencer
 Seattle, Wash.

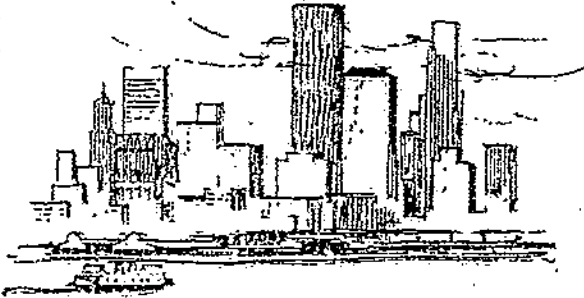
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(Mount Clipping in Space Below)

EMMETT WATSON



Puget Sound Fury

HEAT REACHED the blistering point after Thursday eve's "Tonight, Tonite" show on Ch. 5--one featuring Darrell Bob Houston, promoting his new book, "King of The Midnight Blue," a novel based "loosely" on D. B. Cooper, the legendary pirate-skyjacker who commandeered an airliner and parachuted out with some \$200,000. Also aboard the T-T show was singer Scott McGoogan, who sang the song from the early '70's, "D. B. Cooper, Where Are You?"



Phone lines lit up like a pinball game with calls from irate stewardesses, Boeing workers and pilots. Among the latter was Ernie Gann, the famed author-pilot ("High and The Mighty" "Fate Is The Hunter"), who fired off a telegram, to wit: "I am appalled that KING-TV should sponsor the glorification of a cutthroat pirate, namely Cooper. That villain directly endangered the lives of hundreds of innocent people and inspired others to do the same all over the world. I cannot believe your station, or Mr. McGowan, is so

(Indicate page, name of newspaper, city and state.)

p. B1 Seattle Post-Intelligencer
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irresponsible. May I urge you to give the opposite view, a hearing immediately from people far more expert than the opportunist author and singer who appeared all-jokingly on McGowan's show. The true depiction of all hijackers for what they are — instead of as heroes — must be shown now or you and your loved ones may well, and very soon, be aboard the next of another Robin Hood's terrible adventures."

John Tyers, the show's producer, says, "We thought it would be fun — and that's the exact word — to do the song written about D.B." As for "glorifying" a skyjacker, "that was not our intent," says producer Tyers, sounding a bit subdued.

(Mount Clipping in Space Below)



Walt Evans

Novel on D.B. Cooper for the jet set

LITERARY TIMES: When the frost is on the pumpkin, thoughts just naturally turn to D.B. Cooper, the non-pariel skyjacker who parachuted into immortality, if not a Douglas fir, five years ago this Thanksgiving Eve. What will undoubtedly be one of the best books—because it's being done by one of the best writers I know—to come out

of the incident will be "King of the Midnight Blue," by Seattleite Darrell Bob Houston. And before you ask, the D. B. initials are just coincidence. Our D.B. is much too tall for the skyjacker. Houston's novel based on the incident comes out November 3. "I wrote it as an in-flight movie," he quipped. So far there have been a couple of nibbles from the movie folk and Darrell Bob figures it should sell, since "it's

three parts sex to one part skyjack." Houston is dickering for the film rights. He's asking \$200,000 . . . in 20s and four parachutes. The accompanying picture of D.B. (ours) was taken when he was covering the war in Vietnam. But it does look like a paratrooper's helmet. Hmhmhmhm .



Darrell Houston

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(Indicate page, name of newspaper, city and state.)

p.A14 Seattle Times
Seattle, Wash.

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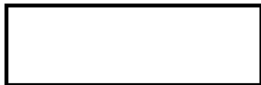
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THE TWO MEN SITTING across from me in the small office beside the new federal building in downtown Seattle are indistinguishable from most other men in the business district on a weekday, except for their slightly unfashionable clothes. Their names would distinguish them, but the one ground rule for this meeting is: no names, please.

This is a meeting between the press and the FBI.

I take care to signal I'm no threat, trust me. My legs are crossed, my notebook is open but my pen is capped. This is just an informal chat, boys, no cross examination. You can level with me.

We've been through these meetings before, the FBI and I, in different cities on different matters. Sometimes it's the FBI which is asking the questions.

I'm here hoping to develop something new on the D. B. Cooper case. I'm hardly the first. It has been nearly five years since that swarthy, middle-aged man calling himself D. B. Cooper boarded in Portland a Northwest Orient 727 bound for Seattle, showed a flight stewardess a bag he said was full of explosives, allowed the passengers to leave in Seattle in exchange for \$200,000 in \$20 bills and four parachutes, directed the plane to head for Mexico with a refueling stop in Reno, jumped off apparently 36 minutes later and landed, with the money, somewhere in the thick forests near Arlee in Cowlitz County.

Authorities searched to the point of exhaustion. The Army sent in 300 troops to help in the rugged country. And amateurs have tromped the woods ever since. Nothing.

Five years of mystery. Five years without finding D. B. Cooper or the \$200,000. Five years as of November 24, 1976, the day it is popularly and mistakenly thought, when the statute of limitations on his crime will run out and D. B. Cooper will be a free, rich man.

(See accompanying story.)

Cooper's inventiveness captured the fancy of a lot of people in this land of free enterprise, and the coming anniversary of his daring has drawn many journalists to this small office in the new federal building in downtown Seattle. They, like me, have been seeking the FBI's secrets. Many have been free lancers, because big bucks can be

FRED BRACK, a P-I staff writer, specializes in harassing government agencies such as the FBI.

Cooper's inventiveness captured the fancy of a lot of people, including the FBI...

'Noooo Comment'

by Fred Brack

had for uncovering something new about the case.

I'm carrying hot information that I hope none of the others have shown these two agents. I have been told that there once was, and still may be, an "official theory" about who did it, and I am going to bounce this information at their feet during the conversation and see if they blink.

One of the two is the case agent. He's held that designation since August of 1972 and that means he should know more about the D. B. Cooper case than anyone else in America, except D. B. himself.

"We don't know if he's dead or alive," the Case Agent says while the Other Agent answers the phone.

"Does that mean," I ask, "that you don't know whether he survived the jump or not?"

The Case Agent considers the question carefully, rubbing it against his secrets.

"Noooo comment," he says tentatively.

My respiratory rate changes, I hope not noticeably.

"Ah, does that mean... you have evidence... that he survived the jump?"

"No comment," he says, quickly this time.

I shrug and move on to something else, hoping to conceal my excitement.

What in the hell do those "no comments" mean? That they've found evidence, physical evidence, that Cooper's alive? It couldn't be evidence that he's dead because that would be the body—and then the case would be closed? Or would it? What if they found the body but not the money, and didn't want to tip off a suspected accomplice? What could the evidence be?

"I understand you've investigated about 300 or 350 suspects," I say, stalling.

"Right around 350," the Case Agent says.

"And you have 15 to 18 live suspects you're still checking?"

"Fifteen to 30, yes."

"Are these all new suspects or have some of them been on the list for years?"

"These are all new."

"You've cleared all the others, all the rest of the 350?"

"Yes."

"How does someone get to be a suspect? What gets you on the list?"

"We normally get information from various sources."

"A common one," the Other Agent interjects, "is someone calls and says 'I have an acquaintance and he's a parachutist' or a soldier of fortune or something and he's got a lot of money."

"We check them all out," the Case Agent says.

"A copy of tips or are they...?"

"... from month to month," the Case Agent says.

"Every time an article appears there's a rash of calls," the Other Agent says. "There was a National Observer article in January and we got a lot of calls after that."

"Who are they?"

"They come from every economic group, every occupation, a cross section, everyone calls in."

"The suspects or the tipsters?" I ask, slightly lost.

Sure, D.B., You Can Come Out Now

A LOT OF PEOPLE think the five-year statute of limitations for a federal crime is going to run out for D. B. Cooper on November 24, 1976.

A lot of people are wrong, says Stan Pitkin, U.S. attorney in Seattle.

Air piracy with a threat to harm someone, Pitkin says, is a capital offense. Federal capital offenses, he says, may remain active forever, unless a suspect is brought to trial and guilt is decided.

A capital offense is a crime punishable by death. Pitkin says judicial decisions on the death penalty may forestall D. B. Cooper's execution, but his crime was and is a capital one, anyway.

If D. B. Cooper is holed up somewhere in

a cave or seedy boarding house ripping pages off a calendar in the expectation of becoming a free man, he may be in for a rude shock. And there may be a tax case, also, for which the statute limitations is six years.

Of course, Pitkin says, there may not be a tax case. It is possible, he says, that Cooper somehow has paid taxes on the \$200,000 he plucked, more or less, out of the sky. There's no way of telling because authorities don't know who Cooper is. Fugitive criminals have been known to pay taxes on their loot, Pitkin says.

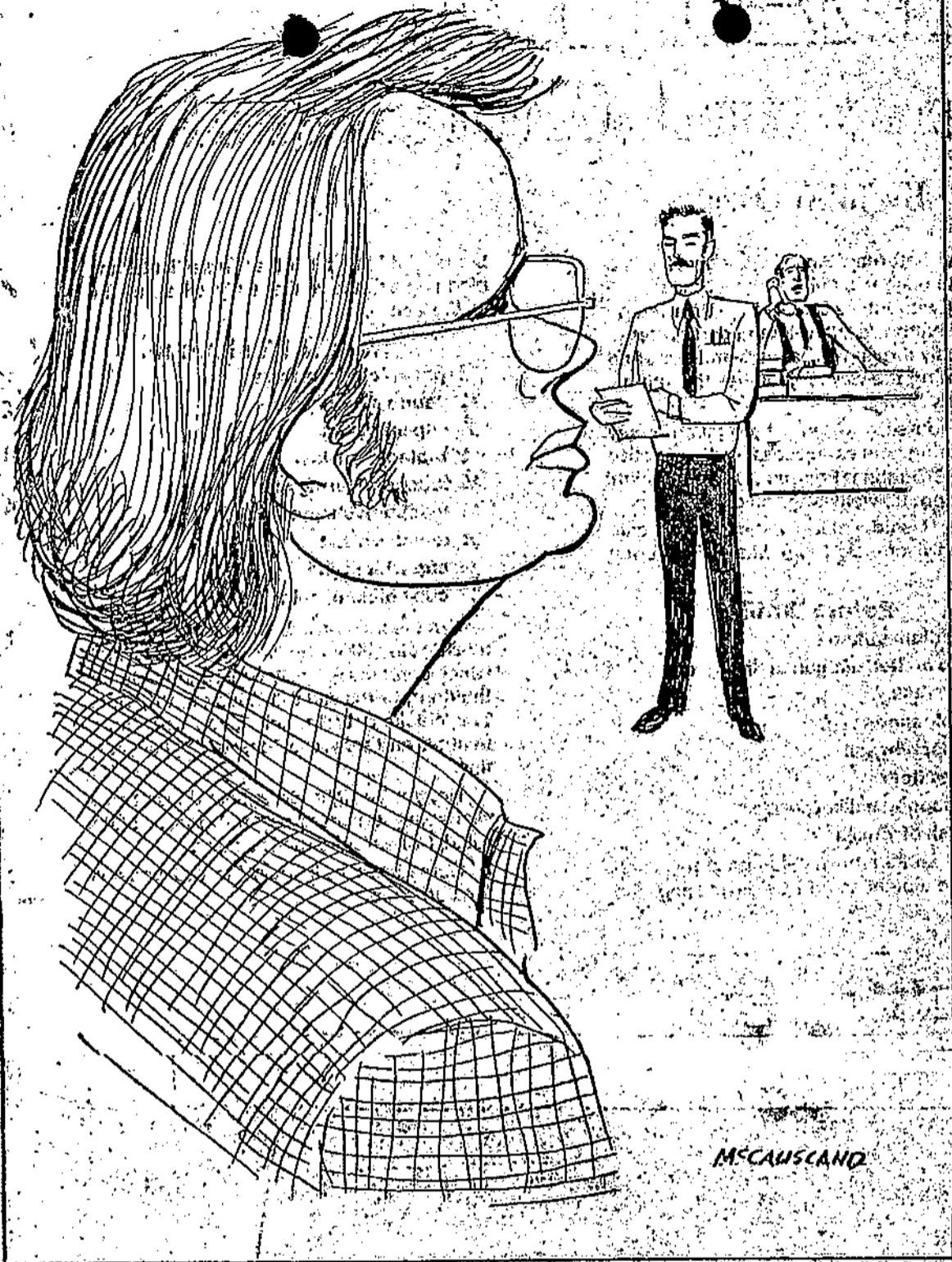
As for anyone who might find the money Cooper took out of the airplane, Pitkin reminds fortune hunters that there is a

thicket of federal criminal statutes under which they could be charged were they found in willful possession of the money. There is a five-year limitation on these offenses, he says.

But a lucky fortune hunter who correctly counted the days and avoided criminal prosecution, Pitkin says, still would be open to a civil claim on the money by Northwest Orient or its insurance carrier, since the money belongs to them and not to the finder.

What does Pitkin, who should know, think about the case?

"I share the judgment widely held," he says, "that the only thing uncertain about the case is that the body and the money have not been recovered." —F.B.



siders the question, his head cocked to one side. He isn't looking at me. Is he about to lie?

"No," he says slowly, "I've never heard of that one."

I look quickly at the Other Agent. He shrugs and shakes his head slightly.

"Are you saying that you don't have nor ever had two air traffic controllers from (the Midwestern city) as suspects?" I am more aggressive now. I can't let them just shrug off my hot information. What about my article? My book? The movie sale?

"I don't remember all of the suspects," the Case Agent says.

"Look, there have been a lot of suspects," the Other Agent interjects. "It's hard to say, but I don't remember anything like that."

"Are you saying, I press, that you don't have any theories?"

"Well, I have lots of theories," the Case Agent says with a small smile, and then turns solemn again. "But as far as it affects the investigation, I have an open mind. I have to have an open mind. I have to be able to check out information without any judgments about it," he says earnestly.

The Other Agent helps him out. "There are a lot of guys in the office who have theories. Some say he's dead. Some say he's alive. But I've talked to (the Case Agent) here many times and he says he has no theories. He just doesn't. He doesn't know."

It's convincing, but my suspicions are up. They seem too anxious to quash the air controller theory.

"You wouldn't be trying to mislead me?" I ask the Case Agent with my warmest, peanut-farmer smile.

"No," he replies, and his smile looks more sincere than mine feels.

"I need some new information. So far, no one else has. Desperate, I try

looking for one man or more than one."

"We are looking for at least one man," the Case Agent says.

"Does that mean 'more than one'?" I'm shameless now, begging for a tidbit, anything.

"At least one man," the Case Agent says, smiling at how easy it is to parry my thrusts.

I leave with handshakes, not entirely disconsolate. At least I've learned that possibly, no confirmation, but a hint of a shadow of a clue that the FBI has evidence that Cooper did, or did not, survive the jump in the D.B. Cooper case, people are happy if they maybe learn something.

It also have the possibility that they are lying to me about the air traffic controllers. I've been spinning in one spot on that tip for weeks. Time for a last try.

"I talk to a guy."

He tells me to talk to another guy. I talk to the other guy.

He directs me to call another guy, John H. Shaffer, director of the Federal Aviation Administration at the time of the skyjacking and now in the freight-forwarding business in Hyattsville, Md. It was the FAA, not the Justice Department, I learn, that told the federal official about the air traffic controller.

"I remember that theory," Shaffer says over the phone. "I don't remember all the details, but the evidence against these guys was circumstantial, not physical. It was early in the investigation. It was a hot trail at one time, but it just petered out, went flat, deflated. It wasn't them."

"Personally," Shaffer says, "I think he's dangling from one of those high pine trees out there."

"Both," the Other Agent says.
 "Both," the Case Agent says. "At cross-section of suspects and of people who call in."

"Is there any geographic concentration?"

"Most of the calls are from the Pacific Northwest," the Case Agent says.

That's enough of this. I've got to get back to the idea that they may have evidence Cooper survived the jump. Maybe they found some of the money?

"Was the money marked?"

"We have the serial numbers," the Case Agent says.

"Has any of it ever been found?"

"No," the Case Agent says, but then makes his answer precise. "At least, we, the FBI, know of no money ever having been found."

I turn to the Other Agent. "While you were on the phone we were talking about whether you have evidence that Cooper survived the jump."

"Well, now," he says, rather too quickly, "there are certain things about the case that have never been published. . . . Look, what if some guy walks in here some day, and says, 'I'm D. B. Cooper. I spent the money and had a wonderful time but now it's all

gone and I want to give myself up and write a book and make a million dollars.' Well, there are certain things about the case that only we and Cooper know and we'll want to use those things to identify him."

Certain things that only the FBI and Cooper know. That means physical evidence, doesn't it? Anything else, since the FBI wasn't on the plane, would have to come from a third party. Or is the Other Agent exaggerating? If it is physical evidence, where was it found? On the plane? On the ground? There's something here, if only I could get it. But the FBI is no small town constabulary. It can't trap these guys. The question hangs, does the FBI have evidence that Cooper survived the jump? Or evidence that he didn't? Further questions along this line will only antagonize them before I reveal my hot information. It's time to do that now.

"I understand that the Justice Department, oh, maybe four years ago, told a federal official that there was an 'official theory' in the case and that was involved two air traffic controllers from (a Midwestern city) who were gone from their jobs when this happened and were known to have been in this area and visited some of the airports involved. Is this, or was this, an 'official theory'?"

Will they blink? The Case Agent con-

M. CAUSLAND

The Seattle Times

magazine

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Five years later, where is the chute skyjacker?



Staff illustration by Steve McKinstry

October 3, 1976

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Seaside Oregon
6/4/74

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Seaside -

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DB Cooper-23125

5'10" WEIGHT 160# AGE [] DARK SKIN
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WEST OF WHEELING, W. VA.
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Where's D.B. Cooper? Journal Reward Aids Search

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ARTICLE REMOVED FROM N. H. Evening Journal
NOV. 14, 74

The Skyjacker Who Got Away

PORTLAND, Ore. (AP) — It has been three years since the skyjacker called D.B. Cooper parachuted from a Northwest Airlines jet with \$200,000 in ransom money and wrote himself into the folklore of the Pacific Northwest.

Two more and he'll be home free — if he's alive.

"The federal statute of limitations on that crime is five years," said Sidney Lezak, U.S. attorney in Portland.

According to the U.S. Department of Transportation, Cooper is the only person ever to hijack a domestic airliner who has not been killed or brought to justice.

"We know nothing more about him today than we did at 11 p.m. Wednesday, Nov. 24, 1971," says Julius Mattson, special agent in charge of the Portland FBI office. "I just wish we had something to go on. We don't have a thing. Just a big zero."

These are the events of that Thanksgiving Eve as authorities reconstructed them:

A man who gave his name as Dan Cooper bought a one-way ticket at Portland International Airport to Seattle aboard Northwest Airlines flight 305 which originated in Washington, D.C.

D.B. Cooper a Legend 3 Years After Caper

No antihijacking measures were in operation as the 36 passengers boarded the Boeing 727 for the 25-minute flight.

In the air, Cooper handed stewardess Tina Mucklow a note saying he had a bomb. Following Cooper's orders, Miss Mucklow sat beside him and wrote down instructions to the pilot.

He wanted 10,000 \$20 bills to be delivered to him at Seattle in a laundry sack, along with two sets of parachutes. Otherwise, he would blow up the plane, he said.

Airline officials and FBI agents complied and Cooper allowed the passengers and two of the three stewardesses to disembark at Seattle.

Then he ordered the plane to fly south to Reno, Nev., at 200 miles per hour, at 10,000 feet, flaps down. The crew was to stay in the cockpit.

After takeoff from Seattle, a red light flashed in the cockpit indicating the plane's rear boarding ramp had been unlatched.

Nothing was heard from Cooper for about 20 minutes. At 8:10 p.m., as the plane crossed the Lewis River in southwestern Washington, Capt. William Scott thought the skyjacker was having trouble with the ramp and called back over the plane's interphone:

"Anything we can do for you?"

There was no answer.

Another light flashed showing the ramp was fully extended. A few seconds later Cooper came back on the interphone: "No."

That was the last ever heard of him.

When the plane landed in Reno, the rear ramp was down and Cooper was gone. The 21-pound sack of money was gone. One set of parachutes was gone. The skyjacker, who had carefully reclaimed his note to the stewardess, had left no fingerprints.

Authorities pinpointed Cooper's jump point near Woodland, Wash. The little town was transformed into a bustling command post for a small

army of newsmen, FBI agents, police and soldiers from Ft. Lewis, Wash.

With planes, helicopters, jeeps and track dogs, they combed the vast, densely wooded region northeast of Woodland.

The skyjacker had left the plane clad only in a light business suit and street shoes. He parachuted into the blackness of a raging thunderstorm, into a 200 m.p.h. wind and 7-degrees-below-zero temperatures.

He could not have survived, the police reasoned. They were simply looking for a body and a bag of money and that could wait until the spring thaw. A week later, the searchers went home.

Cooper soon became a legend in the Northwest. A hit recording lauded him as a Robin Hood who beat the establishment. T-shirts bearing his name sold by the thousands.

Then, late in March 1972, 300 soldiers combed the thawing terrain for 18 days and found not a trace of Dan Cooper or his bag of money.

Mattson says the FBI is still actively searching for Cooper.

"I just wish we had a development, something to go on," he says.

STAN COOPER WILL BE ...

438
1974

(Mount Clipping in Space Below)

Cooper theory

THE ONLY successful skyjacking in the country occurred almost five years ago when a man who identified himself as Dan Cooper bailed out of a Northwest Orient Airlines jet on a cold November night clutching a suitcase containing \$200,000.

Not a trace of Cooper or the money has been found since.

Cooper bailed out somewhere in the vicinity of Lake Merwin. The FBI and even Army troops literally combed the rugged countryside looking for traces of either the man or the money or both. They turned up nothing.

This November, the statute of limitations on the case runs out. If Cooper is still alive, he can come out of hiding and not be prosecuted. Is that likely to happen? Longview FBI Agent Tom Manning doesn't think so. He has put hundreds of hours into the Cooper case. His theory is that Cooper dropped into Lake Merwin and sank out of sight, weighted down by the parachute and the suitcase full of cash. That certainly is as plausible a theory as any we've heard but it will remain a theory until either a person or the money or both turn up.

(Indicate page, name of newspaper, city and state.)
 Page 2
 The Daily News
 Longview, Washington

Sub B

Date: 7/12/76
 Edition: afternoon
 Author: TED M. NATT
 Editor: TED M. NATT
 Title: NORJAK

Character: CAA-Hijacking
 or
 Classification: 164-81-Sub B
 Submitting Office: Seattle

Being Investigated
COPY SENT TO BUREAU

SEARCHED..... INDEXED.....
 SERIALIZED..... FILED.....

JUL 23 1976

ATTLE ^{b6}
^{b7c}

(Mount Clipping in Space Below)

If alive, he'll be 'free' Nov. 24

Time is on D.B. Cooper's

side

By Bud May
Daily News Senior Staff Writer

If he's still alive, and there's some suspicion he's not, the mysterious skyjacker known as D.B. Cooper need stay hidden only 22 weeks longer to avoid prosecution under a federal law pertaining to air piracy.

It was on Thanksgiving Eve, Nov. 24, 1971, that Cooper vanished with \$200,000 ransom after parachuting, apparently over the Lewis River area east of Woodland, from a jetliner he had hijacked with a bomb threat.

The statute of limitations on the widely publicized crime expires this coming Nov. 24, meaning he will not be subject to arrest and prosecution after that date.

It does not mean, however, that Cooper can feel free to surface and start spending the money. The Internal Revenue Service has determined he owes the government back taxes totaling more than \$218,000 on his plunder, including interest and penalties. A Longview FBI agent, however, feels the IRS will never collect—he believes Cooper plunged into Lake Merwin and drowned.

Regardless of what happens, Cooper remains the most celebrated, if that's the proper word, of American air pirates.

On the date, a man calling himself Dan Cooper (it somehow became D.B. Cooper in news stories about the crime) bought a ticket in Portland for a flight to Seattle.

After boarding a Northwest Airlines jetliner, the man—described as calm, middle-aged and well-dressed, gave a stewardess a note shortly after takeoff.

The stewardess, Florence Schaffner, then 23, of Minneapolis, Minn., said later, "I thought he was trying to hustle me. I stuffed the note in my purse, and he motioned that I should read it."

The note, according to officials involved in the hijacking investigation, said the man had a bomb, and wanted to go to Mexico.

While the jet circled Seattle, the skyjacker also ordered that \$200,000 cash and four parachutes be brought to the aircraft, demands to which Northwest Airlines agreed.

Authorities said 36 passengers and two of the plane's three stewardesses were allowed to leave

(Indicate page, name of newspaper, city and state.)
Page 5
The Daily News
Longview, Washington

Sub B

Date: 7/12/76
Edition: afternoon
Author: BUD MAY
Editor: TED M. NATT
Title: NORJAK

164-81-Sub B
Character: CAA-Hijacking
or
Classification: 164-81
Submitting Office: Seattle

Being Investigated

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SEARCHED	INDEXED
SERIALIZED	FILED
JUL 23 1976	
b6 b7C	
TITLE	

the aircraft in Seattle.

Before it took off, Cooper was supplied with the requested parachutes and 10,000 \$20 bills. The packet of bills, amounting to \$200,000, weighed over 24 pounds, and measured 8 by 6 by 27 inches.

Cooper demanded to go to Mexico City, but was told the plane did not have capability for such a flight. He then agreed to allow the plane to go to Reno, Nev., and instructed Capt. William Scott to fly at 10,000 feet at a speed of 200 m.p.h. with flaps extended 15 degrees.

About 20 minutes after takeoff, lights came on in the cockpit indicating that the rear stairs in the aircraft had been lowered. At about 8:10 p.m., the flight engineer noticed fluctuation in the cabin rate of pressure indicator (the only such fluctuation between Seattle and Reno.)

When the Boeing 727 jetliner landed in Reno, Cooper, along with the ransom money, was no longer aboard. One of the two parachutes remaining in the plane had been opened, and some of the salmon-colored shroud lines were missing, leading to a conclusion that the hijacker had tied the money to his body, using the shroud lines.

Weather conditions at the time Cooper is believed to have jumped consisted of a ceiling of about 2,500 feet, with some ground visible through scattered clouds from the height of the plane. Rain and wind from west to southwest ranged from 25 to 45 knots.

The FBI, assisted by area law enforcement agencies and military personnel, conducted a massive search in the Lewis River area for days after the hijacking, but found no trace of Cooper or his loot.

Search efforts were suspended when winter arrived, but a large-scale hunt was resumed in March of 1972. This time the FBI was aided by 200 troops from the 3rd Armored Cavalry at Fort Lewis.

A grid type, inch by inch search on the ground was supplemented by helicopter crews, but again authorities came up empty handed.

There have been numerous theories concerning Cooper's fate. Some people, equating him to a modern day Robin Hood, expressed the hope that he survived, and would get away with his caper.

Law enforcement officers and many citizens took offense to that suggestion, pointing out that a thief is still a thief, regardless of the circumstances, and should be held fully accountable for his crime or crimes.

There are those who doubt Cooper survived his jump from the jetliner.

Included in that group is resident FBI Agent Tom Manning of Longview, who was involved in investigation of the case from the beginning, and was a coordinator for the searches.

Manning says he feels the hijacker's chances for survival are remote. "It is my theory that Cooper landed in Lake Merwin, and is hung up on a snag," Manning said. Due to nylon chute and shroud lines, no deterioration of material has taken place to allow the body or money to surface, the agent believes.

FBI investigation is continuing, and numerous suspects (names primarily furnished by interested and concerned citizens) have been thoroughly checked out. Still, the identity of Dan (or D.B.) Cooper remains unknown.

Manning said serial numbers of all of the 10,000 \$20 bills were circulated in a 34-page booklet to all financial institutions and businesses handling large sums of money, but none of the missing money has surfaced.

Manning is among those who see nothing heroic about Cooper's crime.

"Songs have been written about him, and he has achieved status in some quarters as a folk hero to the extent that T-shirts commemorating his deed have sold well in some Pacific Northwest cities. The FBI does not feel he is the Robin Hood of the Northwest, but rather is an individual who committed a violation of a federal statute, Crime Aboard an Aircraft-Hijacking, and jeopardized the lives of passengers and crew members," Manning stated.

The FBI, aware that time is growing short with regard to the statute of limitations, is interested in any information, however slight it may be, regarding the hijacker or his whereabouts.

Anyone having information is asked to contact the nearest FBI office (Manning's number is 423-3320). Identity of citizens offering information will remain confidential.



Cooper's 'grave' found

Someone with an odd-shaped piece of driftwood and a good imagination has created this "grave" for D.B. Cooper, the celebrated skyjacker missing since Nov. 24, 1971 (and not Nov. 22, as the sign says). It is near Amboy.

FBI

Date: 6/8/76

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIR MAIL
(Priority)

TO: SAC, SEATTLE (164-81)
FROM: ADIC, LOS ANGELES (164-497) (P)
SUBJECT: NORJAK
OO: Seattle

Enclosed for Seattle is an article from Page 18 of "The Argonaut" published in Marina del Rey, California, issue dated 9/11/75.

This article has been called to the attention of the Los Angeles Division and is referred to as "Our favorite fantasy" [redacted] California.

b6
b7C

It is also noted that the article refers to some of the money having turned up in Las Vegas, Nevada, and a rumor among airline pilots that an old parachute was discovered hanging on a tree in an area where "COOPER" may have landed. Los Angeles indices are negative regarding "Malabar VII", [redacted]

b6
b7C

No investigation being conducted at Los Angeles.

This information being forwarded to Seattle for whatever action deemed appropriate.

- 2 - Seattle (Encl. 1)
- 2 - Los Angeles

crs/aml
(4)

3ubb
164-81-6974

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 12 1976	
FBI - SEATTLE	

Approved: _____
Special Agent in Charge

Sent _____ M Per _____

(Mount Clipping in Space Below)

Docklines

BY DARIEN MURRAY

'Malabar VII'

may be getaway boat

At a waterfront bar in Papeete, Tahiti, I heard one of the most bizarre sea stories of our time.

Would you believe that D. B. Cooper, who bailed out of a Western Airlines plane five years ago with a fortune in cash, may be cruising the world's oceans aboard John Alden's "Malabar VII" from Dolphin Marina?

"It's our favorite fantasy," yacht broker Dan Streech of Dana Point said, explaining how "Malabar VII," which left Marina del Rey in 1970, may be involved in the still-unsolved mystery of Cooper's successful heist.

(Indicate page, name of newspaper, city and state.)

P-18 THE ARGONAUT
MARINA DEL REY,

Date: 9-11-75
Edition: Thursday
Author: Darien Murray
Editor: David Asper John
Title: NORJAK

Character:
or
Classification: LA-~~352~~-437*
Submitting Office: Los Angeles

Being Investigated

SEARCHED _____ INDEXED _____
SERIALIZED _____ FILED _____
JUN 12 1976
FBI - SEATTLE

~~JUN 12 1976
FBI - LOS ANGELES~~

b6
b7c

(Cooper parachuted from an airplane over Oregon/California after successfully pulling off one of the most imaginative robberies in history, and neither he nor the money has ever been found. A current rumor among airline pilots has it that a few months ago an old parachute was discovered hanging on a tree in the area where "Cooper," as he called himself, may have landed.)

Dan and Wendell Streech bought the Alden yawl "Malabar VII" and departed Marina

del Rey in October, 1970, settling into a berth at Fort Lauderdale, Florida, after cruising down the Mexican coastline, through the Panama Canal and exploring the coastline of Venezuela and Colombia and the islands of the British West Indies and the Bahamas aboard the 54-foot wooden yawl which had won the 1926 Bermuda Race with designer Alden at her helm and a schooner rig.

"Malabar VII," one of a dozen and a half boats personally owned by Alden at launching, was offered for sale by the Streeches who left her in Fort Lauderdale and returned to the West Coast, Dan to Dana Point where he began selling boats, and his dad to the family home in Arizona.

"This man who called himself Mike Selzer decided to buy our boat," Dan said, "and he'd looked at a lot of boats. He may have bought ours because we were willing to take his camper as a trade-in. This was about two months after Cooper had made his getaway from the airplane.

"Selzer drove his camper to my folks' home in Arizona, and they spent a lot of time visiting before he took off for Florida. My dad says Selzer mentioned he had worked as a smoke jumper."

Six weeks after Selzer delivered the camper "nearly new, with only 2,000 miles on it," Dan said the F.B.I. turned up at the Streech home "and the agents said the man we knew as Selzer fitted the description of Cooper perfectly. The F.B.I. men also said some of the money Cooper bailed out with had turned up in Las Vegas."

"Malabar VII" with new owner Mike Selzer has never turned up anywhere, Dan added.

BACK PACKING IN FRENCH POLYNESIA

Dan was on his way to the Tahiti airport after three weeks of hiking around the islands of Tahiti, Moorea, Huahine, Raiatea and Bora Bora with a back pack. He'd gone from one island to another as a passenger on the copra boat "Tapora III," hiking days and sleeping nights on the beaches. He said the land-crabs didn't chew on him (the local rumor that keeps visitors from camping on the beaches) and very few mosquitos took a bite: "I was taking Vitamins B 12 and B 6 and I understand if you do that, the mosquitos aren't interested. Anyway, I only got one or two bites a day."

He spent about \$300 in three weeks (plus \$750 round-trip air fare from Los Angeles) and most of the places where he camped were near native huts "and the Tahitians brought me food." He recalled buying "mostly bread, with lots of peanut butter and jelly."

In his back pack: a sleeping bag, a bedsheet, swim fins and mask, Sterno and freeze-dried food, one pair of long pants, one pair of cut-offs, a swim suit "and three or four shirts."

On Bora Bora, Dan spent two days reading a ship's log kept by Hans Fleish "at the Oa Oa, or perhaps you spell it Oahoa Hotel. Hans caters to visiting yachts and has free hot showers for boating people. Then he asks them to write about their voyages in his log. Some people even draw pictures. I couldn't stop reading about their experiences."

A night at that hotel, with meals, is "about \$20," Dan recalled. That's unusually reasonable in the other islands, where a room or bungalow may run as high as \$95 a night and the average is about \$50 with two meals.

The best hotel-bargain has got to be a place in Tahiti near downtown Papeete where you pay 150 francs (\$2.14) for a room. Unless you want a door, then it's 200 francs.

Across from the cruising boats on Papeete's waterfront is the Stewart Hotel (about \$10), a favorite among cruising people who want to get off their boats. At the opposite end of the spectrum are the big glassy high-rise hotels where you pay \$50 and more to meet other tourists.

I stumbled into a happy compromise: the aging Te Puna Be Air, a hotel four miles outside Papeete frequented by Americans and Europeans who visit Tahiti often. Quiet, charming and inexpensive by Tahiti standards (about \$20-\$22), it's sandwiched between two American-style luxury hotels and you can hike over to their white-sand beaches.

One of the charms of the Te Puna Be Air is its inconsistencies: I met four women from Sacramento who were staying there and they had no hot water (I did), I had a wasp nest on my balcony (they didn't), they had ice in a refrigerator (I didn't) but I had a bottle of Scotch (they didn't). We pooled our resources and soon felt we had a luxury suite.

Also, we met island people who treat the hotel bar and restaurant as a local hangout. Two of us explored a nearby reef with American scuba divers who live in Tahiti, and while we snorkeled on the surface, they went down 190 feet and brought up black coral.

They called it coral whips, and it looked like wire coat hangers someone had straightened out. They said it sells for about \$300 a pound locally.

ISLAND-HOPPING BY BOAT

Inter-island freighters offer expeditions for visitors: one is a 40-day trip with stops at 116 islands and atolls, and it costs about \$300. For the visitor on a brief vacation, John Stegenga of the schooner "Candide," four years out of Marina del Rey, suggested this one which he took:

"The 'Timi Hani,' a 150 foot diesel freighter, leaves Papeete every Tuesday at 7:30 p.m. You sleep on deck with other travelers, including many Tahitians who sing and dance at night, and there are always people playing guitars.

"The freighter puts in at Huahini, Raiatea, Tahaa and Bora Bora and you go ashore and buy food at the Chinese grocery stores that are always close to the docks. You cook on deck.

"The 'Timi Hani' brings you back to Papeete on Sunday or Monday and you have spent about 700 francs (\$10) plus groceries for a week-long tour of some of the most beautiful islands in the South Pacific."

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 47

Page 7 ~ b6; b7C;
Page 8 ~ b6; b7C;
Page 9 ~ Duplicate;
Page 18 ~ b6; b7C;
Page 20 ~ Duplicate;
Page 21 ~ Duplicate;
Page 22 ~ Duplicate;
Page 23 ~ Duplicate;
Page 25 ~ b6; b7C;
Page 27 ~ Duplicate;
Page 28 ~ Duplicate;
Page 37 ~ b6; b7C;
Page 39 ~ b6; b7C;
Page 41 ~ b6; b7C;
Page 43 ~ b6; b7C;
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Page 49 ~ b6; b7C;
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Page 52 ~ b6; b7C;
Page 53 ~ b6; b7C;
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Page 87 ~ b6; b7C;
Page 90 ~ b6; b7C;

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DUE TO BULKINESS 1a1 THRU 1a18 ARE BEING MAINTAINED IN SEPARATE EXHIBIT SECTION, UNSUB; NORTHWEST AIRLINES FLIGHT 305, IN CLOSED FILES. SEE VOLUME I FOR (Title) PORTLAND TO SEATTLE, NOVEMBER 24, 1971. (1a1-1a8) and VOLUME II FOR (1a9-1a18).

(File No.) 164-497

Item	Date Filed	Disposition
19	1/16/72	1 negative and 2 photos of [redacted] (cs)
20	1/10/72	3 envelopes and letter signed by D.B. COOPER (see ser225) (cs)
21	"	3 photos and 1 negative of [redacted] (cs)
22	"	2 photos of suspect [redacted] (cs)
23	1/21/72	Waiver of rights & interview log of [redacted] (cs)
24	"	Interview log of [redacted] (cs)
25	1/26/72	5 photos of [redacted] (cs)
26	1/29/72	9 photos and 1 negatives of [redacted] (cs)
27	"	4 photos of [redacted] and employment application (cs)
28	"	7 photos and 1 negative of [redacted] (cs)
29	1/29/72	1 photo taken 1961 of [redacted] (cs)
30	4/5/72	Photo of [redacted] (cs)
		[redacted]
		[redacted]
		[redacted]
		[redacted]
		[redacted]
		[redacted]

164-497-1A

JAN 16, 1972

File No. 164-497A 19

Date Received 12/28/71

From

b6

b7C

(NAME OF CONTRIBUTOR)

WESTERN AIRLINES SECURITY

(ADDRESS OF CONTRIBUTOR)

LOS ANGELES INT'L AIRPORT, CALIF.

(CITY AND STATE)

By _____

(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

1 Negative and
2 photos of

b6

b7C

as

taken from 1967 Calif
Driver's License #

2 cc's each
furnished Seattle
Portland & Minneapolis
by airtel on 1/5/71
CWS

DB Cooper-22630

16-72 CWS

b6
b7c

164-497-1A19

DB Cooper-22634

File No. 164-497-1A20

Date Received 1-10-72

From Director
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

3 envelopes & letters
signed by D. B Cooper

All ser. 225

1-10-72 CB DB Cooper-22635

164-497-1A20

RECEIVED From

12/14/71

b6
b7c

LOS ANGELES TIMES, LA CALIF.

SPECIAL AGENT, FBI LA

RECEIVED From

12/14/71

b6
b7c

LOS ANGELES TIMES LA CALIF.

SPECIAL AGENT FBI-LA

164-2111 Q28 LL



A-45410

164-2111 Q27 LL



A-45410



S
b6
b7C

Managing Editor 2
Los Angeles Times 2
Los Angeles, California

DB Cooper-22637



Sirs,

I knew from the start that I wouldn't be caught.

I didn't rob Northwest Orient because I thought it would be romantic, heroic or any of the other euphemisms that seem to attach themselves to situations of high risk.

I'm no modern day Robin Hood. Unfortunately do have only 14 months to live.

My life has been one of hate, turmoil, hunger and more hate, this seemed to be the fastest and most profitable way to gain a few fast grains of peace of mind.

I don't blame people for hating me for what I've done nor do I blame anybody for wanting me to be caught and punished, though this can never happen.

Here are some (not all) of the things working against the authorities:

I'm not a boasting man
I left no fingerprints
I wore a toupee
I wore putty make-up

They could add or subtract from the composite a hundred times and not come up with an accurate description; and we both know it.

I've come and gone on several airline flights already and am not holed up in some obscure backwoods town. Neither am I a psycho-pathic killer. As a matter of fact I've never even received a speeding ticket.

Thank you for your attention.

D.B. COOPER

ccooooo

Wash Post -

New York Times -

Seattle Times -

Los Angeles Times - 76980A2753

File No. 164-497-1A21

Date Received 12-8-71

From [Redacted] b6 b7C

[Redacted]

Seeger Co.
Stendell (CITY AND STATE)

By [Redacted] b6 b7C

To Be Returned Yes No

Receipt given Yes No

Description: *+ 1/11/71*

3 Photos of [Redacted]

[Redacted]

b6 b7C

b6
b7C

164497-1A21

DB Cooper-22642

File No. 164-497-1B22

Date Received 12/14/71

From

b6
b7C

(NAME OF CONTRIBUTOR)

Anaheim P.D.

(ADDRESS OF CONTRIBUTOR)

Anaheim Cal

(CITY AND STATE)

By

b6
b7C

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

2 Photos of
Suspect

b6
b7C

1-10-72



104-497-1A22

b6
b7c

DB Cooper-22649

File No. 164-497-1A23

Date Received 1-21-72

From
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

b6
b7C

By

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

*waver of Rights.
+ enclosure copy of*

b6
b7C

164-497-1A 23

1-21-72.

Interview Log

Big Bear Lake, Calif.

Person

[Redacted]

Agent

Time began 5:31 PM

Time advised of Rights 5:31

Time waived Rights 5:33

Time of interview 5:33 - 6:09 PM

[Redacted]

SA, FBI.

b6
b7C

b6
b7C

INTERROGATION; ADVICE OF RIGHTS

YOUR RIGHTS

Place Rio Ben Calif.
Date 1-21-77
Time 5:31 PM

Before we ask you any questions, you must understand your rights.

You have the right to remain silent.

Anything you say can be used against you in court.

You have the right to talk to a lawyer for advice before we ask you any questions and to have him with you during questioning.

If you cannot afford a lawyer, one will be appointed for you before any questioning if you wish.

If you decide to answer questions now without a lawyer present, you will still have the right to stop answering at any time. You also have the right to stop answering at any time until you talk to a lawyer.

WAIVER OF RIGHTS

I have read this statement of my rights and I understand what my rights are. I am willing to make a statement and answer questions. I do not want a lawyer at this time. I understand and know what I am doing. No promises or threats have been made to me and no pressure or coercion of any kind has been used against me.

[Redacted Signature]

[Redacted Signature]

Witness:

SA [Signature]

Witness:

[Redacted Signature]

SIA PBT

Time:

5:33 PM

b6
b7C

File No. 164-24971A24

Date Received 1/21/72

From _____
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)
Big Bear, Calif.
(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)

b6
b7C

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

Interview log

ON

b6
b7C

1-21-72 CB

1/21/72

Big Bear

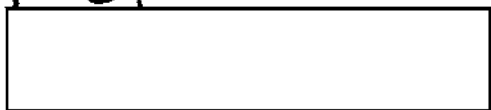
5²⁸
p Met



AT
b6
b7C

SBSO - Big Bear and
advised him of iden-
tities.

5²⁹
p



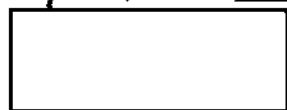
b6
b7C

The reason for
interview.

5³⁰
p SA



advised

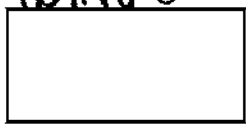


of his

b6
b7C

rights in the matter
by a rights warning
& waiver.

5³²
p



reads

DB Cooper-22656

164-497-1A24

his rights stated
that he understood
& signed. He then
went outside to
get his check re-
ceipts.

6³⁴ p Interview began

5⁴² p Interview ended

SA, FBI

b6
b7c

File No. 164-497 -1A25

Date Received: 12/30/71

From [Redacted]
(NAME OF CONTRIBUTOR)

b6
b7C

[Redacted]
(ADDRESS OF CONTRIBUTOR)

CARSON CALIF.
(CITY AND STATE)

By SA [Redacted]
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

6 Photos of

[Redacted]

b6
b7C

1-

1-26-72 CB

164-497-1A25

DB Cooper-22661

164-497-1A25

DB Cooper-22663

0



b6
b7c

144-497-1A25

DB Cooper-22665

b6
b7c

164-497-1A25

DB Cooper-22667

164-497-1A25

DB Cooper-22669

File No. 164-497 1A 26

Date Received 1/11/72

From HERMOSA BEACH PD
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)
HERMOSA BEACH, CALIF

By SA b6
b7C

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

9 photos of d/Key.

b6
b7C

72-7208



164-497-1A26

File No. 164-497 1A 27

Date Received 1/18/72

From

b6
b7C

(NAME OF CONTRIBUTOR)

WESTERN AIRLINES LAX

(ADDRESS OF CONTRIBUTOR)

LOS ANGELES CALIF

By

(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

4 photos of

b6
b7C

and 1 copy of
employment application

DB Cooper-22682

1-29-72 CB

b6
b7c

164-497-1A27

DB Cooper-22686

DB Cooper-22689



64-497-6227

b6

b7C

WESTERN AIRLINES, INC.
PHOTO APPOINTMENT NOTICE

Card
 Color:

TO: _____
 DEPT: _____
 LOCATION: LAX DO

Line Service _____ (Blue)
 Shops _____ (Yellow)
 Cleaner _____ (Green)
 Ground Service _____ (Orange)
 Purchasing & Stores _____ (Brown)
 Other Departments X (Red)

b6
 b7C

All Western Airlines employees will be issued a new I.D. Card in the near future, including the employee's photograph.

The Photo crew will be located in Satellite 5, on the operations level, for several days beginning Sept. 18. (Swing shift & graveyard will be taken care of at a later date).

Flight Crews will be photographed at the time of their check-in (approximately one-hour before departure).

All other personnel will be photographed in-between the flight crews.

Normally, each person will be at the photo location about 10 to 15 minutes ----- BUT, there may be a few times when too many persons will be waiting for their photo at the same time. In that case, it is the responsibility of each person to watch HIS TIME -- if it is getting too close to your departure or work time, you are to proceed to your work, and return at a later date for your photo.

BRING THIS NOTICE & YOUR OLD I.D. CARD WITH YOU AT THE TIME OF PHOTO.

Please PRINT

 (Last name) (First name) (Initial)

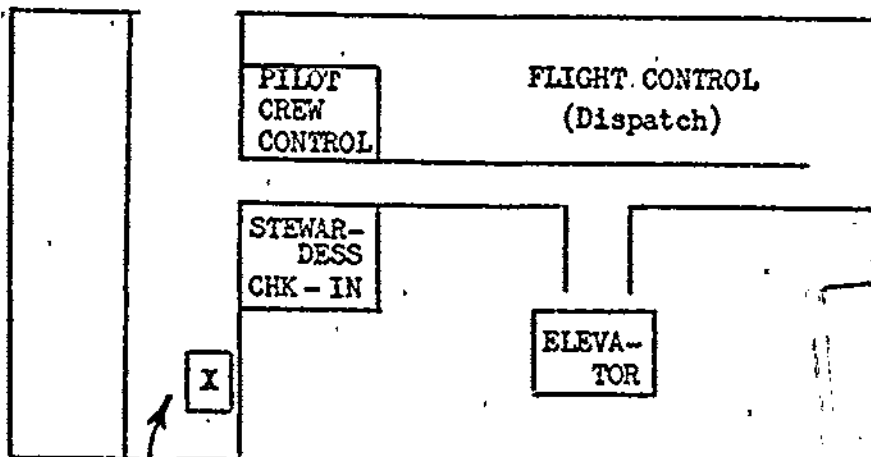
b6
 b7C

Birthdate: _____
 (Day) (Month--spell out) (Year)

Color Hair Brown, Eyes Brown

Weight 170, Height 72"

Employee # _____



SATELLITE 5
 (Operations Level)

I.D. PHOTO LOCATION IN THIS HALLWAY

DB Cooper-22690

File No. 164-4971A 28

Date Received 1/21/72

From U.S. Customs Bureau
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)
Los Angeles Calif

By

b6
b7C

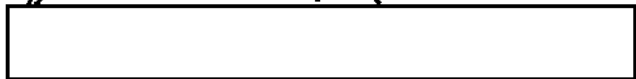
To Be Returned Yes
 No

Receipt given Yes
 No

Description:

7 photos + neg of

b6
b7C



b6

b7C

164-497-1A28

DB Cooper-22699

File No. 164-497-1A29

Date Received: 1/27/72

From PASADENA PD
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)
Pasadena, Calif

By b6
b7C

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

*1 photo taken
1961 of*

b6
b7C

1-29-72 Cy

[Redacted]

S'10

150

Brown

Brown

[Redacted]

b6

b7C

164-497-1A29

DB Cooper-22709

FBI #

[Redacted]

b6

b7C

File No. 164-497-1A 30

Date Received: ~~5~~ 11/29/71

From L.A.S.O.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____ b6
b7C
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

Photo of

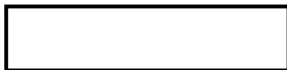
b6
b7C

b6
b7c



FBI

#



164-497-1030

DB Cooper-22712

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
Civil Action# 1:16-cv-01790-02

Total Deleted Page(s) = 15
Page 86 ~ b6; b7C; b7D; b7E;
Page 87 ~ b6; b7C; b7D; b7E;
Page 163 ~ Referral/Consult;
Page 164 ~ Referral/Consult;
Page 165 ~ Referral/Consult;
Page 166 ~ Referral/Consult;
Page 167 ~ Referral/Consult;
Page 170 ~ b6; b7C;
Page 171 ~ b6; b7C;
Page 185 ~ Referral/Consult;
Page 186 ~ Referral/Consult;
Page 187 ~ Referral/Consult;
Page 188 ~ Referral/Consult;
Page 204 ~ b6; b7C;
Page 205 ~ b6; b7C;

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X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
XXXXXXXXXXXXXXXXXXXXXXXXXXXXX

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/30/71

FROM : SA [redacted]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK

Re memo to SAC by SA [redacted] dated
11/27/71.

b6
b7C

The conversation mentioned in referenced memo was located by radio station KABC and at 5:45 p.m., 11/27/71, the radio interview was recorded over the telephone by SA [redacted] from [redacted] radio station KABC, telephone number 663-3311, extension [redacted]

b6
b7C

The above was obtained from SA [redacted] and the taped conversation will be transcribed to obtain exact wording as reported in paragraph one of referenced memo.

b6
b7C

JFM:kah
(2)

164-497-51

SEARCHED	INDEXED
SERIALIZED 177	FILED
DEC 1 1971	
LOS ANGELES	

[redacted]

b6
b7C



NR 008 BT PLAIN

7:28 PM 11-30-71 NITEL DD

TO: SAC, LOS ANGELES

SAC, SEATTLE (164-81)

SAC, PORTLAND (164-41)

FROM: SAC, BUTTE (164-26) 2P

UNSUB: NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOV. TWO FOUR, ONE NINE SEVEN ONE.
CAA - HIJACKING; EXTORTION. OO: SEATTLE.

[REDACTED]

VIEWING ARTIST-S

CONCEPTION OF HIJACKING IN "SPOKESMAN REVIEW" SPOKANE,
WASH., NOV. TWO NINE ISSUE, SEE STRONG RESEMBLANCE WITH

b6
b7C
b7D

[REDACTED]

[REDACTED]

IN ONE NINE SEVEN ZERO,

[REDACTED]

RESIDING

[REDACTED]

b6
b7C
b7D

[REDACTED]

CALIF.

WHILE ON

[REDACTED]

INTERESTED

b6
b7C
b7D

[REDACTED]

BUT NEVER KNOW TO HAVE

END PAGE ONE

*Suspect eliminated
Seattle advised by FT.*

164-497-52

b6
b7C

SEARCHED	INDEXED
SERIALIZED	FILED
13 NOV 30 1971	
ELES	

BT 164-26

PAGE TWO

[REDACTED] DESCRIBED - BORN [REDACTED]

[REDACTED] PLACE UNKNOWN, SIX FEET, MEDIUM BUILD,

DARK HAIR, SSN [REDACTED]

[REDACTED] APPEARS OLDER THAN TRUE AGE.

LOS ANGELES AT [REDACTED] DETERMINE [REDACTED] WHEREABOUTS //

PERTINENT PERIOD.

END.

FBI LA JCD

CLR

b6
b7C
b7D

b6
b7C

1
LA 164-497
LOB/kah

The Butte Office of the FBI advised by communication dated November 30, 1971, that a [redacted] after viewing artist's conception of the hijacker in the "Spokesman Review", Spokane, Washington, November 29, 1971 issue, advised there was a strong resemblance between the hijacker and [redacted]

b6
b7C
b7D

[redacted]

On December 1, 1971, [redacted] California, telephone [redacted] furnished the following information to SA's [redacted] and [redacted]

b6
b7C
b7D

[redacted] lives with [redacted] at the above address and is employed as a [redacted] Los Angeles, California.

b6
b7C
b7D

On November 20, 1971, [redacted] and [redacted] departed Los Angeles International Airport, Los Angeles, California, for a [redacted] Flight Number [redacted] arriving in [redacted] November 21, 1971. They departed [redacted] on December 1, 1971, via [redacted] Flight Number [redacted] arriving at Los Angeles International Airport on December 1, 1971.

b6
b7C
b7D

[redacted] displayed United States Passport Number [redacted] issued to [redacted] born [redacted] [redacted] which disclosed that he had brown hair and brown eyes. This passport, which bore an expiration date of [redacted], disclosed visa stamps of arrival at [redacted] November 21, 1971; departure from that same city in [redacted] on November 26, 1971, and arrival in [redacted] on November 26, 1971.

b6
b7C
b7D

[redacted] displayed the following restaurant receipts for food: [redacted]

2
LA 164-497
IOB/kah

[REDACTED]

Date stamped November 23, 1971

Table Number 14

28.60 [REDACTED]

[REDACTED]

Two dates stamped on receipt of
November 23, 1971, and November 24, 1971

Table Number 12

26.40 [REDACTED]

[REDACTED]

Date stamped November 25, 1971

Table Number 12

17.60 [REDACTED]

The following is a physical description of [REDACTED]
as obtained through observation and interview:

Name	[REDACTED]
Sex	Male
Race	White
Birth Data	[REDACTED]
Height	6'
Weight	170 pounds
Hair	Dark brown
Eyes	Brown, wears black shell-rimmed glasses
Build	Medium
Occupation	[REDACTED] Los Angeles, California
Social Security Number	[REDACTED]
Wife	[REDACTED]
Military Service	[REDACTED] 82nd Airborne Division, United States Army
Peculiarities	Smokes Salem Menthol cigarettes

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

3
LA 164-497
LOB/kah

On December 1, 1971, Cadet [redacted] Pasadena, California Police Department advised that their department had no arrest record concerning [redacted]

b6
b7c

Files of the Los Angeles Office of the FBI disclose no identifiable information concerning [redacted]

b6
b7c

SPECIAL

NR008 SE PLAIN

11:24AM URGENT 12/1/71 VAB

TO SACRAMENTO

LOS ANGELES

FROM SEATTLE (614-81) (P) 2P

305

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST. CAA-HIJACKING: EXTORTION. OO: SEATTLE.

b6
b7C
b7D

RE: [REDACTED]

[REDACTED]

b6
b7C

[REDACTED] IS BEING CONSIDERED A SUSPECT BECAUSE HE MEETS THE GENERAL DESCRIPTION OF THE HIJACKER AND HAS [REDACTED]

INVESTIGATION AT SEATTLE HAS REVEALED [REDACTED] CURRENTLY UNEMPLOYED [REDACTED] IS ALLEGEDLY [REDACTED]

b6
b7C

[REDACTED] CALIF. SUSPECT ARRIVED IN THE SEATTLE AREA IN [REDACTED]

[REDACTED]

SUSPECT IS NOT CURRENTLY HOLDING A WASHINGTON OR CALIFORNIA DRIVERS

END PAGE ONE

*Also Contains
Handling
from
CRS*

(11)

164-497-54
SEARCHED INDEXED
SERIALIZED FILED
DEC 1 1971
FBI - SEATTLE
CRS

b6
b7C
b7D

PAGE TWO

164-81

LICENSE NOR IS HE CURRENTLY COLLECTING UNEMPLOYMENT INSURANCE FROM THE STATE OF WASHINGTON. DOB UNKNOWN.

SACRAMENTO AT DEPARTMENT OF MOTOR VEHICLES ATTEMPT TO OBTAIN PHOTO AND EXACT DOB OF [REDACTED]

LOS ANGELES AT [REDACTED] ATTEMPT TO DETERMINE SUSPECTS PRIOR EMPLOYMENT AND DETERMINE IF PHOTO IS AVAILABLE FROM [REDACTED]

[REDACTED]

END

CXF

FBI LOS ANGELES C ACK FOR THREE TELS

LA CLR TU

b6
b7C

b6
b7C

NR011 NH PLAIN

427AM 12/2/71

SENT

PM URGENT 12-1-

1786

TO: DIRECT AND LOS ANGELES

FROM: NEW HAVEN

UNSUB FLIGHT THREE ZERO FIVE, ELEVEN
TWENTYFOUR SEVENTYONE. CAA-HIJACKING. OO: SEATTLE.

AT APPROXIMATELY FIVE FIFTEEN P.M. EST. DECEMBER ONE,
INSTANT, SA [REDACTED] NEW HAVEN RECEIVED A LONG DISTANCE
TELEPHONE CALL FROM ONE [REDACTED] SA
[REDACTED] FORMERLY, KNEW [REDACTED] WHEN SA [REDACTED] ASSIGNED
THERE AND [REDACTED] RESIDED THERE.

b6
b7C
b7D

[REDACTED] STATED, WITHOUT FURTHER IDENTIFYING, HE KNEW A
WOMAN IN THE [REDACTED] AREA WHO BELIEVED THE UNSUB MIGHT BE
[REDACTED] HE WAS DESCRIBED AS WHITE MALE,
FORTYS', SIX FEET ONE INCH, ONE HUNDRED FIFTY TO ONE HUNDRED
SIXTY POUNDS, SLIM BUILD, [REDACTED] HAIR, [REDACTED]
[REDACTED] SEATTLE AREA, REPORTEDLY
SUBJECT OF SEVERAL OUTSTANDING WARRANTS IN LOS ANGELES AREA.

b6
b7C
b7D

END PAGE ONE

Summary
Identified above
not of any interest - Seattle advised
by telegram

104-497-55

SEARCHED INDEXED
SERIALIZED FILED
13 DEC 2 1971
FBI - LOS ANGELES
[REDACTED] [initials]

b6
b7C
b7D

DB Cooper-22721

[REDACTED] ADVISED HIS HOME TELEPHONE IS [REDACTED]

[REDACTED] OFFICE [REDACTED]

[REDACTED] HE WILL BE AT HIS
[REDACTED] DECEMBER TWO, NEXT.

[REDACTED] INTERVIEW [REDACTED] FOR FURTHER SPECIFICS
TO DETERMINE IF HE HAS POSITIVE INFORMATION.

END

b6
b7C
b7D

b6
b7C
b7D

NR 004 PD PLAIN

12:53 PM URGENT 12-2-71 LJO

TO: DIRECTOR

SEATTLE (164-81)

LOS ANGELES

FROM: PORTLAND (164-41) (P) 3P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA-HIJACKING; EXTORTION, OO: SEATTLE.

ON DECEMBER ONE, SEVENTYONE, AT FOUR O'CLOCK P.M. [REDACTED]

[REDACTED] OREGON,

REPORTED THE FOLLOWING INFORMATION:

HE REMEMBERED SEEING A PERSON CLOSELY RESEMBLING THE UNSUB IN THIS CASE. HE RECALLED SEEING THIS PERSON APPROXIMATELY FOUR YEARS AGO AT A NUMBER OF LOCATIONS IN THE [REDACTED]

[REDACTED] NEAR HIS PREVIOUS EMPLOYMENT

AT THE [REDACTED]

[REDACTED] ADDRESS WAS [REDACTED]

HE

BELIEVES THIS PERSON WAS OPERATING AN [REDACTED]

[REDACTED] AND MENTIONED OWNING A [REDACTED]

AIRCRAFT. [REDACTED]

END PAGE ONE

b6
b7C
b7D

b6
b7C
b7D

164-497-56

13

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 2 1971	
LES	

ARJ

b6
b7C

RECALLS THIS BECAUSE HE APPLIED FOR EMPLOYMENT WHERE THIS PERSON EVIDENTLY WAS CONDUCTING BUSINESS. [REDACTED] DESCRIBED THE PERSON AS FOLLOWS: WHITE, MALE, AMERICAN, FORTY TO FORTYFIVE YEARS OF AGE, ONE HUNDRED FIFTY TO ONE HUNDRED SIXTYFIVE POUNDS, SIX FEET TALL, THIN BUILD, DARK HAIR PARTED ON LEFT SIDE, EXPENSIVE DRESSER, DRAWN-IN MOUTH, [REDACTED] ONE AND HALF INCH SCAR ON [REDACTED] AUTOMOBILE [REDACTED] OR [REDACTED] FOUR-DOOR, BLACK VINYL TOP, CALIFORNIA LICENSE PLATES.

b6
b7C
b7D

[REDACTED] BELIEVES HE LAST SAW THE UNSUB DURING THE SUMMER OF NINETEEN SIXTYSEVEN BETWEEN JOBS AT [REDACTED]

b6
b7C
b7D

[REDACTED] CALIFORNIA,

AND [REDACTED] LOCATED ON [REDACTED]

[REDACTED] RECOMMENDS THAT A [REDACTED] AT

[REDACTED] WOULD BE A LOGICAL PERSON TO CONTACT BECAUSE

[REDACTED] HAS EXPERIENCE AND KNOWLEDGE OF MOST INDIVIDUALS AND COMPANIES

IN THE [REDACTED] LOCATED IN THE [REDACTED] AREA.

[REDACTED] LAST SAW [REDACTED] IN NINETEEN SIXTYSEVEN AFTER [REDACTED]

END PAGE TWO

PD 464-21

PAGE THREE

[REDACTED]
LOS ANGELES AT [REDACTED] CALIFORNIA. WILL ATTEMPT TO LOCATE

[REDACTED] AT [REDACTED] TO DETERMINE THE IDENTITY AND,
EMPLOYMENT OF PERSON DESCRIBED ABOVE.

END

LLS

FBI LOS ANGELES CLR

b6
b7C
b7D

b6
b7C

DB Cooper-22725

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/2/71

FROM : SA [redacted] (13)

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT AIRLINES
FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACK
(OO: SEATTLE)

On 12/1/71 SA [redacted] contacted [redacted] at his residence, [redacted] California at which time he stated he considered [redacted] a possible suspect of captioned hijacking, however he has not seen the man for about 6 years. He again stated it was just a "hunch".

b6
b7C
b7D

It should be noted that [redacted] was interviewed by SA [redacted] on the same date and he said [redacted] does not match the description of the suspect and definitely counts him out as being a suspect. (See FD-302 of [redacted] which describes suspect).

b6
b7C
b7D

On 12/1/71 [redacted] viewed the artist's conception of the skyjacker and stated [redacted] does not look like this. He described [redacted] as a blond with blue eyes.

b6
b7C
b7D

During the interview with [redacted] on 12/1/71 at the [redacted], the name [redacted] was brought up to [redacted] who stated definitely not, that [redacted] is well known to him and does not fit the suspects description. He discounted [redacted] as a suspect.

b6
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b7D

[redacted] is an authority on parachuting. He is or was a member of the [redacted] he is the [redacted] and is considered an expert on any aspect of the sport. He has been [redacted]

b6
b7C
b7D

3- Los Angeles
SM

164-497-57
[Handwritten initials and signatures]



9:20 am

11/26/71

[Redacted]

California furnished the following information:

b6
b7C
b7D

He heard a radio newscast concerning the skyjacking of an aircraft and immediately had the idea that a former friend of his is responsible. He stated the guy is "wild" enough to pull just such a job as described on the radio and based on his knowledge of the individual he thinks he could have been the skyjacker.

First of all [Redacted] advised that the man's name is [Redacted]. He has knowledge of [Redacted] in the [Redacted] and [Redacted]. He was last known to reside in Seattle and was employed as a [Redacted] near Seattle. [Redacted] claimed that [Redacted] told him one time [Redacted]

b6
b7C
b7D

He described [Redacted] as about [Redacted] years of age, [Redacted] 6' tall and about 190 pounds. He recalled that [Redacted] had a tattoo on his [Redacted]

It should be noted that [Redacted] stated he was [Redacted]. He was interviewed at [Redacted] a state office building, where he was [Redacted]

b6
b7C
b7D

[Redacted] is described as follows:

Race:	White
Sex:	Male
DPOB:	[Redacted]
Height:	6'
Weight:	185
Hair:	Blond
Eyes:	Blue
Employment:	Unemployed, [Redacted]

b6
b7C
b7D

12/1/71
viewed photo & description - register re
[Redacted]

b6
b7C
b7D

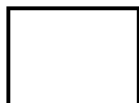
SEARCHED	INDEXED
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NOV 26 1971	
FBI - LOS ANGELES	

EAD

DB Cooper-22727

F B I

Date: 12/3/71



b6
b7C

Transmit the following in PLAIN
(Type in plaintext or code)

Via TELETYPE ~~WIRE~~ URGENT
(Priority)

TO: SAC, SEATTLE (164-81) *Pictures sent*
FROM: SAC, LOS ANGELES (164-497) *facsimile*

UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES, FLIGHT
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY
FOUR LAST. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

RE LOS ANGELES TELCALL THIS DATE AND SEATTLE TELETYPE
TO LOS ANGELES AND SACRAMENTO DECEMBER ONE LAST.

RE: SUSPECT [REDACTED]
ON DECEMBER TWO LAST, [REDACTED]
[REDACTED] INTERVIEWED AND
ADVISED SHE [REDACTED]

b6
b7C
b6
b7C
b7D

164-497
crs/kah
(1)

[Handwritten initials and signatures]
[REDACTED]

b6
b7C

Approved: *[Signature]*
Special Agent in Charge

Sent *824* M Per *[Signature]*

DB Cooper-22728

LA 164-497

PAGE TWO

[REDACTED]

[REDACTED]

EXACT LOCATION

UNKNOWN.

SHE SAID [REDACTED] AFTER READING DESCRIPTION OF HIJACKER IN LOCAL PAPER IT CROSSED HER MIND THIS DESCRIPTION CLOSELY MATCHED THAT OF [REDACTED]

[REDACTED]

HIM AS WHITE MALE, BORN [REDACTED] AT

[REDACTED]

SIX FEET, ONE SIXTY FIVE POUNDS,

OLIVE OR SWARTHY COMPLEXION, [REDACTED] HAIR WORN SHORT,

BROWN EYES, SMOKES OVER TWO PACKS OF FILTER CIGARETTES PER

DAY, BRAND UNKNOWN.

[REDACTED]

[REDACTED]

FACSIMILE BEING SENT

SEATTLE THIS DATE AND PHOTOGRAPHS FOLLOW VIA REGISTERED AIR MAIL.

SEATTLE ATTEMPT LOCATE AND ESTABLISH WHEREABOUTS OF

[REDACTED]

WHOSE LAST KNOWN ADDRESS WAS [REDACTED]

[REDACTED]

DURING PERTINENT PERIOD.

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

b6
b7C

12/2/71

AIRTEL

AIR MAIL

TO : SAC, SEATTLE (164-81)

FROM : SAC, SACRAMENTO (164-50)(P)

SUBJECT: UNSUB; Northwest Airlines
 Flight 305, Portland to Seattle
 11/24/71
 CAA-HIJACKING; EXTORTION
 OO: Seattle

Re Seattle teletype to Sacramento, dated 12/1/71.

Enclosed for Seattle is one copy of California driver's license [redacted] bearing photograph of [redacted]; California driver's license [redacted] bearing photograph of [redacted] and California driver's license [redacted] bearing photograph of [redacted]

b6
b7C

AT SACRAMENTO, CALIFORNIA

On 12/1/71, [redacted] Driver's License Section, California DMV, was requested to cause a search of their files regarding one [redacted]

b6
b7C

On 12/2/71, [redacted] advised:

b6
b7C

- 2 - Seattle (Enc. 3)
 - ② - Los Angeles (Info)
 - 2 - Sacramento
- RJA:jct
(6)

164-50-997-59

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 6 1971	
LOS ANGELES	
[redacted]	[initials]

b6
b7C

(1) California license [redacted] was issued on [redacted] to one [redacted] [redacted] California. [redacted] is described as DOB [redacted] brown hair, brown eyes, 6', 170 pounds. This license expired on [redacted] and has not been renewed to date.

b6
b7C

(2) California driver's license [redacted] was issued on [redacted] to [redacted] [redacted] California. [redacted] is described as DOB [redacted] brown hair, [redacted] eyes, 6'2" and 160 pounds. This license is due to expire on [redacted]

b6
b7C

(3) California driver's license [redacted] issued on [redacted] to [redacted] [redacted] California. [redacted] is described as DOB [redacted] brown hair, brown eyes, 6'2", 170 pounds. This license is due to expire on [redacted]

b6
b7C

[redacted] advised that these were the only three individuals issued driver's license in the surname of [redacted]

b6
b7C

The above driver's licenses were compared with the artist sketch of the individual who hijacked Northwest Airlines plane out of Seattle, and none of them appear to be identical or similar with the artist sketch.

NR 05 PX PLAIN

5:20 PM NITEL 12-3-71 WJG

TO DIRECTOR (164-2111)
LOS ANGELES (164-497)
SEATTLE

WFO

FROM PHOENIX (164-100) 2P

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND
TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE; CAA - HIJACKING;
EXTORTION. OO: SEATTLE. SUSPECT SHOULD BE CONSIDERED ARMED
AND DANGEROUS IN VIEW OF FACT HE REPORTEDLY CARRIES GUN.

RE [REDACTED], AKA.

RE LOS ANGELES NITEL PHOENIX, ET AL, DECEMBER TWO LAST.

INQUIRY PD NOGALES, SONORA, MEXICO; PD NOGALES, ARIZONA;
SANTA CRUZ COUNTY SO, NOGALES, ARIZONA; AND US INS, NEGATIVE

RE [REDACTED], AKA.

[REDACTED] NOGALES INTERNATIONAL AIRPORT,

ADVISED [REDACTED] AKA UNKNOWN TO HIM AS [REDACTED]

INVOLVED IN [REDACTED]

END PAGE ONE

164-497-60

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 3 1971	
TELES	

b6
b7C

b6
b7C

b6
b7C
b7D

b6
b7C

DB Cooper-22732

PAGE TWO

PX 164-103

SOURCES CONTACTED STATED NAME [REDACTED] DOES NOT APPEAR
TO BE [REDACTED] NAME AND ALL STATED THEY KNEW OF NO
ONE HAVING SIMILAR SOUNDING NAME WELL KNOWN IN CRIMINAL
CIRCLES IN NOGALES, SONORA, MEXICO AREA.

b6
b7C

WFO REQUESTED TO IMMEDIATELY ADVISE PHOENIX IF CORRECT
NAME OF [REDACTED] DEVELOPED DURING CHECK OF HOTELS.

b6
b7C

PENDING.

END

HOLD

LRS FBI LOS ANGELES CLR

DB Cooper-22733

NR 008 SF PLAIN

4:40 PM URGENT 12/3/71 MCC

TO LOS ANGELES

SEATTLE (164-81)

FROM SAN FRANCISCO (164-220) 1P

SPECIAL

UNSUB; AKA, DAN COOPER, NORTHWEST ORIENT AIRLINES, FLIGHT THREE ZERO FIVE, NOV. TWENTYFOUR LAST, CAA - AIR PIRACY. RE: SUSPECT

[REDACTED]

b6
b7C

RE SF TEL CALL TO LOS ANGELES THIS DATE.

SA [REDACTED] CII, STATE BUILDING, SAN FRANCISCO THIS DATE, ADVISED THAT HE WAS CONTACTED BY AN OLD INFORMANT WHO HAS PROVIDED RELIABLE INFORMATION IN THE PAST, WHO STATED THAT THE COMPOSITE PHOTOGRAPH APPEARING IN THE PAPER APPEARS IDENTICAL IN EVERY RESPECT TO ONE [REDACTED]

b6
b7C
b7D

[REDACTED]

[REDACTED] CHECKED DDL

RECORDS WHICH SET FORTH THAT [REDACTED] HAS DRIVER'S LICENSE [REDACTED]

[REDACTED] AND WAS LAST KNOWN TO BE AT [REDACTED]

[REDACTED] DESCRIBED ON DRIVER'S LICENSE AS WMA, BROWN HAIR, GRAYING, [REDACTED] EYES, SIX FOOT ONE INCH, ONE SEVEN FOUR POUNDS, DOB [REDACTED]

LOS ANGELES: ATTEMPT TO DETERMINE IF [REDACTED] IDENTICAL WITH UNSUB.

b6
b7C

SAN FRANCISCO WILL HOLD IN ABEYANCE FORWARDING PHOTOGRAPH UNTIL INVESTIGATION AT LOS ANGELES RESOLVES WHEREABOUTS OF

[REDACTED] ON PERTINENT DATE.

ARMED AND DANGEROUS

164-491-61

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 3 1971	
LOS ANGELES	

10/1

b6
b7C

END

LRS.

FBI LOS ANGELES CLR

DB Cooper-22734

Send To
[REDACTED]

FBI

Date: 12/3/71



b6
b7c

Transmit the following in PLAIN
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: ~~SAC, SEATTLE (164-81)~~ *RAK*
~~SAC, SAN DIEGO (164-91)~~
~~SAC, SAN FRANCISCO (164-220)~~ *MXG*
FROM: SAC, LOS ANGELES (164-497)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR LAST. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE

RE SAN DIEGO TELETYPE TO SEATTLE, NOVEMBER TWENTY SEVEN LAST, AND SAN FRANCISCO TELETYPE TO SEATTLE, NOVEMBER TWENTY SEVEN LAST.

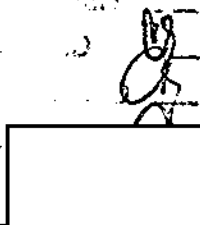
REFERENCED TELETYPES SET FORTH INFORMATION RECEIVED FROM INTERVIEWS OF [REDACTED]

[REDACTED] REGARDING CONVERSATION WITH UNIDENTIFIED MALE ^{ON} ~~FLIGHT~~ FLIGHT TWO ZERO ONE FROM SAN DIEGO TO BURBANK ON NOVEMBER EIGHT LAST. IT WAS SUGGESTED THAT LOS ANGELES ASSEMBLE LIST OF MOVIE COMPANIES AND DISPLAY TO [REDACTED] IN EFFORT TO FURTHER IDENTIFY UNIDENTIFIED MAN.

b6
b7c

164-497
JFM:kah
(1)

SE-826
SD-607
SF-615



CR1

b6
b7c

Approved: [Signature]
Special Agent in Charge

Sent PM

Per [Signature] 164-497-62

DB Cooper-22735

LA 164-497

PAGE TWO

FOLLOWING IS LIST OF MOTION PICTURE DASH TELEVISION STUDIOS IN LOS ANGELES DASH HOLLYWOOD AREA: ACADEMY FILMS, THE ALDRICH STUDIOS, ANIMATION CENTER, CASCADE STUDIO, CINEMA GENERAL STUDIOS, COLUMBIA PICTURES CORPORATION, CULVER CITY STUDIOS, INC., WALT DISNEY PRODUCTIONS, JERRY FAIRBANKS, INC., FAMILY FILMS, GENERAL SERVICE STUDIOS, GOLDEN WEST PRODUCTION CENTER, SAMUEL GOLDWYN STUDIO, KTTV STUDIOS, MGM STUDIOS, PARAMOUNT PICTURES, INC., PARAMOUNT STUDIOS, PRODUCERS STUDIO, INC., RAMPART STUDIO, SCREEN GEMS, STUDIO CENTER (CBS), STUDIO ONE, TV AND FILM PRODUCTION CENTER, TWENTIETH CENTURY FOX FILM CORPORATION, UNITED SERVICE STUDIO, UNIVERSAL CITY STUDIOS, U.P.A. PICTURES, INC., WARNER BROTHERS, INC., AND WOLPER VIDEO CENTER.

ABOVE LIST CONSTITUTES MAJOR MOTION PICTURE AND TELEVISION STUDIOS IN LOS ANGELES DASH HOLLYWOOD AREA. THERE ARE NUMEROUS OTHER SMALL SUCH STUDIOS IN THE AREA AND, THEREFORE, THIS LIST IS NOT ALL INCLUSIVE.

FOR INFORMATION OF SAN DIEGO, THERE ARE VERY FEW WRITERS EMPLOYED ON A FULL TIME BASIS BY MOTION PICTURE COMPANIES AND TELEVISION STUDIOS. MOST WRITERS WORK ON A FREE LANCE BASIS

LA 164-497

PAGE THREE

ON SPECIFIC WRITING ASSIGNMENTS. IN ORDER FOR ACCURATE DASH INTELLIGENT SEARCH TO BE MADE WITH CONTACT OF HOLLYWOOD SOURCES FOR SPECIFIC WRITER, IT WOULD BE NECESSARY TO HAVE HIS FULL NAME, ~~AND~~ THEREFORE, LOS ANGELES WILL CONDUCT NO FURTHER ACTIVITY REGARDING THIS PHASE UNLESS A NAME IS OBTAINED.

SAN DIEGO WILL FURNISH LIST TO [REDACTED]

[REDACTED] PENDING.

b6
b7c

THE UNITED STATES PARACHUTE ASSOCIATION IS:

- The national parachuting association of the United States of America.
- A non-profit division of the National Aeronautic Association.
- The official representative of the Federation Aeronautique Internationale for parachuting in the United States.
- A national representative body in the United States for parachutists, parachute riggers, and the parachute industry.
- The national sanctioning body of sport parachuting competition in this nation.
- YOUR-VOICE in parachuting in the United States.

THE UNITED STATES PARACHUTE ASSOCIATION DOES:

- Promote safety in parachuting and establish safety standards and recommended procedures for safe jumping.
- Promote and sanction competitive sport parachuting and establish standards for competition.
- Supervise and document officially all record attempts in the field of parachuting.
- Encourage unity among all persons interested in parachuting.
- Encourage the study and knowledge of parachuting among the membership and the general public.
- Compile, edit, and publish monthly information regarding the sport and science of parachuting.
- Cooperate with all governmental agencies dealing with aeronautics in order to promote the public safety.
- Select and train the United States Parachute Team for international competition.
- Foster and encourage the development of parachuting as an inter-collegiate sport, through its affiliate, the National Collegiate Parachuting League.
- Cooperate with other sporting aviation groups in the preservation and promotion of sporting and general aviation activities within the United States.

MEMBERSHIP IN THE UNITED STATES PARACHUTE ASSOCIATION GIVES YOU:

- A subscription to PARACHUTIST, the world's largest parachuting publication, a national monthly news pictorial and technical magazine which is the official publication of USPA.
- Insurance protection . . . \$10/\$20,000 Public Liability and \$5,000 Property Damage insurance.
- Eligibility for competition in USPA-sanctioned meets.
- Eligibility for participation in national and international record attempts.
- Eligibility for international parachuting licenses.
- Representation before local, state, and national government.
- A voice in the government and operation of the USPA.
- USPA insignia and credentials.
- Guidance and assistance in all sport parachuting activities.

JOIN TODAY! — YOU MAKE USPA!

The 1970
USPA Directory
and
General Reference Source



A Publication of the
UNITED STATES PARACHUTE ASSOCIATION, INC

P O Box 107
 Monterey, Calif. 93940



SEARCHED	INDEXED
SERIALIZED	FILED
DEC 16 1970	
FBI - MONTE	

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PREFACE

The 1970 version of the USPA Directory is an expanded publication and considerably more complete than earlier editions which listed only those drop zones operated by affiliated clubs.

By means of a survey type questionnaire we have been able to list many drop zone facilities for which previously there was little or no information available. As a word of caution; this solicited information has not always been verifiable, and the reader should therefore be prepared for occasional discrepancies between the reported and the actual facilities available at some DZs. Generally, those drop zones which have been visited by a USPA staff member (preceded by a star) and those operated by USPA affiliated clubs should be considered the most reliably reported.

In the event the reader discovers an error in the listed information, or has suggestions for the revision of future editions, please send these comments to Box 109, Monterey, California.

It is hoped that this new format of a State by State breakdown of drop zones, area safety officers, FAA facilities, and the USPA affiliated clubs will provide an easily referenced index of the information most necessary to users of this Directory.

This publication is presented as a service of the United States Parachute Association and is current as of 1 May 1970.

Jerry Rouillard
Assistant Director
United States Parachute Association

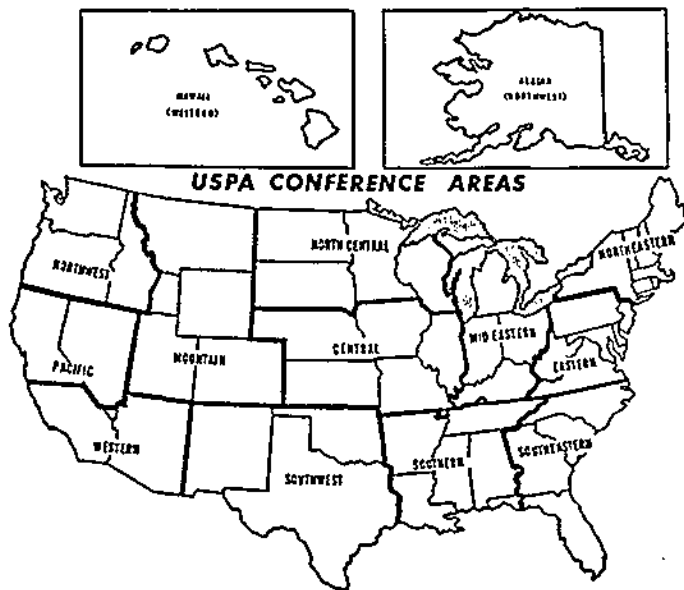
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UNITED STATES PARACHUTE ASSOCIATION

BOARD OF DIRECTORS 1969-70

The USPA is administratively divided into twelve conference areas, each of which is administered and represented by a Conference Director elected by the members of that conference. The twelve Conference Directors share the responsibility of governing the USPA with ten National Directors who are popularly elected by the national membership. These twenty-two Directors are elected for two-year terms and meet as the Board of Directors twice annually during those terms. Their directives and the daily administration of the organization are managed by a full-time executive staff headquartered in Monterey, California.



CONFERENCE DIRECTORS:

- Richard J. Allen, North-Central Conference, 330 W. Cottage Ave., Apt. 202, St. Paul, Minnesota 55117.
Jack Bergman, Central Conference, 6561 Bancroft Ave., St. Louis, Missouri 63109.
M. L. Bertram, Northwest Conference, Rt. #2, Box 71F, Moses Lake, Washington 98837.
Cliff Davis, Southwest Conference, 128 NW 80th, Oklahoma City, Oklahoma 73114.
Michael Marthaller, Mountain Conference, Box 88, USAF Academy, Colorado 80840.
Kenneth Glover, Mid-Eastern Conference, P.O. Box 1834, Cincinnati, Ohio 45201.
Jimmy Godwin, Southeastern Conference, 4206 N. Highland, Kissimmee, Florida 32741.

—4—

- John C. Harrison, Pacific Conference, 6024 Ellerslee Drive, Carmichael, California 95608.
Rick Miller, Southern Conference, Hanson, Wayne, Miller & Associates, 5420 Interstate 55 No. - Suite C, Jackson, Mississippi 39211.
Daniel F. Poynter, Northeastern Conference, 48 Walker St., No. Quincy, Massachusetts 02171.
Michael E. Schultz, Eastern Conference, 5727 - 29th Ave. #304, W. Hyattsville, Maryland 20782.
Paul Tag, Western Conference, 4366 N. Radin, Tucson, Arizona 85705.

NATIONAL DIRECTORS:

- John K. Singlaub, Chairman of the Board, H.Q., Project MASTER, Ft. Hood, Texas 76544.
Edward A. Fitch, President, 906 E. Southmore, Pasadena, Texas 77502.
Leon Potts, Vice President, 118 Hazlet, New Jersey 07730.
William H. Otley, Secretary, 806 Fifteenth St., NW, Washington, D.C. 20005.
Jack Bergman, Treasurer, 6561 Bancroft Ave., St. Louis, Missouri 63109.
Art Armstrong, 407 Jackson, Taft, California 93268.
Loy Brydon, Qtrs. 8193, Ft. Lewis, Washington 98433.
Lyle Cameron, 15206 Raymond, #21, Gardena, California 90247.
John J. Cleary, 134 N. LaSalle St., Rm. 204, Chicago, Illinois 60602.
Stuart B. McCurdy, Box 55, 555th TAC Fighter Sq., APO San Francisco, CA 96237.
Gary Patmor, 6708 Woodmore Oaks Dr., Orangevale, California 95662.
Gordon E. Riner, R.R. #2, Box 306 E, Millsboro, Delaware 19966.

EX-OFFICIO MEMBERS OF THE BOARD OF DIRECTORS:

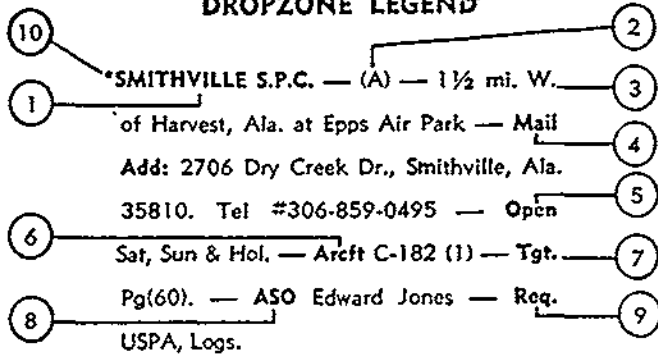
- Jacques A. Istel, Honorary President, P.O. Box 96, Orange, Massachusetts 01364.
Brooke Allen, Executive Director, National Aeronautic Association, 806 15th St. NW, Washington, D.C. 20005.
Robert R. Farr, Chairman, European Parachute League, HQ USA Engr. Cmd., APO New York, NY 09757.

ADMINISTRATIVE STAFF:

- Norman E. Heaton, Executive Director, P.O. Box 109, Monterey, California 93940.
Jerry Rouillard, Assistant Director and Director of the National Collegiate Parachuting League, P.O. Box 109, Monterey, California 93940.

—5—

DROPZONE LEGEND



1. NAME OF DZ FACILITY
2. TYPE OF OPERATION
 (A) Affiliated Club, (N) Non-affiliated Club,
 (C) Commercial center, (M) Military club, (Unk) Unknown
3. LOCATION OF DZ
4. MAILING ADDRESS
 —Often different than location address.
5. OPERATING DAYS
 —"by arr." indicates operations at other times may be arranged.
6. AIRCRAFT
 —Type followed by number of that type in parenthesis.
7. TARGET
 —Type: Pg—Pea gravel
 Sw—Sawdust
 Snd—Sand
 Drt—Dirt
 Open—Open field;
 followed by diameter in feet.
8. AREA SAFETY OFFICER
 —may be contacted for further DZ information.
9. TRANSIENT JUMPER REQUIREMENTS
 —USPA — current membership, Logs — Logbooks will be checked, Med — Medical statement necessary, Lic. — Appropriate license will be needed for type of jump to be performed, Mil. I.D. — Military Identification Card.
10. *Indicates Dropzone has been visited by member of USPA HQ staff.

Certified Loft Rating Legend

- A—Packing and general maintenance (not including major repair, inspection, or overhaul). FAR 149.11(a)(1)
 B—Canopy overhaul. FAR 149.11(a)(2)
 C—Harness overhaul. FAR 149.11(a)(3)
 D—Metal parts and container overhaul. FAR 149.11(a)(4)
 E—Drop testing. FAR 149.11(a)(5)

ALABAMA

USPA AFFILIATED CLUBS

- FORT RUCKER Sport Prcht. Club, P.O. Box 482, Fort Rucker 36360; (205) 598-6745
 GULF COAST Prcht. Assn., P.O. Box 6241, Mobile 36606
 HUNTSVILLE Sport Prcht. Club 2706 Dry Creek Dr., Huntsville 35810; (205) 859-0495
 PANHANDLE Sport Prcht. Club, c/o Dodson — Rt. #1, Box 124A, Elberta 36530

DROP ZONES

- CAIRNS ARMY AIR FIELD — (M/A) — Fort Rucker AL — Mail Add: Ft. Rucker S.P.C. (see Affiliated Club) Tel # (205) 255-2332 — Open. Sun — Arcft U-6A Mil — Tgt. Pg(60) — ASO Walter Seger — Reg. USPA, Logs, Mil I.D. (Active Duty Personnel Only)
- *HUNTSVILLE S.P.C. — (A) — 1½ Mi W of Harvest, AL at Epps Air Park — Mail Add: (see Affiliated Clubs) Tel # (205) 859-0495 — Open. Sat., Sun., Hol & by arr — Arcft C-182 — Tgt. Pg (60) — ASO Chuck MacCrone — Reg. USPA, Logs
- PANHANDLE S.P.C. — (A) — Alberta, AL — Mail Add: (see Affiliated Clubs) — Open. Daily — Arcft C-182 — Tgt. Sw (90) — ASO Frank Rickard — Reg. USPA, Logs, Med
- ROY E RAY AIRPORT — (A) Bayou LaBatre, AL — Mail Add: Gulf Coast Parachute Assn (see Affiliated Clubs) — Open. Sat, Sun, Hol & by arr — Arcft C-182 — Tgt. Pg (100) — ASO William Dodson — Reg. USPA, Logs

AREA SAFETY OFFICERS

- JOSEPH BESSIERE, 521 Rosewell Lane, Birmingham 35210, Tel. # (205) 595-2267 (Birmingham area)
 CHARLES 'BUDDY' BLUE, 2417 Cunningham Dr., Opelika 36801, Tel. # 745-5529 (Montgomery, Birmingham, Opelika)
 J. MIKE BROWN, USM Box 1327, Hattiesburg, MS 39401 (Mobile, AL & So. Miss.)
 WILLIAM R. DODSON, see Florida (Florida Panhandle)
 CHARLES MacCRONE, 3614 Vogel Drive NW, Huntsville 35810 Tel. # 852-0924 (Northern Alabama)
 FRANK RICKARD, see Florida (South-Central AL and Florida Panhandle)
 WALTER SEGER, 27 2nd Street, Wildwood Trailer Ct., Daleville 36322, Tel. # 598-6745 (Ft. Rucker)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Birmingham 35206: Muni. Arpt., 6500 43rd Ave., North
Tel. 592-6371

ALASKA

USPA AFFILIATED CLUBS

GOLD NUGGET Skydivers, 208 - 7th Avenue, Fairbanks
99701; 452-5317

DROP ZONES

EAGLE RIVER P.C. — (N) — Eagle River Inn, Eagle River,
AK — Mail Add: 4420 Emard #42, Anchorage, AK
99504 Tel # 333-8632 — Open. Sat, Sun. Hol & arr —
Arcft C-195 — Tgt. Open — ASO John Vonesh — Req.
Logs.

PIPPEL DZ — (N) — Eagle River, AK, approx. 14 Mi N of
Anchorage — Mail Add: Para-Angels SPC, c/o John
Vonesh, 2421 Lake Otis Pky, Anchorage AK 99504 Tel
272-5278 — Open. Sat, Sun & by arr (May thru Sept
Only) — Arcft C-185 — Tgt. Open — ASO John Vonesh
— Req. USPA, Lic, Logs.

WRIGHT BROS. AIRSTRIP — (A) — North Pole, AK —
Mail Add: Gold Nugget Skydivers (see Affiliated Clubs),
Tel # 452-5317 — Open. Sat, Sun & by arr — Arcft
C-180 — Tgt. Open — ASO Roy Woods — Req. USPA,
Logs, Med (must take club written test to determine if
training is necessary if no license)

AREA SAFETY OFFICERS

JOHN A. VONESH, 2421 Lake Otis Pkwy., Anchorage,
99504, Tel. # 272-5278 (Southern Alaska)

ROY WOODS, 208 7th Avenue, Fairbanks 99701, Tel.
452-5317 (Alaska)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Anchorage 99504: Safeway Hangar, Merrill Fld., 1714
E. 5th Ave.; Tel. 272-1324

CERTIFIED PARACHUTE LOFTS

Anchorage 99502: BUREAU OF LAND MANAGEMENT,
4700 East 72nd Street, A

Fairbanks 99701: BUREAU OF LAND MANAGEMENT,
FIRE CONTROL STATION, 3½ Mile Airport Road,
A|B|C|D|E

ARIZONA

USPA AFFILIATED CLUBS

① JOHNSTON'S Prcht. Team, 2416 Marshall Avenue,
Phoenix 85015

② SKY-HI PIONEERS, 6206 So. First Avenue, Phoenix
85041; (602) 276-9654

DROP ZONES

*SKY-HI PIONEERS — (A) — 40th St, 2 Mi N of Bell Rd,
Phoenix, AZ — Mail Add: (see Affiliated Clubs) Tel #
(602) 276-9654 — Open. Sat, Sun & by arr — Arcft C-205
— Tgt. Drt (800) — ASO Floyd Glover — Req. USPA,
Logs, Med.

AREA SAFETY OFFICERS

FLOYD GLOVER, 4228 N. 18th St., Apt. A, Phoenix
85016, (Phoenix)

BOBBY G. McCLAIN, 2126 North 66th St., Scottsdale,
85257, Tel. # 946-7207 (Phoenix)

PAUL TAG, 4366 N. Radin, Tucson 85705, Tel. # 887-
0775 (Tucson)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Phoenix 85034: 2800 Sky Harbor Blvd., Sky Harbor
Arpt.; Tel. 261-4238

CERTIFIED PARACHUTE LOFTS

Marana 85238: INTERMOUNTAIN AVIATION, INC.,
Marana Air Park; A|B|C|D|E

ARKANSAS

AFFILIATED CLUBS

ARKANSAS Prcht. Club, John Goad-Cato Springs Rd.,
Fayetteville 72701; (501) 443-3622

AREA SAFETY OFFICERS

RON CARTER, see Tennessee (NE Ark., N. Miss., and
W. Tenn.)

JOHN GOAD, Route 8, Fayetteville 72701, Tel. # 442-
9214 (NW and Central Arkansas)

ROBERT POPE, Avondale Arms #105, Jonesboro
72401, Tel # 932-6700 (NE Ark. and Mo. tip)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Little Rock 72202: Terminal Annex Bldg., Adams Fld.;
Tel. FR 2-3437

CALIFORNIA

USPA AFFILIATED CLUBS

- 3 CALIFORNIA Prcht. Club, P.O. Box 1065, Livermore 94550; (415) 537-5644
- 4 CALISTOGA Sky Divers, Inc., P.O. Box 408, Calistoga 94515
- 5 CAMP PENDLETON Sport Prcht. Club, Gene Giles - 1402 San Simeon, Oceanside 92054; (714) 757-8908
- 6 DIABLO Sky Divers, Inc., Antioch Airport, Antioch; 94509
- 7 FORT ORD Sport Prcht. Club, P.O. Box 343, Ft. Ord, 93941; (408) 242-8531
- 8 IMPERIAL VALLEY Sport Prcht. Club, NAF P.O. Box 1881, El Centro 42243
- 9 LOS ANGELES Skydivers, Gross - 908 E. Elk, Glendale 91205; (213) 246-0830
- 10 NAVY NORTH ISLAND Prcht. Club, Spec. Services Ofc., Bldg 650, NAS North Island, North Island, San Diego, 92135; (714) 442-3529
- 11 PACIFIC COAST Sport Prchtst, 16438 Orizaba Avenue, Paramount 90723
- 12 SAN DIEGO Sky Divers, Humphries - 536 Roselle Ave, El Cajon 92020; (714) 442-8514

DROP ZONES

- *ANTIOCH SPORT PRCHT. CENTER, INC. - (C) - Antioch CA - Mail Add: Rt 1, Box 1186, Airport Way, Antioch CA 94509 Tel # (415) 757-2580 - Open. Daily - Arcft Twin Beech, Howard, C-182 (3) - Tgt. Pg (100) - ASO C. M. Solis - Req. USPA, Lic, Logs, Med.
- BROWN FIELD (ROLLS FARM) - (M/A) - Brown Field, Chula Vista, CA - Mail Add: Navy North Island P.C. (see Affiliated Clubs) Tel (714) 442-3529 - Open. Sat, Sun - Arcft Mil - Tgt. Pg (45) - ASO G. W. Gagliardi - Req. USPA, Lic, Logs, Med, Mil I.D. (Active Duty Personnel Only).
- *CALIFORNIA P.C. - (A) - Hartmen & No Livermore Rd, Livermore, CA - Mail Add: (see Affiliated Clubs) Tel # (415) 537-5644 - Open. Sat, Sun, Hol & by arr - Arcft Aeronca Sedan, C-206 - Tgt. Pg (60) - ASO Joe Tiago Req. USPA, Lic (B qual), Logs, Med.

-10-

*CALISTOGA SKY DIVERS, INC. - (A) - Calistoga, CA - Mail Add: (see Affiliated Clubs) Tel # (707) 942-9994 - Open. Sun & by arr - Arcft C-195 - Tgt. Pg (60) ASO Gene Clark - Req. USPA, Logs, Med.

CHICO S.P.C. - (N) - 14 Mi N of Chico, Hwy 99E - Mail Add: P.O. Box 3007, Chico, CA 95926 Tel # (916) 345-1142 - Open. Sat, Sun, Hol & by arr - Arcft C-182, C-172, Cher 6 - Tgt. Pg (75) - ASO Robert Scott - Req. USPA, Logs.

*FORT ORD S.P.C. - (M/A) - Fritsche Army Airfield, Ft. Ord, CA - Mail Add: (see Affiliated Clubs) Tel # (408) 242-6530 - Open. Sat, Sun - Arcft C-195 - Tgt. Pg (90) - ASO James K. Stoll - Req. USPA, Logs, Mil. I.D.

IMPERIAL VALLEY S.P.C. DZ - (A) - 5 Mi E of Holtville on Norrish Rd. - Mail Add: (see Affiliated Clubs) Tel # (714) 353-1808 - Open. Sat, Sun, Hol & by arr - Arcft Aero Commander 100 - Tgt. Snd (300) - ASO Charles R. Hill - Req. USPA, Logs, Med.

*SAN DIEGO SCHOOL OF SPORT PARACHUTING - (C) - Lakeside, CA - Mail Add: 8283 Billy Mitchell, Santee CA 92071 Tel (714) 443-1160 - Open. Sat, Sun, Hol & by arr - Arcft V77, C-185 - Tgt. Pg (30) - ASO Don Humphries - Req. USPA, Lic, Logs, Med.

*SKYLARK PARACENTER - (C) - Elsinore, CA - Mail Add: Skylark Aviation, Rt. 2, Box 501, Elsinore CA 92530 Tel # (714) 674-2500 - Open. Daily (except Tues) - Arcft C-182, Howard (3), Twin Beech (2) - Tgt. Pg (60) - ASO Larry L. Perkins - Req. USPA, Logs, Med (for CA residents).

*TAFT SCHOOL OF SPORT PARACHUTING - (C) - Taft, Kern Co. Airport #2, CA - Mail Add: 500 Airport Rd., Taft, CA 93268 Tel # (805) 765-6159 - Open. Daily - Arcft C-180, C-185, Twin Beech - Tgt. Pg (60) - ASO Arthur E. Armstrong - Req. USPA, Logs, Med.

*TRAVIS AFB S.P.C. DZ - (N) - Yolo County International Arpt - Mail Add: Travis AFB SPC, c/o SMSgt. Geo. Morar, 302 Ellsworth Avenue, Travis AFB, CA 94535 Tel # (707) 437-4341 - Open. Sat, Sun & by arr. - Arcft C-182 - Tgt. Pg (90) - ASO J. C. Harrison - Req. USPA, Logs.

AREA SAFETY OFFICERS

- ART ARMSTRONG, 601 Lucard, Taft 93268, Tel. # 763-3201 (Taft)
- FRANK CARPENTER, 1408 Manhattan Avenue, Manhattan Beach 92266 (Los Angeles)
- RONALD DEATON, 2210 Shiloh, Ft. Irwin 92311, Tel. # 7-2132 (Ft. Irwin)
- GENE M. GAGLIARDI, 9230 Irvington Ave., San Diego, 92123 Tel. # 277-4113 (U.S.N. - Coronado)

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GENE S. GILES, 1402 San Simeon, Oceanside 92054,
Tel. # 722-4681 (Camp Pendleton)

CHARLES R. HILL, 1714 Ross Ave., El Centro 92243, Tel.
353-0365 (El Centro)

DONALD HUMPHRIES, 536 Roselle Avenue, El Cajon
92021, Tel # 422-8514 (San Diego)

RICHARD JAEGGI, 17572 Newark Circle, Santa Ana
92705, (Lancaster)

GARY MILLS, 328 Oleander Ave. Bakersfield 93304,
Tel. # 323-0415 (Bakersfield)

ROBERT PALMERI, 24516 N. Canyon Drive, Quail Val-
ley 92380 (Perris)

LARRY PERKINS, Route 2, Box 501, Elsinore 92330, Tel.
674-4045 (Elsinore)

FRANK L. BINFORD, P.O. Box 655, Lincoln 95648, Tel.
645-2555 (Lincoln)

RON BODINE, 547 W. Scott, Clovis 93612 (Fresno)

FRANCIS 'GENE' CLARK, 26' Avian Dr., Apt. D, Vallejo
94590, Tel. # 642-5085 (Calistoga)

JOHN C. HARRISON, 6024 Ellerslee Drive, Carmichael
95608, Tel. # 966-2404 (Sacramento)

ROBERT A. HODGES, 2784 Freeport Blvd., Sacramento
95818, Tel. # 447-1840 (Comanche Lake - Jackson)

JAMES McGLYNN, 134 Mile Road, Fremont 94538 (San
Jose - Monterey, Los Banos)

ROBERT B. SCOTT, 381 1/2 E. 5th Avenue, Chico 95926
(Chico)

CLARENCE SOLIS, 27805 Andrea St., Hayward 94544
(Antioch)

JAMES K. STOLL, Prev. Med. Div., USAH, Ft. Ord 93941,
Tel. # 242-4718 (Ft. Ord and Lemoore NAS)

JOSEPH TIAGO, P.O. Box 36, Banta, CA 95304 (Banta)

WALLY YOUNG, 2726 Park Blvd., Apt. A, Oakland
94606, Tel. # 444-5313 (San Francisco, Oakland, San
Jose)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Fresno 93727: FAA Bldg., Suite 1-B, Fresno Air Terminal;
Tel. 251-6056

Long Beach 90806: Muni Arpt., 2815 E. Spring St.;
Tel. 426-7134

Los Angeles: Suite 3, Muni. Arpt., 3200 Airport Ave.,
Santa Monica, Calif. 90405; Tel. 391-6701

Oakland 94614: Box 2397, Oakland Intl. Arpt.;
Tel. 569-8879

Ontario 91761: Admin. Bldg. Annex, Intl. Arpt.;
Tel. 984-2411

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Sacramento 95822: Muni. Arpt.; Tel. 449-3169

San Jose: 1387 Airport Boulevard Tel. 286-2525

San Diego 92111: 7841 Balboa; Tel. 293-5280

Van Nuys 91406: Van Nuys Arpt., 16700 Roscoe Blvd.;
Tel. ST 5-8624

CERTIFIED PARACHUTE LOFTS

El Monte 91733: PARANETICS, INC. 9723 Factorial
Way, A|B|C|D|E

San Leandro 94578: SECURITY PARACHUTE CO., 295
West 141 Avenue, A|B|C|D|E

Elsinore 92330: SKYLARK AVIATION, Route 2, Box 501,
A|B|C|D

Oakland : STEVENS PARA-LOFT, Building 727, Oakland
International Airport, A|B|C|D|E

Redding 96001: U.S. FOREST SERVICE, NORTHERN
CALIFORNIA SERVICE CENTER, Airport Road, A|B|C|D|E

COLORADO

USPA AFFILIATED CLUBS

COLORADO STATE UNIV. Sport Prcht. Club, Box 304
Activities Center, Ft. Collins 80521; (303) 482-1784

U.S. AIR FORCE ACADEMY Prcht. Team, Prcht. Div. -
Cadet Airman Dept., USAFA 80840

DENVER Sport Prcht. Club, Ron Tormblom - 2900 Web-
ster, Denver 80215

DROP ZONES

*AIR FORCE ACADEMY DROP ZONE - (A) - U. S. Air
Force Academy - Mail Add: (see Affiliated Clubs) -
Open. Daily - Arcft C-206 & Mil - Tgt. Pg (60) - ASO
William K. Wailes - Req. USPA, Logs, Med, Lic, Mil I.D.

MEADOWLAKE - (C) - Meadowlake Airport, 2 Mi E
Falcon, Colorado, 15 Mi E Colorado Springs - Mail Add:
Box 88, Colorado Springs, CO 80840 Tel # (303) 683-
2541 - Open. Sat, Sun, Hol & by arr - Arcft C-185 -
Tgt. Pg (30) - ASO M. H. Marthaller - Req. USPA, Logs,
In date Reserve (Gear will be checked).

VALLEY VIEW SKYDIVERS - (N) - 6 Mi E, 2 Mi S of
Greeley, CO - Mail Add: P.O. Box 1113, Greeley, CO
Tel # (303) 352-6701 - Open. Sun & by arr - Arcft C-
185 - Tgt. Pg (25) - ASO Jerold D. Wing - Req. Logs,
Waiver.

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WESTERN STATE S.P.C. — (N) — 2 Mi S of Gunnison Airport, Gunnison, CO — Mail Add: WSCSPC, c/o Student Union, Gunnison, CO 81230 — Open. Sat, Sun & by arr — Arcft C-180 — Tgt. Open — ASO Bill Wailes — Req. USPA, Logs.

AREA SAFETY OFFICERS

LUD J. LINCOLN, 490 Dayton, Apt. 8, Aurora 80010, Tel. 364-5490 (Denver)

MICHAEL MARTHALLER, Box 88, USAF Academy, CO 80840, Tel. # 683-2541 (Southern Colorado)

WILLIAM K. WAILES, 1133 Pleasant, Apt. 113, Boulder 80302, Tel. # 422-8949 (Colo., except Ft. Collins and Greeley)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Denver: FAA Bldg., Jefferson Co. Arpt., Broomfield, Colo. 80020; Tel. 466-7326

CERTIFIED PARACHUTE LOFTS

USAF Academy 80840: USAF ACADEMY PARACHUTE LOFT, A|B|C|D|E

CONNECTICUT

USPA AFFILIATED CLUBS

CONNECTICUT PARACHUTIST, Inc., P.O. Box 953, Manchester, 06040

DROP ZONES

ELLINGTON AIRPORT, INC. — (A) — Rt #3 Ellington CT — Mail Add: Connecticut Parachutists (see Affiliated Clubs) Tel # (413) 736-9062 — Open. Sat, Sun, and Hol — Arcft C-172 — Tgt. Pg. (30) — ASO Richard Barber — Req. USPA, Logs

MONROE AIRPORT — (N) — 12 Mi N of Bridgeport Arpt, Monroe CT — Mail Add: Monroe Skydivers, Moose Hill Rd, Monroe CT Tel # (203) 268-9272 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (50) — ASO Vincent Chesto — Req. USPA, Logs, Equipment

AREA SAFETY OFFICERS.

RICHARD BARBER, Box 327, Middle Rd., Ellington 06029, Tel. # 872-0652 (NE Conn.)

VINCENT CHESTO, Candlewood Shores, Brookfield, CT 06804, Tel. # 775-2928 (Fairfield, New Haven Counties)

DELAWARE

USPA AFFILIATED CLUBS

DELAWARE Sport Prcht. Assn., D. Young - 310 Gilberta, Newark 19711; (302) 798-7902

AREA SAFETY OFFICERS

GORDON H. ALLEN, 7501 Riverdale Rd. # 2013, New Carrollton, MD 20784, Tel. # 459-5563 (Maryland)
Also see: Virginia

COL. JOHN W. FRYE, 5405 Duke St. #608, Alexandria, VA 22304 Tel. # 751-2074 (N. Va., D.C., S. Md. military)

LARRY PARMER, 10179 Iron Gateway, Mannassas, VA 22110, (N. Va. D.C. and S. Md.)

MICHAEL SCHULTZ, 5727 29th Avenue #304, W. Hyattsville, MD 20782, Tel. # 559-2295 (Maryland)

DISTRICT OF COLUMBIA

USPA AFFILIATED CLUBS

PELICAN Sky Divers, Inc., 2501 Que St. SW, Washington, DC 20020; (301) 459-5563

FLORIDA

USPA AFFILIATED CLUBS

BEACHCOMBERS Sport Prcht. Club, P.O. Box 372, Ft. Walton Beach 32548

FALLING STARS Sport Prcht. Club, Inc., P.O. Box 643, Cocoa Beach 32931; (305) 867-3521

GATOR Skydivers, 2502 NE 11th St., Gainesville 32601; 372-2645

GOLF COAST Skydivers, 441 NW 37th St., Ft. Lauderdale 33313

HURLBURT Sport Prcht. Club, Box 1125 Eglin Aux Fld # 9, Eglin AFB 32544

MISSION VALLEY Skydivers, Inc., Duffy Nathan - Postal Drawer "P," Satasota 33578; (813) 958-3668

PARAGATORS, Inc., 2910 1/2 W. Patriot (Airport), Kissimmee 32741

STRIKE COMMANDOS, P.O. Box 4292 C.S.E., MacDill AFB 33608

RANGERS Prcht. Club, P.O. Box 13136, Tampa 33611

DROP ZONES

AERIAL CIRCUS DROP ZONE — (N) — N Congress Ave, Delray Beach, FL — Mail Add: P. O. Box 1823, Delray Beach, FL 33444 Tel # 276-5873 — Open. Sat, Sun and by arr — Arcft C-170 — Tgt. Sw (35) — ASO Paul Poppenhager — Req. Logs

***DELAND SPORT PARACHUTE CENTER** — (C) — Deland Municipal Airport, Deland FL — Mail Add: Rt #2, Box 594, Deland, FL 32720 Tel # 985-4109 — Open. Daily — Arcft C-170, C-180 — Tgt. Pg (80) — ASO Gary Dupuis — Req. USPA, Logs.

FALLING STARS S.P.C. — (A) — Green Airport, Rockledge, FL — Mail Add: (see Affiliated Clubs) Tel # (305) 632-3853 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Pg (80) — ASO Thomas Goodin — Req. USPA, Logs, Equipment.

GATOR SKYDIVERS — (A) — Stingle Field Airport on The Archer Rd, Gainesville, FL — Mail Add: (see Affiliated Clubs) Tel # 372-2645 — Open. Sat and by arr — Arcft C-180 — Tgt. Sw (30) — ASO Harold Stewart — Req. USPA, Logs

MIAMI SKYDIVING CENTER — (C) — Call Miami 691-0283 for address — Mail Add: 1461 NW 91st St, Miami, FL 33147 Tel # 691-0283 — Open. Sat, Sun, Hol and by arr — Arcft C-172, C-180 — Tgt. Pg (30) — ASO Robert Bowen — Req. USPA, Logs (Unlicensed jumpers must make an evaluation jump)

PARAGATORS, INC. — (A/C) — Kissimmee, FL — Mail Add: (see Affiliated Clubs) Tel # 847-9989 — Open. Daily — Arcft C-172, C-182 — Tgt. Pg (50) — ASO Jimmy Godwin — Req. Logs, Lic, Med

RANGERS ENTERPRISES — (A) — Bartow Airport, Bartow, FL — Mail Add: Rangers Prcht. Club (see Affiliated Clubs) — Open. Wed, Sat, Sun & by arr — Arcft C-182 C-180, C-172 — Tgt. Pg (50) — ASO Jimmy Godwin — Req. Logs

***SOUTH FLORIDA PARACHUTE, INC.** — (C) — Circle T Ranch Airport — Mail Add: P. O. Box 246, Indiantown, FL 33456 Tel # (305) 597-2736 — Open. Tues, Thur, Sun and by arr — Arcft C-182, C-195, Howard — Tgt. Sw (75) — ASO Paul J. Poppenhager — Req. Logs

ZEPHYRHILLS PARACHUTE CENTER, INC. — (C) — Municipal Airport, Zephyrhills, FL (30 Mi NE of Tampa) — Mail Add: P. O. Box 1101, Zephyrhills, FL 33599 Tel # (813) 782-2918 — Open. Daily — Arcft C-182, C-196 — Tgt. Pg (70) — ASO Ronald G. Shott — Req. Logs

AREA SAFETY OFFICERS

WILLIAM DODSON, Rt. 1, Box 124A, Elberta, AL 36530 (NW FL Panhandle)

GARY DUPUIS, RR #2, Box 594, Deland 32720 (Deland)

JIMMY F. GODWIN, 4206 N. Highland, Kissimmee 32741, Tel. # 847-9989 (Orlando)

TOM GOODIN, 310 Yuma Drive, Indian Harbor Beach 32935, Tel. # 773-2439 (Indian River on coast)

DON HOWLE, 2322 Brest Road, Jacksonville 32216 (Jacksonville)

MALCOM NATHAN, 2103 Reynolds, St., Sarasota 33581 (Sarasota)

PAUL POPPENHAGER, P.O. Box 246, Indiantown 33456, Tel. # 597-2736 (Southern FL)

FRANK RICKARD, Box 372, Ft. Walton Beach 32548, Tel. # 661-7980 (Fla. Panhandle and South-Central Alabama)

RONALD G. SCHOTT, P.O. Box 17038, Tampa 33612, Tel. # 949-6661 (Tampa)

JOHN F. SHEPPARD, 3602 Hershel, Jacksonville 32205, Tel. # 388-7089 (Jacksonville)

HAROLD STEWART, 2502 NE 11th St., Gainesville 32601, Tel. # 372-2645 (Gainesville)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Jacksonville 32208: P.O. Box 35007; Tel. 791-2646

Miami Bldg. 121, Opa Locka Arpt., P.O. Box 365, Opa Locka, Fla. 33054; Tel. 681-7431

St. Petersburg 33732: St. Petersburg-Clearwater Arpt.; Tel. 526-3182

GEORGIA

USA AFFILIATED CLUBS

FT. BENNING Sport Prcht. Club, P.O. Box 1528, Ft. Benning 31905

FT. STEWART Sport Prcht. Club, P.O. Box 272, Hinesville 31313; (912) 767-2115

GEORGIA TECH Sport Prcht. Club, c/o Dinnis - P.O. Box 33166, GeorgiaTech, Atlanta 30601; (404) 837-4211.

NORTH GEORGIA Prcht. Assn., Atlanta, 30324 (See Rick Valley - ASO listing)

DROP ZONES

FRYAR FIELD DROP ZONE — (M/A) — Ft. Benning, GA — Mail Add: Ft. Benning SPC (see Affiliated Clubs) Tel # 545-4847 — Open. Sat, Sun and by arr — Arcft C-182 C-172 and Mil — Tgt. Pg (60) — ASO Leonard Hester — Req. Logs, Med, Mil I.D.

GEORGIA PARATHUTING INC. — (C) — Montezuma Airport, Montezuma, GA — Mail Add: c/o Rhuedolph Adams, Cardinal Drive, Perry GA 31069 Tel # (912) 987-3740 — Open Sat, Sun, Hol and by arr — Arcft C-172 — Tgt. Sw (60) ASO Bob Deen — Req. USPA, Logs, Lic, Med

NORTH GEORGIA PARACHUTING ASSN. — (A) — Cline Airport Approx 4 Mi N of Cartersville, GA — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180, C-182 — Tgt. Sw (30) — ASO Rick Valley — Req. USPA, Logs

UNION HILL SKY-DIVING CLUB — (N) — Cochran GA — Open. Mon, Sun and by arr — Arcft C-172, C-182 — Tgt. Sw (25) — ASO Bob Deen — Req. USPA, Logs

AREA SAFETY OFFICERS

JAMES R. ANDERSON, Box 649, Marietta 30060 (Central Ga.)

ROBERT D. DEEN, P.O. Box 319, Byron 31008 (Macon)

SMAJ. ED RECTOR, 44 Strong Avenue, Ft. Stewart 31313, Tel. # 767-4690 (Ft. Stewart)

DAVIS C. SIMS, Rt. 3, Box 130A, Fitzgerald 31750, Tel. # 423-9427 (Southern Ga.)

RICHARD H. VALLEY, 1110 Balsan Place, Forest Park 30050 (Atlanta)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Atlanta 30336: FAA Bldg., Fulton Co., Arpt.;
Tel. 344-3033

CERTIFIED PARACHUTE LOFTS

Jonesboro 30236: **PLUNKETT PARACHUTE SERVICE**,
103 Lake Jodeco Drive, A|B|C|D

HAWAII

USPA AFFILIATED CLUBS

KANEOHE MARINE Sport Prcht. Club, "Crosswinds" Del Monte Fields, Oahu

AREA SAFETY OFFICERS

GERALD L. CRUZ, 619 MASS, CMR 2, Box 1955, APO San Francisco 96533, Tel. # 422-6242 (Oahu)

FRANCISCO PANTOHAN, 99-669 Hulumanu St., Halawa Hills, Aiea 96701 Tel. # 488-9167 (Hawaii)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Honolulu 96819: Rm. 715, John Rodgers Terminal Bldg., Honolulu Intl. Arpt.; Tel. 814-829

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IDAHO

USPA AFFILIATED CLUBS

(13) **ALATE Prcht. Club**, P.O. Box 273, Boise 83701

(14) **CHANDELLE Sport Prcht. Club**, P.O. Box 332, Blackfoot 83221; (208) 785-3234

DROP ZONES

CHANDELLE S.P.C. — (A) — Pocatello Airport, Pocatello, ID — Mail Add: (see Affiliated Clubs) Tel # 233-6771 — Open. Sat, Sun and by arr — Arcft C-180, Cher 6 — Tgt. Pg (20) — ASO Ron Felsted — Req. USPA, Logs

***FLOATING FEATHER AIRPORT** — (C/A) — 8 Mi W of Boise off Hwy 115 — Mail Add: Alate Parachute Club (see Affiliated Clubs) Tel # 343-8375 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (60) — ASO Wally Benton — Req. USPA, Logs

AREA SAFETY OFFICERS

WALTER BENTON, 2812 Montevista Drive, Boise, 83706, Tel. # 343-7645 (Idaho)

RONNIE FELSTED, Box 9, Blackfoot 83221, Tel. # 785-3817 (Southeast Idaho)

EMMETT FLOREA, see Washington

GENERAL AVIATION DISTRICT OFFICE (FAA)

Boise 83705: 3113 Arpt. Way.; Tel. 342-2711

ILLINOIS

USPA AFFILIATED CLUBS

THE GREATER ST. LOUIS Prcht. Club, Greenville Airport, Greenville Airport, Greenville 62246; (614) 647-5660

ILLINOIS STATE UNIV. Sport Prcht. Club, Ed Francis - 715 W College; Normal 61761; (309) 452-5809

JOLIET Skydiving Club, 904 Lilac Lane, Joliet 60435; (815) 725-0735

ROCK RIVER VALLEY Skydivers, Inc., 506 West Avenue, Sterling 61081; (815) 625-4102

SOUTHERN ILLINOIS UNIV. Sport Prcht. Club, P.O. Box 962, Carbondale 62901; (618) 549-6736

UNIV. OF ILLINOIS Sport Prcht. Club, 284 Illini Union, Champaign 61801

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DROP ZONES

ARCHWAY SPORT PARACHUTE CENTER — (C) — Hunter Field, Sparta IL — Mail Add: Hunter Field, Sparta, IL — Open. Sat, Sun, Hol (except Christmas, Thanksgiving, and New Year) — Arcft C-172, C-182 — Tgt. SW (60) — ASO Larry Prather — Req. USPA, Logs

BASTIAN AIRPARK PARACHUTE CENTER — (C) — 2½ Mi W of Hinckley, IL on US Rt 30 — Mail Add: RR #1, Hinckley, IL 60520 Tel # (312) 897-6640 — Open. Sat, Sun, Wed, Hol and by arr — Arcft C-182, C-180 — Tgt. Pg (54) — ASO Rick Olchovick — Req. USPA, Logs, Lic

***GREATER ST. LOUIS P C** — (A) — Greenville Airport, Greenville, IL — Mail Add: (see Affiliated Clubs) Tel # (314) 647-5660 — Open. Sat, Sun, Hol — Arcft C-182 — Tgt. Pg (60) — ASO Robert Pape — Req. USPA Logs, Med.

ILLINOIS VALLEY PARACHUTING CLUB — (N) — Old Pekin Airport, 3 Mi S of Pekin on 5th St Rd — Mail Add: 1114 So 8th St, Pekin IL 61554 Tel # (309) 346-0552 — Open. Sat, Sun and by arr — Arcft C-170, Howard — Tgt. Pg (150) — ASO Jack Tillman — Req. USPA, Logs

JOLIET SKYDIVING CLUB — (A) — ½ Mi N of junction I-55 and I-80, Joliet, IL — Mail Add: (see Affiliated Clubs) Tel # (815) 725-0795 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (75) — ASO James Shannon — Req. USPA, Logs

MIDSTATE PARACHUTE & PROMOTION CO. — (C) — 2½ Mi E of Rt 51, Wapella, IL — Mail Add: 207 Webster, Clinton, IL 61727 Tel # 935-2430 — Open. Wed, Sat, Sun and by arr — Arcft C-172 — Tgt. Pg (70) — ASO Bob Sprague — Req. USPA, Logs

ROCK RIVER VALLEY SKYDIVERS, INC. — (A) — Cady Airport, 5 Mi S of Whiteside Co Airport — Mail Add: (see Affiliated Clubs) Tel # (815) 625-4102 — Open. Sat, Sun, and by arr — Arcft C-172 — Tgt. Pg (50) — ASO Jack Tillman — Req. USPA, Logs, Lic, Med.

SKYMART DZ — (C/A) — Chicago-Hamond Airport, Lansing, IL — Mail Add: Gold Puppets Skydiving Club (see Affiliated Clubs) Tel # (312) 474-6073 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Pg (80) — ASO Rick Olchovick — Req. USPA, Logs

UNIVERSITY OF ILLINOIS S.P.C. — (A) — Flessner's Field, SE of Urbana, 5 Mi off US 45 on Royal Road — Mail Add: (see Affiliated Clubs) — Open. Sat and Sun — Arcft C-172 — Tgt. Open — ASO Bob Sprague — Req. USPA, Logs.

AREA SAFETY OFFICERS

BEN LAYCSAK, 10201 S. 86th Terr., Palos Hills 60465, (E. Ill., and Gary, Ind.)

CHARLES MONTAGUE, 3102 Ridgewood St., Champaign, 61820 (Eastern Illinois)

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OLDRICH OLCHOVICK, 1523 South 58th Court, Cicero 50, IL 60650 Tel. # 856-4443 (Chicago)

LARRY J. PRATHER, 2 Kool Valley Dr., Sparta, Ill. 62286, Tel. # 443-2818 (Southern Illinois)

LEON SOMERS, see Wisconsin (Lake Geneva, Wisc.)

ROBERT SPRAGUE, 207 W. Webster, Clinton, Ill. 61727, Tel. # 935-2435 (Central Illinois)

JACK TILLMAN, 114 South 8th St., Pekin, 61554, Tel. # 346-0552 (Peoria)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Chicago: P.O. Box 337, DuPage Co. Arpt., West Chicago 60185; Tel. 584-4490

Springfield 67205: P.O. Box 197; Tel. 525-4238.

CERTIFIED PARACHUTE LOFTS

Lebanon: FLYING "L" PARACHUTE LOFT, Flying "L" Airstrip, A

Chicago 60641: LAND OF LINCOLN SKY DIVERS, INC., 4358 N. Milwaukee Ave., A|B|D|E

Chicago 60640: PARA-GEAR EQUIPMENT CO., 5138 N. Broadway, A|B|C|D|E

Savoy 61874: UNIVERSITY OF ILLINOIS, INSTITUTE OF AVIATION, University of Illinois Airport, A

INDIANA

USPA AFFILIATED CLUBS

GOLDEN PUPPETS Skydiving Club, 1314 Dakota St., Gary 46403; (219) 938-7241

INDIANAPOLIS SKYHAWKS Prcht. Club, Inc., P.O. Box 33164, Indianapolis 46203

TRI-STATE Sport Prcht. Club, 7th & Iowa Sts., Holland 47541; (812) 536-3961

DROP ZONES

INDIANAPOLIS SKYHAWKS — (A) — Combs Field, Lebanon IN — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (30) — ASO Tommy Drake — Req. USPA, Logs.

TRI-STATE S.P.C. — (A) — 12 Mi W of Owensboro KY on US 60 — Mail Add: (see Affiliated Clubs) Tel # (812) 536-3961 — Open Sun, Hol. and by arr — Arcft C-175 — Tgt. Pg (100) — ASO Leo Hernandez — Req. USPA, Logs

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AREA SAFETY OFFICERS

TOMMY C. DRAKE, 3948 Chateau Drive, Indianapolis 46226, Tel. # 898-1551 (Central Indiana)

JOHN EIFF, P.O. Box 134, Plymouth 46563, Tel. # 936-9206 (South Bend, Hammond, Gary)

JOHN FINDLEY, 3117 South Rogers St., Bloomington 47401, Tel. # 339-0225 (Couth-Central Indiana)

A. D. HAND, 3904 Newport Avenue, Apt. 1, Ft. Wayne 46805, (Ft. Wayne and Bryan, OH)

LEO HERNANDEZ, 106 Iroquois Dr., Evansville 47715, Tel. # 476-2134 (Evansville)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Indianapolis 46241: FFA Bldg. No. 1, Muni. Arpt.; Tel. CH 4-2473

South Bend 46628: St. Joesph Co. Arpt.; Tel. CE 2-5843

CERTIFIED PARACHUTE LOFTS

DANVILLE 46122: AARON HARVEY GOODWIN d/b/a GOODWIN PARACHUTE LOFT, 148 North High Street, A|B|C|D

IOWA

USPA AFFILIATED CLUBS

IOWA STATE Sport Prcht. Club, Box 1163, I.S.U. Station, Ames 50010

JUMPMASTERS, Inc., R.R. # 2, Marion 52302; (319) 363-9970

DROP ZONES

FAIRFIELD MUNICIPAL AIRPORT — (N) — Fairfield IA — Mail Add: Parsons Sharpchuters, Parsons College, IA 52556 — Open. Sat and Sun — Arcft C-180 — Tgt. Open — ASO James Delap — Req. USPA, Logs

JEFFERSON AIRPORT — (N) — 1 Mi E of Jefferson IA on old Hwy 30 — Mail Add: Central Iowa Skydivers, 820 16th St West Des Moines, IA 50265 Tel # (515) 277-9644 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Drt — ASO Dennis Hayes — Req. USPA Logs, Lic.

JUMPMASTERS, INC. SPORT PARACHUTE CENTER — (C) — Marion Airport, Marion, IA — Mail Add: c/o Mac Aire Flying Service, Rt #2, Marion IA 52302 Tel # (319) 377-7500 — Open. Daily — Arcft C-175 — Tgt. Sw (50) — ASO Edward West — Req. USPA, Logs, Lic.

KEOKUK FALLING STARS — (N) — Keokuk Airport, 5 Mi N Keokuk IA — Mail Add: 1818 Main, Keokuk, IA Tel # 524-1815 — Open. Sun and by arr — Arcft C-172 — Tgt. Sw (100) — ASO Jack Tillman — Req. USPA, Logs, Lic.

NEW HAMPTON/DECORAH AIRPORT — (UNK) — New Hampton IA — Mail Add: David V Goodsell, RR #1, Denver IA 50622 Tel # (319) 984-5320 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Open

AREA SAFETY OFFICERS

JAMES DELAP, RR # 1, Aledo 61231 (Muscatine)

DENNIS P. HAYES, 820 16th St., West Des Moines 50265 (Iowa)

EDWARD WEST, 1015 Brockman Dr. SE, Cedar Rapids 52403, Tel. # 364-6833 (Northwest Iowa)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Des Moines 50321: Rm. 132, Admin. Bldg., Muni. Arpt.; Tel. 284-4094

KANSAS

USPA AFFILIATED CLUBS

FOR LEAVENWORTH Sport Prcht. Club, P.O. Box 97, Ft. Leavenworth 66027

KANSAS STATE UNIV. Sport Prcht. Club, Activities Center, Student Union, Kansas State Univ., Manhattan 66502; (913) 776-8065

DROP ZONES

FT LEAVENWORTH S.P.C. — (M/A) — Sherman Army Airfield, Ft. Leavenworth, KS — Mail Add: (see Affiliated Clubs) — Open. Sun and by arr — Arcft Mil — Tgt. Pg (42) — ASO Joseph T. Thomas — Req. Logs, Lic, Mil I.D. (Active Duty Personnel Only)

KONITZ — (N) — 2 Mi SW of Edgerton KS — Mail Add: Danny Payne, 4704 E 113 St, Kansas City, MO Tel # SO1-2155 — Open. Sun and by arr — Arcft C-180 — Tgt. Sw (80) — ASO Joe Thomas — Req. USPA, Logs

TRI-CITY AIRPORT — (N) — Parsons, KS — Mail Add: KSC Skydivers, c/o Student Union, Pittsburg KS 66762 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Open — ASO Joseph Thomas — Req. USPA, Logs

AREA SAFETY OFFICERS

GERALD E. LITTLE, 103 West Aley, Wichita 67204, Tel. # 838-8773 (Central and Western Kansas)

DAVID SNYDER, Miller Trailer Court, 10 N. Ash, Wamego 66547 (Central)

LTC JOSEPH THOMAS, 19 5th Artillery Road, Ft. Leavenworth 66027 (Topeka and vicinity)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Kansas City 66115: 2nd Flr., Admin. Bldg., Fairfax Arpt.; Tel. 374-3767

Wichita 67209: Flight Standards Bldg., Muni. Arpt.; Tel. WH 3-3244

KENTUCKY

USPA AFFILIATED CLUBS

FOR CAMPBELL Sport Prcht. Club, Ft. Campbell 42223
KENTUCKY Prcht. Assn., L. Robertson - 2117 Dahlia Ave., Louisville 40205; ((502) 454-5162

DROP ZONES

GREEN COUNTY SPORT PARACHUTE CENTER, INC. - (C) - Airport Rd, Bardstown, KY - Mail Add: Rt. #5, Monroe-Siding Rd, Xenia, OH 45385 Tel # 372-6116 - Open. Sat, Sun and by arr - Arcft C-180(2) - Tgt. Pg (60) - ASO Ron Adams - Req. Logs

HAPPY GO LUCKY RANCH - (N) - Newman KY - Mail Add: Danny J. Boyer, 7th and Iowa St, Holland, IN 47541 Tel # 764-1411 - Open. Sun and by arr - Arcft C-175 - Tgt. Pg (100) - ASO Leo Hernandez - Req. USPA, Logs, Lic, Med.

TAYLOR COUNTY AIRPORT - (A) - Campbellsivlle, KY - Mail Add: Kentucky Prcht Assn. (see Affiliated Clubs) - Open. Sat and Sun - Arcft C-172 - Tgt. Sw (50) - ASO Bob Eves - Req. USPA, Logs

AREA SAFETY OFFICERS

RONNIE ADAMS, 87 Ramona Drive, Fairborn Ohio 45324 (Springfield Bondstown, Kentucky)

MIKE KREMAR, Route 6, Cumberland Hts, Clarksville, Tenn. 37040, Tel. # 647-4941 (Ft. Campbell, Kentucky)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Louisville 40205: Admin. Bldg., Bowman Fld.; Tel. 451-2930

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LOUISIANA

USPA AFFILIATED CLUBS

DELTA Skydivers, Inc., 1418 Audubon St., New Orleans 70118

ENGLAND AFB Sport Prcht. Club, P.O. Box 2023, England AFB 71301

DROP ZONES

FT. POLK S.P.C. - (N) - Beauregard Parish Arpt, Deridden LA - Mail Add: Box 9, Ft. Polk, LA Tel # 578-5550 - Open. Daily - Arcft C-170, C-182, Howard - Tgt. Pg (35) - ASO Mike Marcon - Req. USPA, Logs, Lic, Med.

LA. TECH DROP ZONE - (N) - (Tech Farm) Ruston, Louisiana - Mail Add: Box 6514, Tech Station, Ruston, LA 71270 - Open. Sat, Sun and by arr - Arcft Cher 6 - Tgt. Sw (40) - ASO George Trousdale - Req. USPA, Logs, Lic

SOUTHERN PARACHUTE CENTER, INC. - (C) - Covington-Vincent Airport, Covington, LA - Mail Add: P. O. Box 1314, Covington, LA 70433 Tel # (504) 892-6311 (day), (504) 892-0227 (night) - Open. Daily - Arcft Howard C-170, C-180 - Tgt. Pg. (50) - ASO Leon Riche - Req. USPA, Logs.

AREA SAFETY OFFICERS

HENRY M. CONNER, 1706 N. Cutting Avenue, Jennings 70546 (Southwest Louisiana)

JAMES A. HOWELL, 4704 B Daoust Dr., Alexandria, 71301, Tel. # 442-4013 (England AFB and area)

FRITZ JACKSON, Box 50144, New Orleans 70113, Tel. # 837-3400 (New Orleans)

LEON RICHE, JR., P.O. Box 1314, Covington 70433 (Southeast Louisiana)

GEORGE TROUSDALE, JR., P.O. Box 1561, Monroe, LA 71201, Tel. # 322-8818 (Northern Louisiana)

GENERAL AVIATION DISTRICT OFFICE (FAA)

New Orleans 70126: Rm. 227, Admin. Bldg., New Orleans, Lakefront Arpt.; Tel. 944-6706

Shreveport 71107: Rm. 202, Admin. Bldg., Downtown Arpt.; Tel. 422-8379

MAINE

USPA AFFILIATED CLUBS

MID-STATE Sport Prcht. Club, P.O. Box 265, Millinocket 04462

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DROP ZONES

MID-STATE SPORT PARACHUTE CLUB - (A) - Millinocket Municipal Airport - Mail Add: (see Affiliated Clubs) Tel # 723-4064 - Open. Sat, Sun and by arr - Arcft C-172 - Tgt. Snd (30) - ASO Leroy Ashby - Req. USPA, Logs, Flotation Gear.

AREA SAFETY OFFICERS

LEROY ASHBY, Readfield Depot 04356, Tel. # 685-4053 (Southern ME)

GARY DUMAS, 105 New York St., Millinocket, 04462, Tel. # 723-9652 (Northern ME)

WILLIAM LORENZ, see New Hampshire (NH and York County ME)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Portland 04102: 974 Westbrook St.; Tel. 775-3131

MARYLAND

USPA AFFILIATED CLUBS

NAVY PARATUXENTS Prcht. Club, P.O. Box 244, NAS, Patuxent River 20670; (301) 863-3572

SOUTHERN CROSS Sport Prcht. Club, Inc., 34 N. Vermont St., Williamsport 21795; (301) 223-7957

UNIVERSITY OF MARYLAND Skydivers, Rm. 132, Student Union, College Park 20742

DROP ZONES

NAVY PARATUXENTS - (M/A) - NAS Patuxent River, MD - Mail Add: (see Affiliated Clubs) Tel # 863-3572 - Open. Sat, Sun and by arr - Arcft Mil - Tgt. Pg (50) - ASO J. W. Frye - Req. USPA, Logs, Mil I.D. (Active Duty Personnel Only)

***PELICAN FIELD** - (C/A) - Ridgely, Md - Mail Add: 2501 Que St SW Washington DC Tel # (301) 654-2723 - Open. Sat, Sun and by arr - Arcft C-182(2) - Tgt. Pg (30) - ASO Gordon Allen - Req. USPA, Logs

SOUTHERN CROSS S.P.C., INC. - (A) - Downsville, MD - Mail Add: (see Affiliated Clubs) Tel # (301) 223-7957 - Open. Sat, Sun and by arr - Acft C-180 - Tgt. Pg (50) - ASO Gordon Allen - Req. USPA, Logs

AREA SAFETY OFFICERS

See DELA - D.C. - MD.

GENERAL AVIATION DISTRICT OFFICE (FAA)

Baltimore 21240: Friendship Intl. Arpt.; Tel. 962-3444

MASSACHUSETTS

USPA AFFILIATED CLUBS

TROJAN Sport Prcht. Club, 10th Spec. Fracs. Grp. (Abn), 1st Spec. Fracs., Ft. Devens 01433

UNIV OF MASSACHUSETTS Sport Prcht. Club, RSO Slot 318, Student Union, Univ. of Mass., Amherst 01002

DROP ZONES

NAS SOUTH WEYMOUTH S.P.C. - (M/A) - Naval Air Station, South Weymouth, MA - Mail Add: (see Affiliated Clubs) - Open. by arr - Arcft Mil - Tgt. Open - Req. USPA, Logs, Lic, Med, Mil I.D. (Active Duty Personnel Only)

***ORANGE SPORT PARACHUTING CENTER** - (C) - Orange, MA - Mail Add: P.O. Box 96, Orange, MA 01364 - Open. Daily - Arcft Norseman (2), C-182 - Tgt. Snd (755) - ASO Howard White - Req. Logs

PIONEER VALLEY SPORT PARACHUTE CENTER - (N) - Turner Falls, MA - Mail Add: c/o Richard James 19 Springfield St, Three Rivers, MA 01080 Tel # (413) 283-8161 - Open. Sat, Sun and by arr - Arcft C-182 - Tgt. Snd (200) - ASO Richard James - Req. Logs

TROJAN SPORT PARACHUTE CLUB - (A) - Turner DZ Ft. Devens, MA - Mail Add: (see Affiliated Clubs) - Open. Sat, Sun - Arcft Mil - Tgt. Snd (50) - ASO Howard White - Req. Mil I.D. (Active Duty Personnel Only).

AREA SAFETY OFFICERS

DAVID EISNOR, 120 Taunton Avenue, Norton 02766, Tel. # 285-7690 (S E Mass.)

RICHARD JAMES, 19 Springfield St., Three Rivers 01080, Tel. # 283-8161 (Western Mass)

HOWARD L. WHITE, 394 Quincy Avenue, Braintree 02184, Tel. # 848-3047 (Central Mass.)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Norwood 02062: Muni. Arpt.; Tel. 762-2436

Westfield 01085: 1st Floor, Terminal Bldg., Barnes-Westfield Muni. Arpt., P.O. Box 544; Tel. 568-8691

CERTIFIED PARACHUTE LOFTS

Forge Village 01828: OLIVER D. LETOURNEAU, d/b/a NORTH PARACHUTE CO, Beaver Brook Road, A|B|C

North Quincy 02171: STRONG ENTERPRISES, INC. 542 East Squantum Street, A|B|C|D|E

MICHIGAN

USPA AFFILIATED CLUBS

PEGASUS - W.M.U. Sport Prcht. Club, Box 81, Univ. Student Center, Western Michigan Univ., Kalamazoo 49001; (616) 381-4474

DROP ZONES

IONIA SKYHAWKS - (N) - Ionia County Airport - Mail Add: Frances Helms, 677 Union St, Ionia, MI 48846 Tel # (616) 527-2548 - Open. Sat, Sun and Hol - Arcft C-182 - Tgt. Pg (55) - ASO Robert Olson - Req. USPA, Logs.

MIDWEST SPORT PARACHUTING CENTER - (C) - La-Salle MI - Mail Add: 7621 Pardee, Taylor, MI Tel # 291-4080 - Open. Sat, Sun, Hol and by arr - Arcft C-180 - Tgt. Pg (75) - ASO Gerald Marklin - Req. Logs, Lic

OXFORD SKYDIVING CENTER - (C) - Oxford, MI - Mail Add: 360 Crooks Rd, Clawson, MI Tel # 585-3565 - Open. Sat, Sun, Hol and by arr - Arcft C-172 - Tgt. Pg (120) - ASO Gerald Marklin - Req. USPA, Logs

PARACHUTING SERVICE - (C) - Tecumseh, MI - Mail Add: 26106 Third St, Taylor, MI Tel # 291-3634 - Open. Sat, Sun, Hol and by arr - Arcft C-182 (2) - Tgt. Pg (90) - ASO Gerald Marklin - Req. Logs.

PARACHUTING UNLIMITED - (C) - Jewett Airport, Mason, MI - Mail Add: Bob Olson, 922H Cherry Lane M.S.U., East Lansing, MI 48823 Tel # (517) 355-8019 - Open. Wed, Sat, Sun and by arr (Daily from June to Oct) - Arcft C-175, C-182 - Tgt. Pg (65) - ASO Robert C. Olson - Req. USPA, Logs, Lic.

PEGASUS SKYDIVERS - (A) - Austin Lake Airport, 5 Mi S of Kalamazoo Airport - Mail Add: (see Affiliated Clubs) - Open. Sat, Sun and by arr - Arcft C-180, Twin Beech - Tgt. Pg (30) - ASO John Jefferies - Req. USPA, Logs.

SAGINAW MUNICIPAL AIRPORT - (N) - 1/2 Mi E of I-75 N of M46 on Jane Rd, Saginaw, MI - Mail Add: Ted Pullum, 8408 Miller Rd, Swartz Creek MI 48473 Tel # 635-9085 - Open Sat, Sun and by arr - Arcft C-180 - Tgt. Pg (40) - ASO Robert J. Rhyne - Req. Logs.

AREA SAFETY OFFICERS

DENNIS JOHNSON, 540 Denway Circle #48, Kalamazoo 49001, Tel. # 343-7993 (Kalamazoo)

BILL McFADDEN, Route 4, O'Brien's, Coloma, 49038, Tel. # 468-4138 (Lawton)

GERALD MARKLIN, 20110 Omira, Detroit 48203 (Detroit, Tecumseh, Richmond)

ROBERT C. OLSON, 922 H Cherry Lane, MSU, East Lansing 48823 Tel. # 355-8019 (Lansing-Marshall)

ROBERT RHYNE, 2345 Tandy Drive, Flint 48504, Tel. # 732-0339 (Flint)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Detroit: Flight Standards Bldg., Willow Run Arpt., Ypsilanti, Mich. 48197; Tel. 483-1226

Grand Rapids 49508: Kent Co. Arpt., 5500 44th St., S.E.; Tel. 949-5370

CERTIFIED PARACHUTE LOFTS

Shepherd 48803: BILLIE M. DOLLEY, d/b/a CHIPPEWA PARACHUTING SERVICE, 936 Magruder Road, Route 1, A

Novi 48050: MIDWEST PARACHUTE SALES & SERVICE, 46901 Grand River, A|B|C|D

MINNESOTA

USPA AFFILIATED CLUBS

MINNESOTA Skydivers Club, Inc., 1076 Wakefield, St. Paul 55106

UNIV. OF MINNESOTA Skydivers, B-62 Coffman Union, University of MN, Minneapolis 55455; (612) 545-0009

DROP ZONES

UNIVERSITY OF MINNESOTA SKYDIVERS - (A) - 2 Mi SW of Howard Lake, MN - Mail Add: (see Affiliated Clubs) - Open. Sat, Sun and by arr - Arcft C-180 - Tgt. Pg (60) - ASO Charles R. Wagaman - Req. USPA Logs, Med.

AREA SAFETY OFFICERS

RICHARD J. ALLEN, 330 W. Cottage Avenue #202, St. Paul 55117, Tel. # 488-0487 (East-Central Minn.)

GERALD BURG, 522 N. 4th St., Montivideo 56265, Tel. # 269-8292 (Montivideo)

DICK WAGAMAN, 9700 Fourth Avenue, Bloomington 55420, Tel. # 881-2720 (Southeast Minn.). See also: North Dakota

GENERAL AVIATION DISTRICT OFFICE (FAA)

Minneapolis 55450: Wold-Chamberlain Arpt., 6301 - 34th Ave., South; Tel. 334-2107

MISSISSIPPI

DROP ZONES

MID-SOUTH PARACHUTE CENTER — (C) — Cockrum, MS
— Mail Add: Mid-South Parachute and Hobby Center,
4952 Lamar, Memphis, TN 38118 Tel # (901) 363-3793
— Open. Sat, Sun, and by arr — Arcft C-185, C-206 —
Tgt. Pg (80) — ASO Ron Carter — Req. USPA, Logs.

AREA SAFETY OFFICERS

J. MIKE BROWN, see Alabama (Mobile, Ala and So. Miss.)

RONALD CARTER, see Tennessee (North Miss., NE Ark. and W. Tenn.)

BILLY R. COLLINS, P.O. Box 104, Tupelo 38801, Tel. # 842-8459 (Tupelo)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Jackson 39208: P.O. Box 5855, Pearl Station;
Tel. 939-5231

MISSOURI

DROP ZONES

FULTON JUMP CENTER — (C) — Fulton, MO — Mail Add:
Fulton Muni Airport, Fulton MO 65251 Tel # 642-3186
— Open Sat, Sun and by arr — Arcft C-180, Cher 6 —
Tgt. Pg (90) — ASO Robert Atterberry — Req. USPA,
Logs

AREA SAFETY OFFICERS

ROBERT ATTERBERRY, 1317 Cote Sans Dessein, Fulton
65251, Tel. # 642-3296 (Central Missouri)

ROBERT PAPE, 6528 Corbitt, St. Louis 63130, Tel. #
726-1095 (Eastern Missouri)

ROBERT POPE, see Arkansas (Missouri "tip" and NE
Arkansas)

GENERAL AVIATION DISTRICT OFFICE (FAA)

St. Louis: 9275 Genaire Dr., Berkeley, Mo. 63134;
Tel. PE 1-0930

MONTANA

USPA AFFILIATED CLUBS

OSPREY Sport Prcht. Club, P.O. Box 441, Kalispell; (406)
756-6382

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DROP ZONES

BILLINGS SPORT PARACHUTE CLUB — (C) — 12 Mi SE
of Billings on US 87 towards Hardin, turn right and go
1 1/2 Mi on Pryor rd to the Litton Ranch — Mail Add: Pryor
Star Route, Billings, MT 59101 Tel # 252-9271 — Open.
Sat, Sun and by arr — Arcft C-180, CW Air Sedan — Tgt.
Open — ASO R. W. Litton — Req. Logs

OSPREY SPORT PARACHUTE CLUB — (A) — Kalispell
Municipal Airport, Kalispell, MT — Mail Add: (see Affil-
iated Clubs) — Open. Sat, Sun and by arr — Arcft C-180,
Piper J-3, C-206 — Tgt. Pg (50) — ASO Nick Tousey —
Req. USPA, Logs

SILVERTIP SKYDIVERS INC. — (N) — Grand Creek DZ,
Missoula MT — Mail Add: Box Lodge Desk, Univ of MT
Missoula MT 59801 Tel # 542-2955 — Open Sat, Sun
and by arr — Arcft C-180 — Tgt. Open — ASO John
Ward — Req. Logs

AREA SAFETY OFFICERS

RONALD LITTON, Pryor Star Route, Billings 59101, Tel.
259-9271 (Eastern Montana)

NICK TOUSEY, Route 1, Kalispell 59901, Tel. # 752-
1319, (Kalispell)

JOHN R. WARD, P.O. Box 271, Missoula 59801, Tel. #
549-5818 (Western Montana)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Billings 59101: Rm. 203, Admin. Bldg., Billings-Logan
Fld.; Tel. 245-7910

Helena 59601: Box 1167; Tel. 442-3270

Missoula 59801: JOHNSON FLYING SERVICE, INC., Box
1366, A|B|C|D|E

NEBRASKA

USPA AFFILIATED CLUBS

LINCOLN Sport Prcht. Club, Inc., 929 Furnas Avenue,
Lincoln 68521; (402) 477-7788

OMAHA Sky Divers Prcht. Club, Inc., 6319 Franklin,
Omaha 68104; (402) 533-6760

DROP ZONES

LINCOLN SPORT PARACHUTE CLUB, INC. — (A) — Polak
Airstrip, 1 Mi N of Agnew, NB on the E Side of St Hwy
79 — Mail Add: (see Affiliated Clubs) Tel # (402) 477-
7788 — Open. Sat, Sun, Hol and by arr — Arcft C-182 —
Tgt. Pg (40) — ASO Cliff Dobson — Req. USPA, Logs.

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OMAHA SKY DIVERS, INC. — (A) — Wahoo Municipal Arpt, Wahoo, NB — Mail Add: (see Affiliated Clubs) Tel # 553-6760 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Drt (25) — ASO Cliff Dobson — Req. USPA, Logs

AREA SAFETY OFFICERS

CLIFF DOBSON, 2764 S. 35th, Lincoln 68506, Tel. # 489-6429 (Nebraska)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Lincoln 68524: Gen. Aviation Bldg., Lincoln Muni Arpt.; Tel. 475-3555

NEVADA

USPA AFFILIATED CLUBS

(15) LAS VEGAS Sport Prcht. Club, Inc., P.O. Box 2626 - Huntridge Station, Las Vegas 89104; (702) 384-2554

(16) NEVADA Sky Divers, Ferrin - 3210 Elaine Way, Sparks 89431; (702) 323-1247

(17) UNIV. NEVADA SD Prcht. Team, c/o Robb Heady, 1000 Sumac, Reno 89502

DROP ZONES

*CARSON CITY DZ — (N) — Carson City Arpt, Arpt Rd, Ormsby Co, NV — Mail Add: 1401 N Wells Ave, Reno 89502 Tel # (702) 329-4007 — Open. Sat, Sun and by arr — Arcft C-180, Howard — Tgt. Pg (30) — ASO David L. Brown — Req. USPA, Logs

*LAS VEGAS S.P.C. — (A) — Henderson, NV — Mail Add: (see Affiliated Clubs) Tel # 384-2554 — Open. Sat, Sun and by ar — Arcft C-180 — Tgt. Pg (30) — ASO Gary L. Morrison — Req. USPA, Logs (Reserves will be checked)

AREA SAFETY OFFICERS

DAVID L. BROWN, 1401 N. Wells Ave., Reno 89502, Tel. # 329-4007 (Carson City)

GARY MORRISON, 305 Hibicus Dr., Las Vegas 89107, Tel. # 878-3500 (Southern Nevada)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Reno 89502: Rm. 234, Terminal Bldg., Reno Muni. Arpt.; Tel. 784-5321

NEW HAMPSHIRE

USPA AFFILIATED CLUBS

NEW HAMPSHIRE Prcht. Club, 51 Linden St., Rochester 03867

AREA SAFETY OFFICERS

WILLIAM LORENZ, P.O. Box 532, Durham 03824, Tel. # 742-6138 (New Hampshire and York City, Maine)

NEW JERSEY

USPA AFFILIATED CLUBS

NAVY LAKEHURST Prcht. Club, PRA School - NATTC, NAS Lakehurst 08733; (201) 657-5675

HORIZON Sport Prcht. Club, 22 New Brunswick Ave., Matawan 07747

DROP ZONES

*APPLEGARTH — (N) — Applegarth Rd, Hightstown NJ — Mail Add: 118 Hazlet Ave, Hazlet NJ 07730 Tel # (201) 264-6466 — Open. Sat, Sun and by arr — Arcft C-180, C-182 — Tgt. Pg (60) — ASO Leon Potts — Req. USPA, Logs

*LAKEWOOD SPORT PARACHUTING CENTER — (C) — Lakewood NJ — Mail Add: P.O. Box 258, Lakewood, NJ 08701 Tel # (201) 363-4900 — Open. Daily — Arcft Norseman (2) C-180 — Tgt. 5nd 1800) — ASO Lee Guilfoyle — Req. Logs

RIPCORD PARACENTER, INC. — (C) — Burlington Co Airport, Medford, NJ — Mail Add: Same (z/c) 08055 Tel # (609) 267-9897 — Open. Sat, Sun Hol and by arr — Arcft C-206 — Tgt. Pg (90) — ASO Curt Curtis — Req. Logs, Med

AREA SAFETY OFFICERS

LEE GUILFOYLE, 2209 Glenwood Drive, Point Pleasant 08742 (Southern N. J.)

LEON POTTS, 118 Hazlet Avenue, Hazlet 07730, Tel. # 264-6466 (New Jersey)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Teterboro 07608: Teterboro Air Terminal, 510 Industrial Ave., Tel. AT 2-1745

CERTIFIED PARACHUTE LOFTS

Flemington 08822: THE CHUTE SHOP, INC., Highway 202, North, A|B|C|D|E

Jackson 08527: PARACHUTE RIGGERS, INC., P.O. Box 97, A|B|C|D|E

OMAHA SKY DIVERS, INC. - (A) - Wahoo Municipal Arpt, Wahoo, NB - Mail Add: (see Affiliated Clubs) Tel # 553-6760 - Open. Sat, Sun and by arr - Arcft C-180 - Tgt. Drt (25) - ASO Cliff Dobson - Req. USPA, Logs

AREA SAFETY OFFICERS

CLIFF DOBSON, 2764 S. 35th, Lincoln 68506, Tel. # 489-6429 (Nebraska)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Lincoln 68524: Gen. Aviation Bldg., Lincoln Muni Arpt.; Tel. 475-3555

NEVADA

USPA AFFILIATED CLUBS

- 5 LAS VEGAS Sport Prcht. Club, Inc., P.O. Box 2626 - Huntridge Station, Las Vegas 89104; (702) 384-2554
- 6 NEVADA Sky Divers, Ferrin - 3210 Elaine Way, Sparks 89431; (702) 323-1247
- 17 UNIV. NEVADA SD Prcht. Team, c/o Robb Heady, 1000 Sumac, Reno 89502

DROP ZONES

*CARSON CITY DZ - (N) - Carson City Arpt, Arpt Rd, Ormsby Co, NV - Mail Add: 1401 N Wells Ave, Reno 89502 Tel # (702) 329-4007 - Open. Sat, Sun and by arr - Arcft C-180, Howard - Tgt. Pg (30) - ASO David L. Brown - Req. USPA, Logs

*LAS VEGAS S.P.C. - (A) - Henderson, NV - Mail Add: (see Affiliated Clubs) Tel # 384-2554 - Open. Sat, Sun and by ar - Arcft C-180 - Tgt. Pg (30) - ASO Gary L. Morrison - Req. USPA, Logs (Reserves will be checked)

AREA SAFETY OFFICERS

DAVID L. BROWN, 1401 N. Wells Ave., Reno 89502, Tel. # 329-4007 (Carson City)

GARY MORRISON, 305 Hibicus Dr., Las Vegas 89107, Tel. # 878-3500 (Southern Nevada)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Reno 89502: Rm. 234, Terminal Bldg., Reno Muni. Arpt.; Tel. 784-5321

NEW HAMPSHIRE

USPA AFFILIATED CLUBS

NEW HAMPSHIRE Prcht. Club, 51 Linden St., Rochester 03867

AREA SAFETY OFFICERS

WILLIAM LORENZ, P.O. Box 532, Durham 03824, Tel. # 742-6138 (New Hampshire and York City, Maine)

NEW JERSEY

USPA AFFILIATED CLUBS

NAVY LAKEHURST Prcht. Club, PRA School - NATTC, NAS Lakehurst 08733; (201) 657-5675

HORIZON Sport Prcht. Club, 22 New Brunswick Ave., Matawan 07747

DROP ZONES

*APPLEGARTH - (N) - Applegarth Rd, Hightstown NJ - Mail Add: 118 Hazlet Ave, Hazlet NJ 07730 Tel # (201) 264-6466 - Open. Sat, Sun and by arr - Arcft C-180, C-182 - Tgt. Pg (60) - ASO Leon Potts - Req. USPA, Logs

*LAKEWOOD SPORT PARACHUTING CENTER - (C) - Lakewood NJ - Mail Add: P.O. Box 258, Lakewood, NJ 08701 Tel # (201) 363-4900 - Open. Daily - Arcft Norseman (2) C-180 - Tgt. Snd 1800) - ASO Lee Guilfoyle - Req. Logs

RIPCORDER PARACENTER, INC. - (C) - Burlington Co Airpark, Medford, NJ - Mail Add: Same (z/c) 08055 Tel # (609) 267-9897 - Open. Sat, Sun Hol and by arr - Arcft C-206 - Tgt. Pg (90) - ASO Curt Curtis - Req. Logs, Med

AREA SAFETY OFFICERS

LEE GUILFOYLE, 2209 Glenwood Drive, Point Pleasant 08742 (Southern N. J.)

LEON POTTS, 118 Hazlet Avenue, Hazlet 07730, Tel. # 264-6466 (New Jersey)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Teterboro 07608: Teterboro Air Terminal, 510 Industrial Ave., Tel. AT 8-1745

CERTIFIED PARACHUTE LOFTS

Flemington 08822: THE CHUTE SHOP, INC., Highway 202, North, A|B|C|D|E

Jackson 08527: PARACHUTE RIGGERS, INC., P.O. Box 97, A|B|C|D|E

NEW MEXICO

USPA AFFILIATED CLUBS

ICARUS Sport Prcht. Club, Inc., P.O. Box 8163, Albuquerque 87108

DROP ZONES

ICARUS S.P.C. — (A) — Belen DZ 3 Mi E of Belen off Hwy 6 — Mail Add: (see Affiliated Clubs) — Open. Sun and by arr — Arcft C-185 — Tgt. Pg (50) — ASO Jeff Russell — Req. Logs

AREA SAFETY OFFICERS

JEFFREY A. RUSSELL, 2323 Kathryn SE Bldg. 2, Rm. 22, Albuquerque 87106 (New Mexico)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Albuquerque 87119: FAA/WB Bldg., P.O. Box 9045, Sunport Station; Tel. 247-0156

NEW YORK

USPA AFFILIATED CLUBS

CADET Sport Prcht. Club, U.S. Military Academy, West Point, 10996; (914) 938-3125

1ST BN, 1ST INF. Sport Prcht. Club, Bldg #626, U.S. Military Academy, West Point 10996

HUDSON VALLEY Sky Divers, 188 Sickles Avenue, Nyack 10960

LAGNAF Skydivers, M. Madison - 1600 Arlington Sq Apt. #2, Camillus 13031

LONG ISLAND Sky Divers, 85 Swan Lake Drive, Patchogue 11772; (516) 286-8890

DROP ZONES

FRONTIER SKYDIVERS, INC. — (N) — Akron Arpt, Akron, NY — Mail Add: c/o Clair Wimer, 201 Marrano Pkwy, Cheektowaga, NY 14226 Tel # 674-0310 — Open. Sat, Sun, Hol and by arr — Arcft C-180 — Tgt. Pg (60) — ASO Bob McDonnell — Req. USPA, Logs, Lic

GALEVILLE DZ — (M/A) — Wall Kill NY — Mail Add: Cadet SPC (see Affiliated Clubs) — Arcft Mil — Tgt. Pg (100) — ASO Don Fix — Req. Mil. I.D.

*GREEN SPORT PARACHUTE CENTER — (C) — Green Arpt, Green NY — Mail Add: Airport Rd, Green NY — Open. Sat, Sun and by arr — Arcft C-206 — Tgt. Pg (180) — ASO Jamie Quattro — Req. Logs, Med

HUDSON VALLEY SKY DIVERS CLUB — (A) — Sha-Wau-Ga Valley Airport, Bloomington, NY — Mail Add: (see Affiliated Clubs) — Arcft C-182, Piper J-3 (2) — Tgt. Pg (75) — ASO Danny Miller — Req. USPA, Logs.

LONG ISLAND SKYDIVERS — (A) — Spadaro's Arpt, E Moriches, LI, NY — Mail Add: (see Affiliated Clubs) Tel # (516) 475-2557 — Open. Sat, Sun and Hol — Arcft C-182, Howard — Tgt. Pg (30) — ASO William Busch — Req. USPA, Logs, Med, "B" Lic or higher

ONEIDA LAKE DZ — (N) — E shore of Oneida Lake, back of Kon Tiki Restaurant — Mail Add: Box 44, Ava NY 13303 Tel # 942-5089 — Open. Sat, Sun, Hol and by arr — Arcft C-172 — Tgt. Snd/Water — ASO Jamie Quattro — Req. USPA, Logs, Qualified for Water Jumps

OVID SPORT PARACHUTE CENTER — (C) — Ovid Arpt, 3 Mi SE of Ovid NY — Mail Add: Ovid Airport, Parish Rd, Ovid NY Tel # (607) 869-5991 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Pg (60) — ASO William Briedis — Req. Logs

SOUTHERN TIER SKYDIVING CENTER — (C) — Lyndon Airpark, Lyndon Rd, Franklinville NY 14737 Tel # (716) 676-3363 — Open. Sat, Sun, Hol and by arr — Arcft C-170 — Tgt. Pg (54) — ASO Bob McDonnell — Req. USPA, Logs

STORMVILLE — (C) — Stormville NY — Mail Add: UNK — Open. Sat, Sun, Hol and by arr — Arcft UNK — Tgt. Sw (50) — ASO Nate Sweet — Req. USPA, Logs

AREA SAFETY OFFICERS

WILLIAM BRIEDIS, 283 Hamilton St., Rochester 14620 (Mid-Western)

WILLIAM R. BUXCH, 65 Harris St., Patchogue 11772, Tel. # 475-2557 (Patchogue)

SGT. DON FIX, 1st Bn., 1st Inf., SPC Bldg. 626, USMA West Point 10996 (Ulster County and USMA)

ROBERT McDONNELL, 165 Fruitwood Terrace, Amhurst 14226 (Western New York)

DANNY MILLER, 188 Sickles Avenue, Nyack 10960 (Southeast NY)

JAMIE QUATTRO, Box 46 (Kirk Rd.) Ava 13303, Tel. # 942-5089 (North-Central)

SHERRILL T. SHERMAN, RD #1, Ft. Plaine 13339 (North-east NY)

NATHANIEL SWEET, Mennella Rd., Poughquag 12570, Tel. # 724-5041 (Southeastern NY)

TERRY UTTER, 226 Main St., Newfield 14867, Tel. # 257-0674 (South Central)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Albany 12211: Albany Co. Arpt., Tel. UN 9-8482

Lindenhurst 11757: Zahns Arpt., North Wellwood Ave.,
Tel. 888-1440

Rochester 14624: Hangar No. 3, Rochester-Monroe Co.
Arpt.; Tel. 235-3438

CERTIFIED PARACHUTE LOFTS

Carle Place, L.I. 11514: JOE CRANE & COMPANY, 202
Old Country Road, A|C

NORTH CAROLINA

USPA AFFILIATED CLUBS

CHARLOTTE Sky Divers Club, Inc., Ann Bridges, Sec/
Tres., P.O. Box 10606, Charlotte 28201; (704)
328-1305

XVIII ABN CORPS Sport Prcht. Club, P.O. Box 158, Ft.
Bragg 28307; (919) 497-7042

GREEN BERET Prcht. Club, P.O. Box 241, Ft. Bragg
28307; (919) 396-8852

U.S. ARMY PARACHUTE TEAM, P.O. Box 126, Ft. Bragg
28307; (919) 396-4800

MARINE Sport Prcht. Club, MCAS Cherry Point 28533

DROP ZONES

*CHARLOTTE SKY DIVERS CLUB INC. — (A) — 5 Mi E of
Mint Hill NC — Mail Add: (see Affiliated Clubs) Tel #
882-1602 — Open. Sat, Sun and by arr — Arcft C-182(2)
C-170 — Tgt. Pg (90) — ASO Jimmy Davis — Req. USPA
Logs, Flotation Gear

RAEFORD NC — (A) — NC — Mail Add: Boxes 158, 241
or 126, Ft. Bragg NC 28307 — Open. Daily — Arcft C-
170, C-182 — Tgt. Drt (60) — ASO's Gene P. Thacker,
Bob Horn — Req. USPA, Lic, Logs

TAR HEEL SPORT PARACHUTE CENTER — (C) — Rt 2,
Box 218, Trinity NC 27370 Tel # (919) 431-2521 —
Open. Daily — Arcft Piper J-3, C-172, C-182(2), Twin
Beech — Tgt. Pg (100) — ASO Neil Ellis — Req. Logs, Lic

AREA SAFETY OFFICERS

PAUL K. CLIFTON, 13 Victoria Dr., Rt. 5, Jacksonville
23540 (Cherry Point and Camp Lejune)

JIMMY DAVIS, Hampton Trailer Park, Box 206, Route 4,
Boone 28607 (Charlotte)

SFC RAY RUFFY, 5407 Mesa Drive, Fayetteville 28303,
Tel. # 868-1339 (Ft. Bragg)

ALFRED N. ELLIS, Route 2, Browns Summit 27214, Tel.
275-6669 (Northwest NC)

BOB R. HORN, 4613 Regina Drive, Spring Lake 28390,
Tel. # 497-7042 (Ft. Bragg)

MICHAEL J. HOWARD, USAPT, 126 Ft. Bragg 28307,
Tel. # 396-4800 (Ft. Bragg)

PAUL J. LUTER III, Rt. 1, Box 421-B, Roanoke Rapids
27820, Tel. # 537-9042 (Northeastern NC)

CPT. LOUIS MASON, 709 Galloway Drive, Fayetteville
28303, Tel. # 867-6974 (Ft. Bragg)

GENE P. THACKER, Green Beret SPC, Box 241, Ft. Bragg
NC, 28307, Tel # 497-1667 (Ft. Bragg and Northern
NC)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Charlotte 28208: FFA Bldg., Muni. Arpt.; Tel. 392-3214

Raleigh 27602: Admin. Bldg., Raleigh-Durham Arpt.,
P.O. Box 1858; Tel. 787-4707

CERTIFIED PARACHUTE LOFTS

Fayetteville 28302: CAPITAL PARACHUTING ENTER-
PRISES, P.O. Box 3324, A|B|C|D|E

Arden 28704: SENCEL AUTO ENGINEERING CORPO-
RATION, New Airport Road, A|B|C|D|E

NORTH DAKOTA

USPA AFFILIATED CLUBS

VALLEY Skydives, Inc., McShane - 1023 So. 6th St.,
Fargo 58102; (701) 232-2114

UNIV OF NORTH DAKOTA Prcht. Club, Student Center,
Grand Forks 58201; (701) 777-3834

DROP ZONES

KINDRED AIRPORT — (A) — Kindred ND — Mail Add:
Valley Skydives Inc (see Affiliated Clubs) Tel # 232-
2114 — Open. Sat Sun and by arr — Arcft C-180 — Tgt.
Pg (66) — ASO Harry Thompson — Req. Logs

UNIVERSITY OF NORTH DAKOTA S.P.C. — (A) — Pem-
bina ND — Mail Add: (see Affiliated Clubs) Tel # 777-
3834 — Open. Sat Sun and by arr — Arcft C-172 C-180,
C-182 — Tgt. Pg (20) — ASO Harry Thompson — Req.
Logs

AREA SAFETY OFFICERS

TERRENCE LEE NORD, Ft. Pembina Airport, Pembina 58271, Tel. # 825-6421 (NE North Dakota and NW Minnesota)

HARRY THOMPSON, 1110 Sunset Dr., Grand Forks 58201, Tel. # 775-4843 (North Dakota)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Fargo 57701: Admin. Bldg., Hector Fld., P.O. Box 2128; Tel. 237-5191

CERTIFIED PARACHUTE LOFTS

Fargo 58102: NORTHERN PARACHUTE LOFT, 2201 North Nonth A|B|C|D|E

OHIO

USPA AFFILIATED CLUBS

ALLIANCE Sport Prcht. Club, P.O. Box 245, Salem 44460; (216) 549-2039

GLASS CITY Sport Prcht. Club, 2257 Starr Avenue, Oregon 43616; (419) 693-0982

DAYTON Sport Prcht. Club, 7520 Clyo Rd., Centerville 45459

GREENE COUNTY Sport Prcht. Club, 1516 S. Maple, Fairborn 45324

DROP ZONES

ALLIANCE SPORT PARACHUTE CLUB — (A) — 3 Mi N of Salem OH on OH Rt #45 — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-182 (2) — Tgt. Snd (35) — ASO Victor Mattevi — Req. USPA, Logs

CAROL DZ — (N) — 12 Mi N of Mansfield OH — Mail Add: RD #2 Greenwich, OH 44837 Tel # (419) 895-1455 — Open. Daily — Arcft PA 22 — Tgt. Sw (45) — ASO Ken Jones — Req. Logs

CLEVELAND SPORT PARACHUTING CENTER — (C) — Garrettsville OH — Mail Add: RD #2 Box 215, Garrettsville 44231 Tel # (216) 548-5794 — Open. Wed thru Sun and by arr — Arcft C-180(2) — Tgt. Pg (80) — ASO Dale Gates Jr. — Req. Logs, Lic

GREENE COUNTY S.P.C. — (N) — Xenia OH — Mail Add: RR #5, Monroe Siding Rd, Xenia Tel # (513) 372-0293 — Open. Daily — Arcft C-180 (3) — Tgt. Pg (80) — ASO David Ellis — Req. Logs, Lic

WILLIAMS COUNTY AIRPORT — (N) — Bryan, OH — Mail Add: Williams Co S.P.A., 3904 Newport Ave, Apt #1, Ft Wayne, IN Tel # (219) 483-7838 — Open. Sat, Sun and by arr — Arcft C-180, Cher 6 — Tgt. Sw (50) — ASO A. D. Hand — Req. Logs

AREA SAFETY OFFICERS

RONNIE ADAMS, see Kentucky

JAMES BALDWIN, 5700 Coach & Four Dr. W., Apt. F, Kettering 45440 (Temporary ASO for Dayton SPC)

LAWRENCE DRASKOVICH, 2632 East Turkeyfoot Lake Rd., Uniontown 44685, Tel. # 699-2398 (Akron)

DAVID R. ELLIS, 1635 Mears Avenue, Cincinnati 45230 (Cincinnati, Dayton, Springfield)

VERNON DALE GATES, RFD #2, Box 215, Garrettsville 44231 (Middletown)

A. D. HAND, see: Indiana (Bryan Ohio and Ft. Wayne Indiana)

LARRY HARTMAN, 389 Walnut Drive, Berea, 44017, Tel. # 234-5899 (Area West of Cleveland)

KENNETH JONES, Route 2, Greenwich 44837, Tel. # 895-1981 (Central Ohio)

L. J. MASSILLO, RR. #2, Ada 45810, Tel. # 649-3416 (Toledo)

VICTOR MATTEVI, RD #4, Lisbon 44432, Tel. # 424-7745 (Alliance)

ARTHUR PRICE, 2340 Starr Avenue, Apt. 4, Toledo 43616, Tel. # 693-5706 (Toledo)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Cincinnati 45226: Hangar No. 5, Lunken Arpt.; Tel. 684-2183

Cleveland 44135: Cleveland-Hopkins Arpt., S-21; Tel. 267-0220

Columbus 43219: Rm. 215, New Term. Bldg., Port Columbus Arpt., 17th and James Rd.; Tel. 221-2104

CERTIFIED PARACHUTE LOFTS

Xenia 45385: GREENE COUNTY SPORTS PARACHUTE CENTER, Xenia Airport, A|B|C|D|E

OKLAHOMA

USPA AFFILIATED CLUBS

FORT SILL Sport Prcht. Club, P.O. Box 3044, Ft. Sill 73503; (405) 357-2539

OKLAHOMA STATE UNIV. Skydivers, ROTC - OK State University, Stillwater 74074

SOONER Skydivers, 6029 NW 58th Terrace, Oklahoma City 73112; (405) 732-4060

DROP ZONES

FRISCO RIDGE — (M/A) — Ft. Sill, OK — Mail Add: Ft. Sill SPC (see Affiliated Clubs) Tel # (405) 351-4451 — Open. Sat, Sun — Arcft Mil — Tgt. Pg (25) ASO Thomas Scoville — Req. USPA Logs, Med, Mil I.D. (Active Duty Personnel Only)

HIWAY AIRPORT — (N) — Between Dewey and Bartlesville OK on old Hwy 75 — Mail Add: Hiway Airport, Dewey OK Tel # FE6-6220 — Open. Sat, Sun and by arr — Arcft C-172 — Tgt. Pg (75) — ASO Cliff Davis — Req. USPA, Logs

***STOUD AERO SERVICE** — (C) — 2 Mi N of Stoud, OK — Mail Add: Stoud Airport, Stoud OK Tel # (918) 968-2389 — Open. Daily — Arcft C-180 (2), C-182, C-205 — Tgt. Pg (60) — ASO Fred Hill — Req. USPA, Logs, Lic, Med.

AREA SAFETY OFFICERS

CLIFF DAVIS, 3260 Del Mar Rd., #233 NE Del City 73115, Tel. # 842-0685 (Oklahoma)

FRED M. HILL, 6029 NW 58th Terr., Oklahoma City 73111, Tel. # 721-4533 (Central Okla. and Stroud DZ)

SP4 THOMAS SCOVILLE, 2216 Hoover Ave., Apt. D, Lawton 73501 (Western Oklahoma)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Oklahoma City: FAA Bldg., Wiley Post Arpt., Bethany, Okla. 73008; Tel. SU 9-5220

Tulsa 74115: Business Aircraft Terminal Bldg., Suite 104, Tulsa Intl. Arpt; Tel. 835-7619

CERTIFIED PARACHUTE LOFTS

Oklahoma City 73125: FEDERAL AVIATION AGENCY, Will Rogers Field, A/A

OREGON

USPA AFFILIATED CLUBS

¹⁸ **PORTLAND** Prcht. Club, P.O. Box 2931, Portland 97208

¹⁹ **SOUTHERN OREGON** Sport Prcht. Club, P.O. Box Medford 97501; (503) 779-3885

DROP ZONES

ASHLAND AIRPORT — (A) — Ashland Or — Mail Add: Southern Oregon SPC (see Affiliated Clubs) Tel # (503) 779-3885 — Open. Sat, Sun and by arr — Tgt. Pg (50) — ASO George Holberton — Req. Logs, Lic, Med

MAHLON SWEET AIRPORT — (N) — Eugene OR — Mail Add: James L. Wright, Rt 5 Box 1316, Eugene 97402 Tel # 344-6597 — Open. Sat, Sun and by arr — Arcft C-172 — Tgt. Open — ASO Jim Wright — Req. Logs

PACIFIC PARACHUTE CENTER — (C) — W of Donald, OR — Mail Add: Rt 11 Box 215A, Aurora, OR Tel # (503) 678-5271 — Open. Sat, Sun and by arr — Arcft C-170, C-180 — Tgt. Pg (40) — ASO Jim Schubert — Req. USPA, Logs

SPRINGFIELD AIRPORT — (N) — Springfield, OR — Mail Add: Jim Wright, Rt 5, Box 1316, Eugene OR 97402 Tel # 344-6597 — Open. Sun and by arr — Arcft C-172 — Tgt. Open — ASO Jim Wright — Req. Logs

AREA SAFETY OFFICERS

JOSEPH BROCKWAY, Rt. 2, Box 537, Sandy 97055 (Portland)

GEORGE HOLBERTON, P.O. Box 1661, Medford 97501 (Southern)

JAMES R. SCHUBERT, 4085 SW 160th #3, Beaverton 97005, Tel. # 646-2385 (Salem)

JAMES WRIGHT, Rt. 5, Box 1316, Eugene 97402, Tel. # 344-6597 (Eugene)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Portland 97218: 5410 NE Marine Dr., Tel. AT 8-5846

PENNSYLVANIA

USPA AFFILIATED CLUBS

The **BISON** Skydivers, Bucknell University, Box B486, B.U., Lewisburg, 17837

FLYING DUTCHMEN Sport Prcht. Club, G. Cathcart - 361½ W. Bainbridge, Elizabethtown; 17022; (717) 367-4363

The **PENNYHILL** Skydivers, 421 W. Edwin St., Williamsport 17701; (717) 322-4283

PITTSBURGH SkyDivers, 965 Perry Highway, Pittsburgh 15237

YORK Sky Divers, M.R. #68, York 17404; (717) 225-4057

DROP ZONES

FALLING STARS PARACHUTE CLUB — (N) — Reigle Arpt Palmyra, PA — Mail Add: 233 Spruce St, Middletown, PA Tel # 944-4524 — Open. Sun and by arr — Arcft C-180 — Tgt. Pg (100) — ASO Richard S. Gochenaur — Req. USPA, Logs, Med

FLYING DUTCHMEN — (A) — Elizabethtown-Marietta Arpt — Mail Add: (see Affiliated Clubs) Tel # (717) 653-1479 — Open. Sat, Sun and by arr — Arcft C-180 — Tgt. Pg (80) — ASO Richard Gochenaur — Req. USPA, Logs, Med

LAIRD'S AIRPORT — (C/A) — Thomasville, PA — Mail Add: York Skydivers, Inc (see Affiliated Clubs) Tel # 792-2551 — Open. Sat, Sun and by arr — Arcft C-185 — Tgt. Sw (80) — ASO Richard Gochenaur — Req. Logs, Med.

NE PENN RIPCORDER, INC. — (N) — Conyngham, PA — Mail Add: 26 Conyngham, PA 18219 Tel # (717) 788-2476 — Open. Sat, Sun and by arr — Arcft C-180, PA-12 — Tgt. Pg (150) — ASO Don Kellner — Req. USPA, Logs, Lic, Med, CASH

PENNYHILL SKYDIVERS — (A) — Montgomery, PA — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun and by arr — Arcft C-182, Stinson V-77 — Tgt. Pg (60) — ASO Don Kellner — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

LOUIS GETZ, 129 Roberts Avenue, Horsham 19044, Tel. # 055-5199 (Collegeville)

RICHARD GOCHENAUR, 8 West Steigle St., Manheim 17545, Tel. # 665-4301, (South-Central Penn.)

DON KELLNER, 26 Sachse Avenue, Conyngham 18219 (Northeast)

PATRICK LAWTON, 965 Perry Highway, Pittsburgh 15237, Tel. # 364-4387 (Pittsburgh)

WILLIAM WINTERS, RD #2, Stocker Mill Rd., Easton 18042 (Easton)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Allentown 18103; Allentown-Bethlehem-Easton Arpt. Tel. 264-2888

Harrisburg: Rm. 201, Admin. Bldg., Harrisburg-York State Arpt., New Cumberland, Pa. 17070; Tel. 787-4528

Philadelphia 19136 Admin. Bldg., North Philadelphia Arpt.; Tel. OR 3-0250

Pittsburgh: Allegheny Co. Arpt., West Mifflin, Pa. 15122; Tel. 461-2726

CERTIFIED PARACHUTE LOFTS

TATAMY 18085: SHERWOOD E. COLE d/b/a AERONAUTICAL RESEARCH & DEVELOPMENT CO. OF PENNSYLVANIA, Broad Street, P.O. Box 126, A|B|C|D|E

RHODE ISLAND

DROP ZONES

RHODE ISLAND SKYDIVERS — (N) — Richmond Airpark, Richmond, RI — Mail Add: 40 Waldron Ave, West Barrington, RI 02890 Tel # (401) 246-0449 — Open. Sat, Sun, Hol and by arr — Arcft C-172 — Tgt. Snd (50) — ASO Don MacQuattie — Req. USPA, Logs

AREA SAFETY OFFICERS

DON MacQUATTIE, 40 Waldron Avenue, W. Barrington 02890 (Rhode Island)

SOUTH CAROLINA

USPA AFFILIATED CLUBS

CHARLESTON Sport Prcht. Club, 1290 Fort Drive, Hanahan 29406; (803) 553-7587

DIXIE Skydivers Sport Prcht. Club, Inc., Box 6366 - Clemson Univ., Clemson 29631

DROP ZONES

MONCK'S CORNER AIRPORT — (N) — Moncks Corner, SC — Mail Add: Moncks Corner Airport, Moncks Corner SC Tel # 899-3653 — Open. Sat, Sun and by arr — Arcft C-206 — Tgt. Snd (35) — ASO Bob Hutchinson — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

WOODROW BINNICKER, P.O. Box 105, Denmark 29042, Tel. # 793-3894 (Central and Southwest)

ROBERT HUTCHINSON, 5904 Park Street, Hanahan 29406 (Charleston)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Columbia: Metropolitan Airport, Box 200, West Columbia 29169; Tel. 749-9042

CERTIFIED PARACHUTE LOFTS

Eastover 29044: KLEM'S PARACHUTE LOFT, McEntire Air National Guard Base, A|B|C|D

SOUTH DAKOTA

USPA AFFILIATED CLUBS

SOUTH DAKOTA Skydivers, Inc., Roach - 3108 Carter Place, Sioux Falls 57105; (605) 336-2808

DROP ZONES

BROOKINGS S.P.C. - (N) - 5 Mi S of Brooking SD - Mail Add: 319 Marian Avenue, Brooking, SD 57006 Tel # 692-9280 - Arcft C-172 - Tgt. Open - ASO Garrett Shaw - Req. USPA, Logs

SKIE AIRPORT - (A) - Lennox, SD - Mail Add: South Dakota Skydivers (see Affiliated Clubs) Tel # (605) 336-2808 - Open. Sat, Sun and by arr - Arcft C-182 - Tgt. Pg (65) - ASO Garrett Shaw - Req. Logs

AREA SAFETY OFFICERS

GARRETT SHAW, 3309 S. JEFFERSON #7, Sioux Falls, 57105 (Eastern SD)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Rapid City 57705: Muni. Arpt., R.F.D. No. 2, Box 633B; Tel. 342-3738

TENNESSEE

USPA AFFILIATED CLUBS

The GOLDEN FALCONS Skydivers, Covington Muni Airport, Rt. #3, Box 314, Covington, 38019; (615) 358-9160.

NASHVILLE Prcht. Club, P.O. Box 295, Nashville 37202; (615) 298-2920

DROP ZONES

NASHVILLE PARACHUTE CLUB - (A) - Cornelia Fort Air Park, Nashville, TN - Mail Add: (see Affiliated Clubs) Tel # (615) 262-0456 - Open. Sat, Sun and Hol - Arcft C-182, C-205 - Tgt. Sw (70) - ASO Lewis A. Butler - Req. USPA, Logs, Lic, Med

TENNESSEE TECH SKYDIVERS - (N) - Overton Co Airport, Livingston, TN - Mail Add: Box 481, Tenn Tech, Cookeville, TN 38501 Tel # (615) 526-7941 - Open. Sat, Sun and by arr - Arcft C-172 - Tgt. Open - ASO Lewis Butler - Req. USPA, Logs

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AREA SAFETY OFFICERS

LEWIS A. BUTLER, 418 Acklen Park Drive, Nashville 37205, Tel. # 298-2920 (Nashville)

RONALD CARTER, 3564 Hollbrook, Memphis 38127, Tel. # 357-9632 (NE Ark., N. Miss., and W. Tenn.)

MIKE KREMAR, see Kentucky (Ft. Campbell)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Memphis 38118: Metropolitan Arpt., P.O. Box 30050; Tel. 398-2353

Nashville 37217: 303 Doyle Terminal, Metropolitan Arpt.; Tel. 255-7791

TEXAS

USPA AFFILIATED CLUBS

The ABILENE Skydivers, 218 No. LaSalle Dr., Abilene 79603; (915) 672-9165

AMARILLO Skydivers Club, 3804 Julian Blvd., Amarillo 79110; (806) 372-4787

CONFEDERATE Skydivers, P.O. Box 4065, Tech Stn., Lubbock 79409

DALLAS Prcht. Assn., c/o John Berke, 318 N. Pearl St., Dallas 75201

FORT SAM HOUSTON Sport Prcht. Club, G-1, ATTN: AKPSH-AP-NSP, Ft. Sam Houston 78234

FORT WORTH Sport Prcht. Club, c/o Bowie Smith, 1700 Pennsylvania Ave., Apt. 118, Ft. Worth 76104

RICE Prcht. Club, Anderson - Space Science Dept. Rice University, Houston 77001; (713) 756-4977

SKYHAWKS Prcht. Club, Bright - 2915 Ave. D, Nederland 77627; (713) 727-2603

DROP ZONES

AMARILLO SKY DIVERS CLUB - (A) - Palo Duro Arpt, Amarillo, TX - Mail Add: (see Affiliated Clubs) Tel # 372-4787 - Open. Sat, Sun, Hol and by arr - Arcft C-182 - Tgt. Pg (65) - ASO Bob Hulsey - Req. USPA, Logs, Lic, Med

-45-

DALLAS PARACHUTE ASSOCIATION (A) — Segoville Airport, Segoville, TX — Mail Add: (see Affiliated Clubs) Tel. # (214) 398-7158 — Open. Sat, Sun, Hol and by arr — Arcft C-180 (2) — Tgt. Pg (100) — ASO Jerry Schrimsher — Req. USPA, Logs, Lic (Gear will be checked).

ELMDALE PARACHUTE SERVICE — (C/A) — 10 Mi NE of Abilene at Elmdale Airpark — Mail Add: Abilene Skydivers (see Affiliated Clubs) Tel # (915) 672-3091 — Open. Sat, Sun and by arr — Arcft C-195, C-180 — Tgt. Pg(50) — ASO Thomas Fageron — Req. USPA, Lic, Logs

FORT HOOD S.P.C. — (M) — Ft. Hood TX — Mail Add: HHC 163rd MI Bn (Combat), Box DD, W Ft. Hood, TX 76544 Tel # KE2-3889 — Open. Sat, Sun and by arr — Arcft Mil — Tgt. Pg. (45) — Req. Logs, Med, Mil I.D. (Active duty personnel only).

RICE PARACHUTE CLUB — (A) — Montgomery Co Arprt, Conroe, TX — Mail Add: (see Affiliated Clubs) Tel # (713) JA8-4141 Ext 1101 — Open. Sat, Sun and by arr — Arcft C-206 — Tgt. Open — ASO Aldo Zanier — Req. Logs

ROSS PARACHUTE CENTER — (C) — 1 Mi NE of Coleman TX — Mail Add: Coleman Municipal Airport, Coleman TX Tel # (915) 625-2834 — Open. Sat, Sun, Hol and by arr — Arcft C-182 — Tgt. Pg (100) — ASO Thomas Fageron — Req. Logs, Med

SAN MARCOS PARACHUTE CENTER — (C) — Lowman Field, San Marcos, TX — Mail Add: 110 W Sunset Rd, San Antonio TX 78209 Tel # TZ6-6852 — Open. Sat, Sun, and by arr — Arcft C-182 — Tgt. Pg (50) — ASO Maurice Sinclair — Req. Logs

SKYHAWKS PARACHUTE CENTER — (A) — Beaumont Muni Airport, Beaumont, TX — Mail Add: (see Affiliated Clubs) Tel # 727-2603 — Open. Sat & Sun — Arcft C-195 — Tgt. Open — ASO Lance Call — Req. USPA Logs

SOUTHWEST PARACENTER, INC. — (C) — 2 Mi W and 3 Mi N of Roanoke, TX — Mail Add: P.O. Box 17464 Ft. Worth, TX 76102 Tel # 451-4667 — Open. Sat, Sun, Hol and by arr — Arcft C-170, C-180, C-207 — Tgt. Pg (125) — Req. Logs (NOTE: Not open at time of listing, ASO to be selected prior to opening)

AREA SAFETY OFFICERS

C. B. ANAGNOSTIS, 3040 Cedar Dr., LaMarque 77568 (Galveston)

LANCE CALL, 2824 Manning St., Port Arthur 77640, Tel. # 736-3250 (Beaumont)

THOMAS FAGERSON, P.O. Box 5059, Dyess AFB 79607, Tel. # 696-3014 (Abilene)

MIKE FERNANDEZ, 4225 Logan Avenue, Laredo, 78040, Tel. # 722-4733 (Laredo and Valley area)

RONNIE GARDNER, 1702 Avenue R, Apt. 13, Lubbock, Tel. # 763-2085 (Lubbock)

BOB HULSEY, 2804 Julian Blvd., Amarillo 79102, Tel. # 372-4787 (Amarillo)

GARY LEWIS, 305A Country Club Dr., Bryan 77801 (Central TX)

GUY LINDSEY, 1974 Milam, Ft. Worth 76112, Tel. 451-7458 (Ft. Worth except Denton City)

DOUGLAS McALLISTER, 10316 Hollyhock, El Paso 79924 (El Paso)

JERRY SCHRIMSHER, 3608 Heath Lane, Mesquite 75149, Tel. # 279-0726 (Dallas and Denton City)

MAURICE W. SINCLAIR, 110 W. Sunset Rd., San Antonio 78209 (San Antonio - civilian)

ROBERT STEWART, 5418 Boatman Rd., San Antonio 78219, Tel. # 661-2541 (San Antonio - military)

ALDO M. ZANIER, 4701 Bell No. 6, Houston 77023, Tel. # 926-3664 (Houston)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Dallas 75235: 3323 Grove St.; Tel. FL 2-8453

El Paso 79925: Rm. 202, FAA Bldg., 6795 Convair Rd.; Tel. 778-6389

Fort Worth 76106: P.O. Box 1689, Meacham Fld.; Tel. MA 4-1184

Houston 77060: P.O. Box 60158, Wm. P. Hobby Arprt.; Tel. MI 3-6557

Lubbock 79417: P.O. Box 5247, Muni. Arprt.; Tel. PO 2-0335

San Antonio 78216: Rm. 201, Executive Aircraft Terminal, Executive Terminal Dr., Intl. Arprt.; Tel. TA 6-2355

CERTIFIED PARACHUTE LOFTS

Amarillo 79103: HIGH-PLAINS SPORT PARACHUTE, 7205 South Osage Street, A|B|C|D

UTAH

DROP ZONES

*ALTA SKY DIVING CENTER — (C) — 8600 S 1700 E, Salt Lake City UT — Mail Add: Bill Dause, 426 S 5 E, Salt Lake City, UT 84102 Tel # 328-4133 or 255-3304 — Open. Daily (except Mon) — Arcft C-180, C-182 — Tgt. Pg (80) — ASO Steve Biljanic — Req. USPA, Logs

OGDEN SKYKNIGHTS S.P.C. — (N) — Ogden Municipal Arpt, Ogden UT — Mail Add: 420 N 2nd E, Brigham, UT 84302 Tel # (801) 723-6163 — Open. Sat, Sun and by arr — Arcft C-180, C-182 — Tgt Pg (40) — ASO John D. Merrill — Req. USPA, Logs

AREA SAFETY OFFICERS

JOHN D. MERRELL, 420 North 2nd East, Brigham 84203, Tel. # 723-6163 (Ogden, Northern Utah)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Salt Lake City 84116: 2398 West North Temple; Tel. 524-4247

CERTIFIED PARACHUTE LOFTS

Salt Lake City 84103: McKAY PARACHUTE SERVICE, 711 North Second West, A[B]C[D]

VERMONT

AREA SAFETY OFFICERS

DAN POYNTER, P.O. Box 172, Orange, Mass. 01364, Tel. # 471-9319 (Vermont)

VIRGINIA

USPA AFFILIATED CLUBS

FORT MYER Sport Prcht. Club, Ft. Myer, 22211; (703) 522-2308

NORFOLK Skydivers, Municipal Airport, Suffolk 23434

PENINSULA Sky Divers, Inc., 2131-A, Dumbarton Rd., Richmond 23228; (703) 232-7908

ST. MICHAEL'S ANGELS Sport Prcht. Club, P.O. Box 9507 - Rosslyn Station, Arlington 22209; (703) 751-0524

DROP ZONES

FORT MYERS S.P.C. — (M/A) — Quantico M.C.B., VA — Mail Add: (see Affiliated Clubs) Tel # 522-2308 — Open. Sat — Arcft Mil — Tgt. Pg (45) — ASO John Frye — Req. Logs, Med, Mil I.D. (Active Duty Personnel Only)

HARTWOOD FIELD — (C) — Hartwood, VA — Mail Add: Hartwood Aviation, Inc, Rt #6, Box 369B, Hartwood, VA 22471 Tel # (703) 752-7911 — Open. Sat, Sun, Hol and by arr — Arcft C-185 — Tgt. Pg (75) — ASO Larry Parmer — Req. USPA, Logs, Lic, Med, VA License if State resident.

PENINSULA SKY DIVERS, INC. — (C/A) — West Point, VA — Mail Add: (see Affiliated Clubs) Tel # 898-6472 — Open. Sat, Sun, Hol and by arr — Arcft C-172, C-182 — Tgt. Sw (50) — ASO Harold Ferguson — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

KENNETH COOPER, General Delivery, Box 291, Madison Hts. 24572 (Lynchburg)

HAROLD FERGUSON, 4500 Broad St., Box 6582, Richmond 23230 Tel # 275-5713 (Northern Virginia)

COL. WILLIAM FRYE, see: Dela - D.C. - Md. (N. VA., D.C. and S. Md. Military)

STANLEY JANECKA, 1308 Bromfield Court, Virginia Bch. 23455, Tel # 464-2085 (Norfolk)

LARRY PARMER, see: Dela - DC - Md. (N. Va., D.C. and S. Md.)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Richmond: Byrd fld., Sandston, Va. 23150; Tel. 737-8256

WASHINGTON

USPA AFFILIATED CLUBS

② **MOSES LAKE Skydiver Club**, Rt. 2, Box 71F, Moses Lake 98837; 765-5674

② **SEATTLE Sky Divers**, 9914 Airport Way, Snohomish 98290; (206) 774-0328

② **SPOKANE Sport Prcht. Club**, 548 E. Central, Spokane 99207; (509) 489-0741

② **THUNDERBIRD Sport Prcht. Club**, c/o Steve Seeman, 7528 Umatilla, Kennewick 99336

DROP ZONES

MOSES LAKE SKYDIVER CLUB — (A) — Moses Lake Muni Arpt — Mail Add: (see Affiliated Clubs) — Open. Sat, Sun Hol and by arr — Arcft C-182 — Tgt. Snd (60) — ASO David Hussey — Req. USPA, Logs, Lic

* **SEATTLE SKY SPORTS** — (A) — Issaquah, WA — Mail Add (see Affiliated Clubs) Tel # EX2-3050 — Open. Sat, Sun and by arr — Arcft C-170B(2) — Tgt. Pg (60) — ASO Earl Cossey — Req. USPA, Logs

* **SNOHOMISH PARACHUTE CENTER** — (A/C) — Snohomish WA — Mail Add: Seattle Sky Divers (see Affiliated Clubs) Tel # LOB5422 — Open. Daily — Arcft C-170, C-180 — Tgt. Pg (35) — ASO Charles Markin — Req. USPA, Logs

SPOKANE S.P.C. — (A) — Deer Park Arpt — Mail Add: (see Affiliate Clubs) Tel # (509) 489-0741 — Open. Sat, Sun and by arr — Arcft C-172, C-182 — Tgt. Pg (60) — ASO E. T. Florea — Req. USPA, Logs, Lic

THUN FIELD SKYDIVERS — (N) — Puyallup WA — Mail Add: Meridian Ave, Puyallup WA 98371 Tel # TH5-4533 — Open. Sat, Sun and by arr — Arcft C-170 — Tgt. Open — ASO Edward J. Shipuleski — Req USPA, Logs, Lic

THUNDERBIRD PARACHUTE CLUB — (A) — Richland Arpt Richland WA — Mail Add: (see Affiliated Clubs) Tel # 783-3544 — Open. Sat, Sun and by arr — Arcft C-206 — Tgt Pg (42) — ASO Terry Guske — Req Logs

WESTERN SPORT PARACHUTE CENTER — (C) — Frinks Airport, Vancouver, WA — Mail Add: 16001 McLaughlin Blvd, Milwaukie, OR 97222 Tel # 659-3486 — Open. Sat, Sun and by arr — Arcft C-170, C-180 — Tgt. Pg (20) — ASO James L. Arionus — Req. Logs, Med

WESTERN WASHINGTON STATE COLLEGE PARACHUTE CLUB — (N) — Bellingham WA — Mail Add: Viking Union Bldg, Bellingham, WA 98225 — Open. Sat, Sun and by arr — Arcft Unk — Tgt. Open — ASO Charles Markin — Req. Logs

WHIDBY ISLAND PARACHUTE TEAM — (M/N) — NAS Whidby Is, Oak Harbor, WA — Mail Add: VAH-123, Box 16, NAS Whidbey Is, Oak Harbor, WA 98277 Tel # 257-4325 — Open. Unk — Arcft C-170 and Mil — Tgt. Unk — ASO Charles Markin — Req. USPA, Logs

AREA SAFETY OFFICERS

JAMES LEE ARIONUS, 2707 NE 124th, Vancouver 98662, Tel. # 892-3424 (Vancouver)

EARL COSSEY, 349 N. 101st Seattle 98133, Tel. # 783-0475 (Seattle and Tacoma)

EMMETT T. FLOREA, 807 Penna. Ave., Cover d'Alene, ID 83814, Tel. # 664-8360 (Spokane)

TERRY A. GUSKE, P.O. Box 231, Walla Walla 99362 (Southeast)

DAVID HUSSEY, Star Route Box 419, Moses Lake 98837, Tel. # 765-3097 (Central)

CHARLIE MARKIN, P.O. Box 444, Snohomish 98290 (Snohomish)

EDWARD SHIPULESKI, 7608 S. Tacoma Way, Tacoma 98409, Tel # 475-3773 (Tacoma)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Seattle 98108: Rm. 104, FAA Bldg., Boeing Fld.; Tel. 583-0111

Spokane 99211: Box 247, Parkwater Station; Tel. 838-3361

CERTIFIED PARACHUTE LOFTS

Snohomish 98290: NORTHWEST PARACHUTE CO., P.O. Box 103, A|B|C|D|E

Winthrop 98862: U.S. FOREST SERVICE, Intercity Airport, A|B|C|D|E

WEST VIRGINIA

DROP ZONES

MORGANTOWN SKYDIVERS — (C) — Morgantown Airport, Morgantown WV — Mail Add: c/o H. Brooks, P.O. Box 837, Morgantown WV 26505 Tel # (304) 292-4519 — Open. Sat, Sun and by arr — Arcft C-182 — Tgt. Sw (30) — ASO Patrick Lawton — Req. USPA, Logs, Lic

AREA SAFETY OFFICERS

HARVEY D. BROOKS, P.O. Box 837, Morgantown, W.V. Tel. # 292-4519 (Morgantown)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Charleston 25311: Kanawha Airport; Tel. 343-4689

WISCONSIN

USPA AFFILIATED CLUBS

BADGER Skydivers, c/o Dale Patterson, 548 W. Johnson, Rm. 608C, Madison 53703

MILWAUKEE Sky Divers 10210-W Montana Ave., Milwaukee 53227; (414) 541-1948

PINE RIVER VALLEY Sky Diving Club, Inc., c/o Schwerin - Box 99, Lone Rock 53556; (608) 583-3131

ST CROIX VALLEY Skydivers, Inc., Art Steffan, Rt. #1, Osceola, 54020; (612) 488-0487

SEVEN HILLS Skydivers, Inc., Newberger - 103 Harrison St., Reeseville 53579; (414) 427-3448

SKY KNIGHTS Sport Prcht. Club, Inc., P.O. Box E, Hales Corners 53132; (414) 567-5684

WISCONSIN Sky Divers Prcht. Club, Inc., Fredlund - 7207 W. Villard St., Milwaukee 53218 (414) 461-5892

DROP ZONE

- AERO SPORTS CENTER** — (C) — Camp Lake Airport
Camp Lake, WI — Mail Add: 5138 N Broadway, Chicago
IL 60640 Tel # (414) 889-9316 — Open. Sat, Sun and
Hol — Arcft C-182 (2), C-170 — Tgt. Pg (66) — ASO
Leon Somers — Req. USPA, Logs, Lic
- ALL AMERICAN SKY DIVERS** — (C) — Fond du Lac Arpt
— c/o Ed Dorey, 281 Weis Ave, Fond du Lac, WI 54935
Tel # (414) 921-2459 — Open. Sat, Sun, Hol and by
arr — Arcft C-182 — Tgt. Open — ASO Ed Dorey —
Req. Logs
- EAU CLAIRE** — (N) — Eau Claire Municipal Airport —
Mail Add: Indianhead Skydivers, Inc., P.O. Box 261,
Eau Claire, WI 54701 Tel # (715) 832-8004 — Open.
Sat, Sun and by arr — Arcft C-182 — Tgt. Snd (60) —
ASO Ron Zias — Req. Logs
- LaCROSSE S.P.C.** — (N) — Sparta Muni Arpt, Sparta, WI
— Mail Add: c/o J. Briggs, 787 N Losey Blvd, LaCrosse,
WI 54601 Tel # (608) 784-5865 — Open. Sat, Sun, Hol
and by arr — Arcft C-172, C-182 — Tgt. Pg (30) — ASO
Bill Meise — Req. Logs
- *PARACHUTING, INC.** — (C) — Rainbow Arpt, 10010 S
76th St, Franklin WI 53132 — Mail Add: Same Tel #
(414) 425-4340 — Open: Daily (Summer), Sat and Sun
(winter) — Arcft C-182, C-195 — Tgt. Pg (70) — ASO
Phil Goetsch — Req. Logs
- PARA-NAUT SPORT PARACHUTE CENTER** — (C) — 6 Mi
W of Oshkosh, WI on Hwy 21 — Mail Add: Rt #2,
Omro, WI 54963 Tel # 685-5995 — Open. Sat, Sun and
by arr — Arcft C-180 — Tgt. Pg (40) — ASO William
Hasenfus — Req. USPA, Logs
- *PINE RIVER VALLEY SKY DIVING CLUB, INC.** — (A) —
Richland Arpt, Sextonville WI — Mail Add: (see Affiliat-
ed Clubs) Tel # (608) 583-3131 — Open. Sat, Sun, Hol
and by arr — Arcft C-180 — Tgt. Pg (24) — ASO Wilburt
Meise — Req. USPA, Logs, Lic
- *ST. CROIX VALLEY SKYDIVING CLUB, INC.** — (A) —
Osceola WI — Mail Add: (see Affiliated Clubs) Tel #
294-3267 — Open. Sat, Sun and by arr — Arcft C-182 —
Tgt. Pg (30) — ASO Arthur H. Steffen — Req. USPA,
Logs, Lic.
- SEVEN HILLS SKYDIVERS, INC.** — (A) — Math-Aire Air-
field, York Center, WI — Mail Add: (see Affiliated Clubs)
Tel # (414) 927-5448 — Open. Sat, Sun, and by arr —
Arcft C-182 — Tgt. Pg (60) — ASO Phil Goetsch — Req.
Logs
- *SKY KNIGHTS SKY DIVERS** — (A) — E. Troy Airport, E
Troy WI — Mail Add: (see Affiliated Clubs) — Open. Sat
and Sun — Arcft C-182 (2) — Tgt. Pg (60) — ASO Phil
Goetch — Req. Logs, Med
- WISCONSIN SKYDIVERS** — (A) — Aero Park Airport
Menomonee Falls, WI — Mail Add: (see Affiliated Clubs)
Tel # (414) 476-2338 — Open. Sat, Sun, Hol and by
arr — Arcft C-180 — Tgt. Pg (65) — ASO Phil Goetsch —
Req. USPA, Logs

AREA SAFETY OFFICERS

- CHARLES ANDROSKY**, 5810 Tower Avenue, Superior
54880 (Northwestern)
- ED DOREY**, 281 Weis Ave., Fond du Lac 54934, Tel. #
921-2459 (Fond du Lac)
- PHILLIP GOETSCH**, 12224 West Cathedral, Wanwautosa
53226, Tel. # 476-2338 (Southeast)
- WILLIAM HASENFUS**, Route 2 Box 127, Omro 54963
(Northeast)
- JOHN G. JOHNSON**, 466 N. Sherman Ave., Madison
53706, Tel. # 222-8614 (Southeast)
- WILBURT MEISE**, Box 144, Plain 53577, Tel. # 546-3061
(Southwest)
- LEON SOMERS**, 1321 W. Ardmore, Chicago IL 60626
(Camp Lake Wisc.)
- ARTHUR H. STEFFEN**, Route 1, Osceola 54020 (Osceola
and River Falls)
- RONALD J. ZAIS**, 1715 E. Lexington, Eau Claire 54701,
Tel. # 835-9026 (Northern and Central)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Milwaukee 53207: General Mitchell Fld.; Tel. SH 4-9202

CERTIFIED PARACHUTE LOFTS

Stoughton 53589: MILLER PARACHUTE SERVICE, P.O.
Box 113, A[C]D[E]

WYOMING

AREA SAFETY OFFICERS

JEROLD D. WING, 1741 B Piute Dr., Warren AFB 82001,
Tel. # 634-2096 (Wyoming and Northern half of
Colorado excluding Denver)

GENERAL AVIATION DISTRICT OFFICE (FAA)

Cheyenne 82001: P.O. Box 2166, 4101 Evans Ave.;
Tel. 638-3885

Military Affiliated Clubs

APO S F CALIFORNIA

HICKAM AFB Sport Prcht. Club, Cruz - CMR #2 Box
1955, APO 98553 (Hawaii)

NAHA A B AERIAL KNIGHTS Sport Prcht. Club, c/o
 SP/6 Dan Henson, CMR Box 5104, APO 96235
 (Okinawa)

HUMPHREYS DISTRICT Sport Prcht. Club, c/o WO Joe
 F. Sefers, 19th Aviation Co. APO 96271 (Korea)

I CORPS Sport Prcht. Club, A Co., 51st Sig. Bn. APO
 96358 (Vietnam)

KORAT RTAFB Sport Prcht. Club, Box 2745, APO 96288
 (Thailand)

SAIGON Sport Prcht. Club, c/o Daniel J. Bonfig, Inter-
 national Trng. Consultants, Box 128 NAS, FPO 96626
 (Vietnam)

U.S. SPECIAL FORCES Sport Prcht. Club, 46th Special
 Forces Co. (Abn) APO 96261 (Thailand)

FPO S F CALIFORNIA

SAIGON Sport Prcht. Club, c/o Daniel J. Bonfig, Inter-
 national Trng. Consultants, Box 128 NAS FPO 96626
 (Vietnam)

CUBI POINT Prcht. Club, c/o T. J. Wright, Box 39, VC-5,
 FPO 96654 (Phillippines)

APO NEW YORK

AERO BATS SPORT Prcht. Club, SSG Robt. H. Kern, B
 Co. S&T Bn. APO 09036 (Germany)

BITBURG Sport Prcht. Club, CMR 2866 APO 09132
 (Belgium)

The FREEDOM CHUTERS Sport Prcht. Club, c/o David
 A. Wilson, Box 12817, APO 09283 (Spain)

MILDENHALL Sport Prcht. Club, 5th APORON, Box 1567
 APO 09127 (England)

PATHFINDER Sport Prcht. Club, 8th Inf. Div., APO 09111
 (Germany)

SPECIAL FORCES EUROPE Prcht. Club, S F DET (ABN)
 Europe APO 09050 (Germany)

FPO NEW YORK

CANAL ZONE

ALBROOK-HOWARD AFB, Box 1208, Howard AFB.
 CANAL ZONE

PUERTO RICO PARACHUTE ASSOCIATION 617 Ave.
 Ponce de Leon, Miramar, Santurce, PUERTO RICO
 00907

CANADA

ALBERTA

BARLOW'S DZ — 2 Mi N of Carseland, Alberta — Mail
 Add: 109 42 Ave SE, Calgary, 24 Alberta Tel # 243-
 3788 Open. Sat, Sun and by arr — Arcft C-180 — Tgt.
 Pg (60) — ASO Tom Sullivan — Req. USPA, Logs

EDMONTON SPORT PARACHUTE CENTRE — Box 3563,
 Edmonton, Alberta Tel # 476-4304 or 488-6585 —
 Open. Daily — Arcft C-180 — Tgt. Pg (50) — ASO Joe
 Chartier — Req. CSPA or USPA, Logs

BRITISH COLUMBIA

***ABBOTSFORD SPORT PARACHUTE CENTRE — C — 5112**
 Gladwin Rd, Abbotsford — Mail Add: P.O. Box 6, Ab-
 botsford, B.C. Tel # 853-1354 — Open. Daily — Arcft
 C-180 (2) — Tgt. Pg (50) — ASO Dave Adams — Req.
 USPA, Logs, Lic

COMOX SKY DIVERS CLUB — Canadian Frcs Base, Co-
 mox, B.C. — Mail Add: Ron Dionne, 803 Homewood,
 Campbell River, B.C. Tel # 287-6095 — Open. Sat, Sun,
 Hol and by arr — Arcft C-185 — Tgt. Pg (75) — ASO
 Ron Dionne — Req. USPA or CSPA, Logs

SMITHERS AIRSTRIP — 8 Mi N of Smithers, BC — Mail
 Add: c/o Sam Mrojalsky, B.C. Forest Service, Kitwanga,
 B.C. Tel # 849-5407 — Open. Sat, Sun and by arr —
 Arcft Maule Cher 6, C-172 — Tgt. Open — ASO Ron
 Partington — Req. USPA, CSPA, or BPA, Logs

WOODCOCK AIRSTRIP — Woodcock Airport, Kitwanga,
 B.C. — Mail Add: (same as Smithers Airstrip) — Open.
 Sat, Sun and by arr — Arcft Maule, Cher 6, C-172 — Tgt.
 Open — ASO Ron Partington — Req. USPA, CSPA, or
 BPA, Logs

NOVA SCOTIA

STANLEY AERODOME — 40 Mi from Halifax and Dart-
 mouth NS — Mail Add: Kingfisher SPC, 27 Lawson Ave,
 Dartmouth, Nova Scotia — Open Sat, Sun and by arr —
 Arcft C-172 — Tgt. Sw (40) — ASO Thomas Humes —
 Req. CSPA, USPA, Logs, Lic

ONTARIO

BROCKVILLE FLYING CLUB — Hwy 24 North of Brock-
 ville Ontario — Mail Add: Carleton Univ SPC, Students
 Council, Colonel By Dr, Ottawa, Ont Tel # (613) 237-
 4525 — Open. Sat Sun and by arr — Arcft C-172, C-206
 —Tgt. Drr (50) — ASO Horst Pfaus — Req. CSPA, or
 USPA, Logs.

BURNABY — 6 Mi W of Port Colbourne on Hwy #3 (N
 shore of Lake Erie near Buffalo NY) — Mail Add: Hamil-
 ton SPC 1272 Tresland St, Burlington, ONT Tel # (416)
 632-3262 — Open. Sat, Sun and by arr — Arcft C-172,
 C-180 — Tgt. Snd (60) — ASO Bert Brown — Req. CSPA
 or USPA, Logs.

DAMASCUS — 3½ Mi N of Hwy 9 on Wellington Co Rd
 16 toward Damascus to 2nd crossroads, turn left go
 7/10 Mi to 2nd driveway — Mail Add: Parachute Assn
 of Toronto P.O. Box 156, Terminal "A", Toronto 1, ONT
 — Open. Sat, Sun, Hol — Arcft C-180 — Tgt. Pg (60) —
 ASO to be appointed by CSPA Req. CSPA or USPA,
 Logs, Lic, Med

GRAND VALLEY SKYDIVING CENTRE — 6 Mi N of Ar-
 thur on Hwy 6 — Mail Add: c/o Victor Borghese, 32
 Omar St, Guelph, ONT Tel # 824-2503 — Open. Sat,
 Sun and by arr — Arcft C-182 — Tgt. Pg (33) — ASO Vic
 Borghese — Req. USPA, Logs

QUEBEC

STE-MARIE AIRPORT — 30 Mi N of Montreal, 5 Mi W of St. Jerome — Mail Add: Ste-Marie Skydivers, De Bellefeuille, Co. Terrebonne, P. Quebec Tel # 436-9110 — Open. Sat, Sun and by arr — Arcft C-175 — Tgt. Open — ASO Marcel Tremblay — Req. CSPA or USPA, Logs, Liability release

SASKATCHEWAN

DELISLE — 8 Mi W of Delisle — Mail Add: Saskatoon Open. Sat, Sun and by arr — Arcft C-172 — Tgt. Open — Open. Sun and by arr — Arcft C-172 — Tgt. Open — ASO Dale M. Beavis — Req. CSPA or USPA, Logs, Lic

SASKATCHEWAN SPORT PARACHUTE CLUB — 45 Mi E of Regina — Mail Add: Saskatchewan SPC, 14 Compton Rd, Regina, SASK — Open. Sat, Sun and by arr — Arcft C-172 — Tgt. Open — ASO to be appointed by CSPA — Req. CSPA or USPA, Logs, Lic

National Aero-Clubs and National Parachuting Organizations

ALGERIA

AERO-CLUB NATIONAL D'ALGERIE, 29 Boulevard Zirout Youcef, Alger.

ARGENTIA

FEDERACION ARGENTINA DE PARACAIDISMO, LaValle 1433, Buenos Aires.

AUSTRALIA

AUSTRALIAN PARACHUTE FEDERATION, 10 Waratah St., Doveton, Victoria.

AUSTRIA

OESTERREICHISCHER AERO-CLUB, Prinz Eugen Strasse, 12, Vienna IV.

BELGIUM

CENTRE NATIONAL DE PARACHUTISME, 46, rue du Chatelain, Bruxelles 5.

BRAZIL

FEDERACAO BRASILEIRA DE PARAQUEDISMO (FBA), Av. Ipiranga 84, Sao Paulo.

BULGARIA

AERO-CLUB CENTRAL DE LA REPUBLIQUE POPULAIRE DE BULGARIE, 48 rue Christo Botev, Sofia.

CANADA

CANADIAN SPORT PARACHUTING ASSOCIATION, 916 Friar Crescent, North Vancouver, British Columbia.

CHILE

FEDERACION AEREA DE CHILE, Matias Cousino 64, Oficina 707, Santiago.

—56—

COLUMBIA

AERO-CLUB DE COLOMBIE, Aeropuerto Eldorado, Apart. Aereo 14027, Bogota.

CYPRUS

THE CYPRUS AERO-CLUB, 7 Tricoupi, Nicosia, Chypre.

CZECHOSLOVAKIA

AERO-CLUB OF THE CZECHOSLOVAK SOCIALIST REPUBLIC, Opletalova 29, Prague 1.

DENMARK

ROYAL DANISH AERO-CLUB (KDA), Romersgade 19, Copenhagen K.

EGYPT

AERO-CLUB D-EGYPT, 26, rue Cherif Pacha, La Caire.

FINLAND

FINNISH AERONAUTICAL ASSOCIATION, Mannerheimintie 16 A, Helsinki 10.

FRANCE

FEDERATION NATIONALE DES PARACHUTISTES FRANCAIS, 35, rue St. Georges, Paris 9e.

EAST GERMANY (DDR)

ALLEMAGNE-EST — AERO-CLUB DE LA R.D.A., Langenbeckstrasse 36/39, Neuhagen, 6, Berlin-Est.

WEST GERMANY

DEUTSCHER AERO-CLUB e. V., Bockenheimer Landstr. 19/11, Frankfurt-a-M.

GHANA

NATIONAL AERO-CLUB OF GHANA, c/o Hqs. Ghana Air Force, Burma Camp, Accra.

GREAT BRITAIN

BRITISH PARACHUTE ASSOCIATION, Artillery Mansions, 75 Victoria St., London, S.W. 1.

GREECE

ROYAL AERO-CLUB OF GREECE, 27, rue de l'Academie, Athenes.

GUATEMALA

GUATEMALAN PARACHUTE TEAM, Guardia de Honor, Guatemala.

HUNGARY

MAGYAR NEPKOZTARSASAG — FEHERVARI MIKLOS — KOZPONTI REPULO KLUBJA, Engels ter 14, Budapest.

ICELAND

KEFLAVIK PARACHUTING CLUB, Keflavik Airport.
REYKJAVIK PARACHUTING CLUB, Reykjavik Airport, P.O. Box 350, Reykjavik.

INDIA

THE AERO-CLUB OF INDIA, United India Life Bldg., F Block, Connaught Place, New Delhi.

IRAN

IRANIAN CIVIL AVIATION CLUB, P.O. Box 2483, Teheran.

IRELAND (EIRE)

IRISH AVIATION CLUB, O'Connell Bridge House, Dublin 2.

—57—

ISRAEL

AERO CLUB OF ISRAEL, 9, Montefiore St., P.O. Box 1311, Tel Aviv.

ITALY

AERO CLUB D'ITALIA, Viale Maresciallo Pilsudski 122/4, 00197 Roma.

JAPAN

JAPAN AERONAUTIC ASSOCIATION, Hilokan, 1-18-1 Shinbashi Minato-ku, Tokyo.

NORTH KOREA

CENTRAL AERO-CLUB, Democratic People's Republic of Korea, Pyongyang.

SOUTH KOREA

THE KOREA AERO-CLUB, Room 209, Hanil Bldg., Chung-Ku, Seoul.

LEBANON

AERO-CLUB DU LIBAN, Rue de l'Archeveche Grec-Orthodoxe, B.P. 206 Beirut.

LUXEMBOURG

AERO-CLUB DU GRAND-DUCHE DE LUXEMBOURG, B.P. 212, Luxembourg.

MADAGASCAR (MALAGASY)

FEDERATION AERONAUTIQUE DE MADAGASCAR (FAM), B.P. 725, Tananarive.

MEXICO

CLUB PARACAIDISMO DEPORTIVO, Rio Napa 60, Mexico 17, D.F.

MONACO

AERO-CLUB DE MONACO, 8, rue Grimaldi, Monaco.

MOROCCO

FEDERATION ROYALE, MAROCAINE DES SPORTS AERONAUTIQUES, Aerodrome de Tit-Mellil, Casablanca.

NETHERLANDS

ROYAL AEROCLUB OF THE NETHERLANDS, Jozef Israelspein 8, La Haye. Adr.

NEW ZEALAND

ROYAL NEW ZEALAND AERO-CLUB, 39 Johnston St., P.O. Box 1990, Wellington, C.I.

NORWAY

NORSK AERO KLUB, Johansgate 18, Oslo 1.

POLAND

AERO-CLUB DE LA REPUBLIQUE POPULAIRE DE POLOGNE, Krakowskie Przedmiescie 55, Warszawa.

PORTUGAL

AERO-CLUB DE PORTUGAL, 226 Avenida de Liberdade, Lisboa.

RHODESIA

CENTRAL AFRICAN PARACHUTING CLUB, P.O. Box 732, Salisbury.

RUMANIA

FEDERATION ROUMAINE AERONAUTIQUE, 16, rue Vaslie Conta, Bucarest.

SENEGAL

CENTRE DE PARACHUTISME SPORTIF DU SENEGAL, B.P. 1586, Dakar

SOUTH AFRICA

SOUTH AFRICAN SKYDIVING CENTRE, P.O. Box 4758, Johannesburg.

SPAIN

REAL AERO CLUB DE ESPANA (RACE), Carrera de San Jeronimo 19, Madrid.

SWEDEN

SWEDISH PARACHUTING ASSOCIATION, Granitvagen 12 B, Upsala.

SWITZERLAND

AERO CLUB DER SCHWEIZ, Hirschengraben 22, Zurich.

SYRIA

THE SYRIAN AERO-CLUB, P.O. Box 2994, Damascus.

TUNISIA

FEDERATION AERONAUTIQUE TUNISIENNE, Aeroport de Tunis-Carthage.

TURKEY

TURK HAVA KIRUMU, T.H.K., Enstitu Caddesi 1, Ankara.

UNITED STATES OF AMERICA

UNITED STATES PARACHUTE ASSOCIATION, P. O. Box 109, Monterey, Calif.

U.S.S.R. (SOVIET UNION)

FEDERATSIA AVIATSIONNOGO SPORTA SSSR, D-362, P.O. Box 4710, Moscou-Touchino.

URUGUAY

AERO-CLUB DEL URUGUAY, Direccion Uruguay 1454, Montevideo.

YUGOSLAVIA

UNION AERONAUTIQUE DE YUGOSLAVIE, Uzun Mirko-va 4/1, B.P. 87Z, Beograd.

ZAMBIA

NATIONAL AEROCLUB OF ZAMBIA, P.O. Box 718, Kitwe.

F B I

Date: 12/3/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____ AIR MAIL
(Priority)

TO: SAC, LOS ANGELES (164-497)
FROM: SAC, SAN FRANCISCO (164-220) (P)
SUBJECT: UNSUB;
Northwest Orient Airlines
Flight 305, Portland to Seattle,
11/24/71
CAA-HIJACKING; EXTORTION.

Re Los Angeles teletype to San Francisco 12/2/71.

Enclosed for Los Angeles is a copy of The 1970 United States Parachute Association (USPA) Directory and General Reference Source, showing locations of all jump centers in southern California.

② - Los Angeles (Enc. 1)
2 - San Francisco
BHC:mb
(4)

164-220-6d

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1971	
ES	

b6
b7c

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

DB Cooper-22769

(Mount Clipping in Space Below)

\$200,000 AERIAL HIJACKER: DID HE HAVE A HELPER?

BY DARYL LEMBKE

Times Staff Writer

WOODLAND, Wash. — A light plane swept out of the stormy night and circled over a crude airstrip in the hills 10 miles east of here.

The weather was bad, rainy and windy, and no fit night for a joy-riding pilot to be landing on the bumpy, unlighted hilltop airstrip near a wooded ravine.

Yet some nearby residents say that a small plane did land at a little after 8 p.m. on Nov. 24, at the same time and in the same area where a hijacker is believed to have parachuted from an airliner with \$200,000 in \$20 bills.

The eyewitness accounts of the strange presence of the light plane could explain how the hijacker, who gave the name D. B. Cooper on boarding the airliner, escaped a three-day manhunt for him, or at least how he had planned to escape if he survived the parachute jump.

He could have had an accomplice who flew in by prearrangement and waited for him or there could also have been a third party in a car who looked for him and took him to the plane. The hijacker could have been in touch with his accomplice by walkie-talkie.

Adding credence to this theory is the fact that someone in a car apparently rendezvoused with a pilot at another, nearby airstrip the night before the hijacking and went for what could have been a pre-hijack scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by FBI agents, who also combed the wooded ravine near the airstrip during the manhunt last weekend. The FBI refused comment Thursday on the significance of the reports about the small plane.

Indignant at Claims

The airstrip is on property owned by the McClellan family. Mr. and Mrs. Robert M. McClellan Jr., who live in a new house at the south end of the airstrip, formerly owned a plane but sold it. McClellan's parents live in an older house a little farther from the landing field.

Deer hunters and others flying light planes frequently set down on the strip, which is surrounded by foot-high weeds. But they seldom arrive at night in a rainstorm.

Robert M. McClellan Sr., 66, whose family has owned the ranch land for 100 years, was indignant at neighbors' claims of seeing or hearing a plane coming into the airstrip on the night of the hijacking. He said he had been in Vancouver, Wash., 18 miles to the south that night, but added that "none of my family who were home heard a plane."

"I'd bet the \$200,000 if I had it that they didn't pick him up here," McClellan said. "Twelve FBI agents hunted that woods below my house there last weekend and didn't find anything. Course that doesn't mean much. I've lost calves in there for days."

A flight recorder in the commandeered Northwest Orient 727 indicated that the hijacker opened the rear door of the plane at 8:13 p.m. Because of a slight lurch of the plane, searchers deduced that he made the jump from the lowered rear steps two or three minutes later.

Mr. and Mrs. Emil Neiger, who live just down the road from the McClellan airstrip, said a plane had been circling the landing area most of that afternoon.

A little after 8 p.m., they saw what seemed to them a puzzling sight, considering the severity of the storm.

"We were gone for a while and came home about 8 o'clock," said Mrs. Neiger. "I was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again."

Two miles down the road to the west, Mrs. Frank Distefano saw something that made an impression on her at about 8:30 p.m. Mr. and Mrs. Dis-

(Indicate page, name of newspaper, city and state.)

I-1 Los Angeles Times
Los Angeles, Calif.

Date: 12/3/71
Edition: Friday Final
Author:
Editor:
Title:

Character: b6
b7C

Classification:
Submitting Office: Los Angeles

Being Investigated

164-497-65

SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
13 DEC 3 1971	
FBI - LOS ANGELES	
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Distafano moved to a rural area here from Redondo Beach, Calif., 12 years ago "to escape the drug problem."

Their grocery store and gas station, with residents in the rear, constitutes the entire wide spot in the road that is the town of View. The town used to have a church but that is now abandoned.

"I was home alone when I saw a plane out the back window about 8:30," said Mrs. Distafano. "It flew over the store twice, very low, and it had a big red light on the tail. It seemed bigger than a light plane. It was raining and the wind was blowing."

"I thought, 'What's he doing out here this time of night?' It was weird to me because we don't see many planes at night here. He was so low that he could have hit a mountain."

There are no mountains in the immediate vicinity, but several, including majestic, snow-covered Mt. St. Helens, (elevation 9,677 feet), are within a radius of 30 miles.

Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip, said she heard a plane land there and saw lights indicating that it was turning around.

"He was parked an hour or so and then it left," she said.

Connection Doubted

"I doubt if it was connected to the hijacker. The McClellans probably had a visitor. They have friends who fly."

But the McClellans insist that they had no visitor drop in that night.

The imagination is further stirred about the possibility of a dangerous swoop down to pick up the hijacker because of the experience the previous evening of Mr. and Mrs. Donald Haun, a young couple who own and maintain a public airstrip on the same county road as the McClellans' makeshift field but four miles to the west.

The Haun airstrip, cutting across an alfalfa field next to a berry patch, is well known to Portland, Ore., area skydivers because they frequently used it for jump flights until two years ago.

The unlighted field is across the road from the Hauns' farm residence.

"We were sitting and watching TV Tuesday night when a plane landed in the rain," explained Mrs. Haun. "A car also drove up. The car's parking lights were left on and the driver got in the plane and took off with the pilot. They were gone 45 minutes to an hour and then came back and landed. The car drove off and the plane took off again."

"I thought it was a little strange."

The FBI has questioned Mr. and Mrs. Haun several times about the mysterious airfield meeting, which could have been a dress rehearsal and reconnaissance mission for making a getaway on Thanksgiving eve.

The Hauns were not at home on the night of the hijacking, so they have no way of knowing if their airstrip was used that night.

Like many others in the countryside on Thanksgiving eve, the Hauns were attending the wedding in

the town of La Center (pop. 300) of a neighbor girl, Celeste Rau, and the popular La Center high school music teacher, Terry Vander Stoep.

"Nearly everybody in town and for miles around was at the wedding," said La Center grocery and general store owner Elmer Soehl. "There were 300 at the wedding and reception, so that kept a lot of people in the area occupied for a couple hours, just when the hijacker was supposed to be making his escape."

Because of the bad weather and uncertainty as to where to look until flight information was fed into computers, the search was not begun on a full scale until Friday morning, 36 hours after the hijacking.

The search employed some 25 to 30 Clarke County and Cowlitz County sheriff's deputies, Woodland's police chief and FBI agents, plus several pilots flying planes and helicopters and even two boats on Lake Merwin.

The lake is a manmade body of water stretching behind a dam on the Lewis River, which marks the division between very rugged country to the north and more gently rolling, partly cleared land to the south.

The search area encompassed about 150 square miles to the north and south of the Lewis, but computer data pinpointed the hijackers descent at two miles south of the Lewis. That would have put him some two miles north of the McClellan air strip.

Clarke County Sheriff Eugene Cotton, who displays on his office wall a diploma from the FBI Academy for law enforcement officers, said the north half of the search area was scanned only from the air.

"If he landed in there, he's in trouble," said Cotton.

Only last Nov. 13, a 16-year-old boy became separated from his father when hunting in that area and has not been found.

Joe May, Woodland police chief and an ex-Navy divebomber pilot, flew a light plane over the rugged terrain and pointed out to a reporter some of the hazards: Steep cliffs, thick fir trees, a mountain stream gurgling down a valley and 5,000-foot Davis peak.

The area south of the Lewis is not so forbidding. It has many small farms, on which the farmer raises a few chickens, cattle or sheep to supplement a job in town.

(Mount Clipping in Space Below)

Light Plane Escape for Phantom Skyjacker?

VIEW, Wash. (UPI) Three women said Friday they saw a light plane land and take off at a small airstrip the night a hijacker parachuted from a jetliner after receiving \$200,000 ransom.

The FBI declined to comment on the reports regarding the Thanksgiving eve aerial extortion.

None of the residents near the darkened McClellan airstrip said they saw the plane close enough on the dark, rainy and

gusty night to give a detailed description.

Mrs. Emil Neiger, who lives close to the airstrip, said she got a good look at the low-flying aircraft but added, "All planes look alike to me."

Mrs. Melvin Anderson, who lives across the road from the end of the strip, said she saw the light of the plane as it came in for a landing, sitting on the field and taking off. She said she was not sure how long the plane was down.

"I don't know whether it was

over there an hour or how long," she said. "I didn't time it. I couldn't see the plane itself."

Mrs. Frank Distefano reported she was returning home when she saw the plane flying low in the storm.

"I thought to myself, what's that nut doing up in the air on a night like this," she said. "It was a small plane but the engine sounded louder than a small plane's. I remember a large red light on the tail."

Mrs. Distefano said she believes she saw the same plane on the previous night

circling a spot to the east near St. Helens, Wash.

She said the plane on the

night of the hijacking was in the area about 8 p.m. to 9 p.m., flew north, circled and came back. She said she does not know where it went after that since it was raining and she was not watching anymore.

The Federal Aviation Administration's flight control center in Auburn, Wash., said there was no indication on radar of a light plane near the hijacked Boeing 727 in the southwest Washington area.

"If he was flying too low," a

controller said, "we wouldn't see it."

The hijacker, who used the name "D. B. Cooper," paid cash to "buy a ticket at the Northwest Airlines office at the Portland International Airport and then about a half hour later boarded the 727. He threatened the crew with a purported bomb, and after obtaining \$200,000 from the airline on the 727's arrival at Seattle-Tacoma Airport vanished from the craft by parachuting out a back door on a flight to Reno, Nev.

The FBI has not ruled out the possibility of an accomplice in the case, but said it had no evidence to substantiate that there had been more than one person involved in the escape.

The FBI conducted a search in the area around View and Woodland, Wash., earlier on the basis of plane flight information that the hijacker may have jumped near View. The time of the jump was believed to have been 9:15 p.m. on Nov. 26.

(Indicate page, name of newspaper, city and state.)
2.
Los Angeles Herald Examiner

Date: 12-4-71
Edition:
Author:
Editor:
Title:

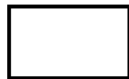
Character:
or
Classification:
Submitting Office:
 Being Investigated

164-497-66

SEARCHED <i>JA</i>	INDEXED <i>CB</i>
SERIALIZED <i>JA</i>	FILED <i>CB</i>

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TRES

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b7c



b6
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F B I

Date: 12/6/71

Transmit the following in PLAIN CODE
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

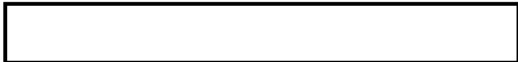
b6
b7C

TO: SAC, SEATTLE, 
SAC, PHOENIX,
SAC, LAS VEGAS AND *GEO*
SAC, WASHINGTON FIELD *GEO*

FROM: SAC, LOS ANGELES (164-497)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST; CAA DASH HIJACKING; EXTORTION; OO: SEATTLE.

RE LOS ANGELES TELETYPE TO WASHINGTON FIELD, SEATTLE AND PHOENIX DATED DECEMBER TWO LAST; PHOENIX TELETYPE TO BUREAU, WASHINGTON FIELD AND SEATTLE DATED DECEMBER THREE LAST; WASHINGTON FIELD TELETYPE TO BUREAU DATED DECEMBER THREE LAST; ~~RE LOS ANGELES TELEPHONE CALLS TO SEATTLE AND LAS VEGAS DECEMBER SIX INSTANT.~~



ADVISED AS FOLLOWS:

b6
b7C
b7D

164-497

CRS/jar
(1)

164-497-67

*SE 11:28
PX 1050
LV 11 30
WF 10:30*

CS

Approved: *WHS/jar*
Special Agent in Charge

Sent *11 30* M Per *DHS/jar*

DB Cooper-22773

PAGE TWO

LA 164-497

[REDACTED]

[REDACTED]

INVESTIGATION BY PHOENIX FAILED TO REVEAL [REDACTED]

[REDACTED]

INVESTIGATION BY WASHINGTON FIELD REVEALED [REDACTED]

[REDACTED]

INSTANT DATE [REDACTED]

RECONTACTED

[REDACTED]

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PAGE THREE

LA 164-497

[REDACTED]

b6
b7C
b7D

[REDACTED] APPARENTLY IDENTICAL TO
ONE OF SUBJECTS OF CURRENT INVESTIGATION OF LOS ANGELES
CAPTIONED [REDACTED]

b6
b7C
b7D

[REDACTED] LOS ANGELES FILE [REDACTED]
[REDACTED] REVIEW OF FILE REVEALS [REDACTED]
[REDACTED] QUESTIONABLE

RELIABILITY.

AS LOS ANGELES NOT FAMILIAR WITH DETAILS OF ROUTE
and landing,
~~TAKEN INTO RENO~~ LAS VEGAS IS REQUESTED TO EVALUATE
furnished by [REDACTED] *to determine*
INFORMATION CONCERNING THE ROUTE SO VALIDITY OF INFORMATION
has validity.
MAY BE EVALUATED.

b6
b7C
b7D

if info

LOS ANGELES MAINTAIN CONTACT WITH [REDACTED]
[REDACTED] ~~AND CONDUCT APPROPRIATE INVESTIGATION TO DETERMINE~~
~~VALIDITY OF INFORMATION BEING FURNISHED~~ [REDACTED]

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Armed and Dangerous.

F B I

Date: 12/6/71



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b7c

Transmit the following in PLAIN TEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SACS ~~SEATTLE (164-81) AND~~
KANSAS CITY
~~PORTLAND (164-41)~~
SAN FRANCISCO (164-220) JAK

FROM: SAC, LOS ANGELES (164-497)

AKA DAN COOPER;

UNSUB, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND
TO SEATTLE, NOVEMBER TWENTY FOUR, LAST, CAA DASH HIGHJACKING;
EXTORTION, OO: SEATTLE.

RE PORTLAND TELEPHONE CALL TO LOS ANGELES DECEMBER FIVE
LAST; LOS ANGELES TELEPHONE CALL TO PORTLAND DECEMBER FIVE LAST;
SAN FRANCISCO AND PORTLAND TELETYPES TO LOS ANGELES DECEMBER
FIVE LAST.

RE SUSPECTS, [REDACTED]

LOS ANGELES INDICES CONTAIN NO RECORD IDENTIFIABLE WITH [REDACTED]

[REDACTED]

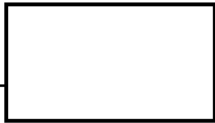
[REDACTED] IS SUBJECT OF LOS ANGELES FILE [REDACTED]

[REDACTED] IS MALE, NEGRO, BORN [REDACTED]

164-497
CRS/trb
(1)

164-497-65
Handwritten initials and signatures

SE-6220
KC-947/p
PD-549/p
SF-54/p



Approved: [Signature] Special Agent in Charge

Sent [Signature] M Per [Signature]

DB Cooper-22776

LA 164-497

PAGE TWO

[REDACTED] FBI NUMBER
[REDACTED]

b6
b7C

DISCREET INVESTIGATION CONDUCTED DECEMBER FIVE, LAST,
IN VICINITY [REDACTED] NO
ADDRESS OF [REDACTED] COULD BE LOCATED AS
SET FORTH IN REFERENCED PORTLAND TELETYPE.

b6
b7C

TWO VEHICLES OBSERVED IN VICINITY OF [REDACTED]
[REDACTED] RECORDS CALIFORNIA DEPARTMENT OF MOTOR
VEHICLES CHECKED AND OWNERS NOT IDENTIFIABLE WITH ANY OF
CAPTIONED SUSPECTS.

b6
b7C

LOS ANGELES AT [REDACTED] WILL THROUGH UNITED STATES
POST OFFICE, ASCERTAIN IF ADDRESS OF [REDACTED]
[REDACTED] EXISTS AND WILL DETERMINE IF INDIVIDUAL NAMED [REDACTED]
HAS RECEIVED MAIL ON [REDACTED]

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F B I

Date: 12/6/71

60

b6

b7C

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SAC PORTLAND (164-41) AND
SAC, SEATTLE (164-81)

FROM: SAC, LOS ANGELES (164-497) (P)

AKA DAN COOPER;

UNSUB, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR, SEVENTY ONE,
CAA-HIJACKING; EXTORTION, OFFICE OF ORIGIN: SEATTLE

RE PORTLAND TELETYPE TO SEATTLE, DECEMBER TWO LAST.

REFERENCED TELETYPE REFLECTS INTERVIEW OF

BY PORTLAND WITH REQUEST FOR LOS ANGELES TO CONDUCT
INQUIRY AT TO IDENTIFY PERSON
CLOSELY RESEMBLING UNSUB.

ON DECEMBER THREE LAST

COULD NOT RECALL

EMPLOYMENT RECORDS AT ABOVE COMPANY DATING

BACK TO REVIEWED AND NO RECORD OF

164-497
JFM/njr

(Handwritten circle with '2')

164-497-69

ED
2
LB

(Handwritten initials)

b6

b7C

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b6

b7C

b7D

b6

b7C

Approved: *(Handwritten signature)*
Special Agent in Charge

Sent *PD-5561* *SE-5561* M Per

EMPLOYMENT COULD BE LOCATED FOR [REDACTED]

[REDACTED]

[REDACTED] AREA. ARTIST CONCEPTION OF UNSUB EXHIBITED TO

[REDACTED] HE DOES NOT KNOW OF ANYONE FITTING DESCRIPTION

OR PHOTO CONCEPTION OF UNSUB IN [REDACTED]

[REDACTED] AREA.

[REDACTED] EXPLAINED [REDACTED]

[REDACTED]

[REDACTED] HAS NO INFORMATION TO FURNISH REGARDING [REDACTED]

[REDACTED]

THE LOCATION OF [REDACTED]

[REDACTED] IS BUSINESS

[REDACTED] INQUIRY DETERMINED

THIS FIRM HAS BEEN AT SAME LOCATION [REDACTED]

THIS LOCATION IS APPROXIMATELY [REDACTED]

[REDACTED] AREA. ATTEMPT TO

b6
b7C
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b6
b7C
b7D

b6
b7C

PAGE THREE

LA 164-497

LOCATE [REDACTED] WAS MADE WITHOUT
SUCCESS. PUBLIC SOURCE DATA ALSO FAILED TO LIST ANY
INFORMATION REGARDING FIRMS KNOWN AS [REDACTED]
[REDACTED]

b6
b7c

LEAD:

PORTLAND

AT [REDACTED] PORTLAND IS REQUESTED TO
RE-INTERVIEW [REDACTED]

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b7c
b7d

[REDACTED] FOR ADDITIONAL SPECIFIC INFORMATION REGARDING
HIS RECOLLECTION OF PERSON RESEMBLING UNSUB.

LOS ANGELES

AT LOS ANGELES, CALIFORNIA: WILL CONDUCT NO FURTHER
INQUIRY IN THIS ^{PHASE} ~~PHASE~~ UNTIL ADDITIONAL FACTS RECEIVED FROM
PORTLAND.

NR 006 SE PLAINTEXT

6:05 PM U R G E N T 12/6/71 [redacted]

TO LOS ANGELES

FROM SEATTLE (164-81) [redacted]

b6
b7C

b6
b7C

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

RE MINNEAPOLIS NITEL TO BUREAU DECEMBER TWO, SEVENTYONE.

RE: [redacted]

b6
b7C

SUSPECT FORMERLY EMPLOYED BY NORTHWEST AIRLINES AT SEATTLE AS

[redacted] LAID OFF APPROXIMATELY NINE MONTHS

b6
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AGO. DESCRIBED AS WHITE, MALE, DOB [redacted]

FIVE FEET SEVEN INCHES, DARK BROWN HAIR, AND BROWN EYES.

SUSPECT'S WIFE ADVISED ON DECEMBER SIX, SEVENTYONE, THAT SUSPECT LEFT SEATTLE AREA TWO WEEKS AGO AND IS NOW EMPLOYED BY

[redacted] IN LOS ANGELES

b6
b7C

AREA. HE IS STAYING AT THE CHASE HOUSE MOTEL, SEPULVEDA, CALIFORNIA, PHONE [redacted]

[redacted] EXPECTS HIM TO RETURN TO SEATTLE BEFORE CHRISTMAS.

END OF PAGE ONE

[redacted]

gs

5121

164-497-70

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12 DEC 6 1971	
ANGELES	
10121	

1

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PAGE 1
SE 164-81

LOS ANGELES AT SEPULVEDA, CALIFORNIA. WILL DISCREETLY
DETERMINE THE WHEREABOUTS OF THIS SUSPECT ON THE AFTERNOON AND
EVENING OF NOVEMBER TWENTYFOUR, SEVENTYONE.

ARMED AND DANGEROUS

E N D

HOLD FOR FOUR TELS

GLD FBI LOS ANGELES

12/6/71

PLAIN

AIRTEL

AIR MAIL - SPECIAL DELIVERY

TO: SAC, SEATTLE (164-81)
 FROM: ^NSAC, LOS ANGELES (164-497) (P)
 SUBJECT: UNSUB, aka
 Dan Cooper
 NORTHWEST AIRLINES
 FLIGHT NUMBER 305
 PORTLAND TO SEATTLE
 11/24/71
 CAA - HIJACKING; EXTORTION
 OO: Seattle

Re Los Angeles teletype to Seattle, 12/3/71.

RE: aka

b6
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Enclosed for Seattle are four photographs of
cantonied individual made available by

b6
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b7D

2 - Seattle (Encls. 4) (AM - SD)
1 - Los Angeles

crs/kah/mlh
(3)



CAJ
164-497-
b6
b7C

DB Cooper-22783

NR593 NP PLAIN

5:32 PM NITEL 12/6/71 WEC

TO: LOS ANGELES

FROM: MINNEAPOLIS (164-73) 1P

[Redacted]

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST; CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

RE MINNEAPOLIS CALL-TO LOS ANGELES TODAY.

[Redacted] NORTHWEST

AIRLINES PARENTHESIS NWAL END PARENTHESIS, ADVISED TODAY HE RECEIVED TELEPHONE CALL FROM [Redacted] NWAL, [Redacted]

[Redacted] FIVE SIX ZERO ZERO CENTURY, LOS ANGELES, INTERNATIONAL AIRPORT PARENTHESIS TELEPHONE [Redacted]

[Redacted] END PARENTHESIS TODAY AT THREE FORTY-SIX P.M. [Redacted] STATED [Redacted]

[Redacted] COULD IDENTIFY UNKNOWN SUBJECT AFTER SEEING ARTIST'S CONCEPTION WHICH APPEARED LOS ANGELES NEWS-PAPERS. [Redacted] HAD NO FURTHER INFORMATION REGARDING IDENTITY OF THIS INDIVIDUAL.

LOS ANGELES IMMEDIATELY CONTACT [Redacted] AT ABOVE ADDRESS AND INTERVIEW [Redacted] REGARDING IDENTITY OF UNSUE.

P.

SEATTLE ADVISED BY MAIL.

END

JAA FBI LOS ANGELES CLR

Tel checked to Denver & AM & Seattle on 1/27/71

164-477-72

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ANGELES	

[Redacted]

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UNITED STATES GOVERNMENT

Memorandum

TO : SAC, [redacted]

DATE: 11/27/71

b6
b7C

FROM : SA [redacted]

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST ORIENT
AIRLINES, FLIGHT NUMBER 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING
OO: Seattle

AT LOS ANGELES, CALIFORNIA

On 11/27/71, at twelve noon, Airport Duty Agent [redacted] telephonically advised that he had received telephonic information from [redacted] Federal Aviation Association (FAA) that [redacted] had been called by an employee at Northwest Orient Airlines, telephone number [redacted] and that the employee had received a telephone call from a [redacted] telephone number [redacted] who advised she had heard a woman caller on the KABC radio talk show of [redacted] say her husband may have been the airline hijacker.

b6
b7C

The following investigation was conducted by SA [redacted]

b6
b7C

KABC Radio Station, telephone number 663-3311, was contacted and [redacted] of the talk show in progress, [redacted] advised that he had not heard any such call from 6:00 a.m. to noon. [redacted] advised that the [redacted] show was on from 1:00 a.m. to 6:00 a.m. He stated he had no phone number for [redacted] or his producer [redacted] recommended contact with [redacted] KABC [redacted] at his residence,

b6
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[redacted] advised that [redacted] residence phone number in Malibu was [redacted] and [redacted] residence phone number was [redacted] advised that a record is usually kept of callers by name but not always by return phone number. [redacted] advised [redacted]

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(3)

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Buy U.S. Savings Bonds Regularly on the Payroll Savings

DB Cooper-22785

[redacted]

that all calls of the program are recorded. [redacted] advised that he would have a tape available for the FBI at 9:00 a.m., Monday morning, 11/29/71 and that an agent of the FBI should contact him at KABC Radio Station, 663-3311, to pick up the tape if it was desired.

[redacted] further advised that he would check the log and see if the name was available for the caller.

[redacted] recontacted SA [redacted] and stated that the record at the station was temporarily unlocatable. He advised that he would alert all his personnel on talk shows to keep careful records on callers and their phone number in the event that this incident should be repeated. [redacted] advised that he had formerly cooperated with the Bureau while being in the newscast business in the Baltimore, Maryland, area.

[redacted] was contacted at [redacted] and she advised that she is an elderly woman who resides in a room of the home of [redacted] at [redacted] Hollywood, California. She advised that she had been listening to the [redacted] Talk Show, KABC Radio, between 5:00 a.m. and 6:00 a.m. and had heard an unidentified woman caller and that the woman sounded to her approximately 30 to 40 years of age.

[redacted] advised she was always at home and could be contacted at any time. [redacted] was requested to repeat to the best of her ability the conversation as she recalled and that a stenographer at the Los Angeles Division of the FBI would take down the information:

AT LOS ANGELES, CALIFORNIA

[redacted] advised that to the best of her recollection, the following was the conversation between newscaster [redacted] of the KABC talk show and unknown woman caller at approximately 5:00 a.m. to 6:00 a.m., November 27, 1971:

b6
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Unknown Female:

"Hello. The man who hijacked the northwest plane sounds very much like my husband."

[redacted]

"Why do you say that?"

Unknown Female:

"He had been a paratrooper with the 101st airborne."

[redacted]

"Did he need the money?"

Unknown Female:

"No, they got away with \$35,000 (silence) but it was legal. It sounds like something he would do."

b6
b7c

[redacted]

"Why would he do this?"

Unknown Female:

"Why would he leave me after seven years of marriage."

[redacted]

"Did he ever talk about hijacking?"

Unknown Female:

"He had talked about the boy who took the plane to Italy and he had bungled the job."

[redacted] stated that the unknown female caller had mentioned more than one time that her husband had been a paratrooper.

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[redacted]

b6
b7C

The following investigation was conducted by SA [redacted]:

Both [redacted] and [redacted] were telephonically contacted this date and stated that neither could recall specifically the exact words of the conversation concerning the woman who had called in reference to the airline hijacking. They did state that the extent of the conversation was substantially as that related earlier by [redacted]

b6
b7C

[redacted] stated that the radio station would have a tape recording of the conversation and could make it available to the FBI.

b6
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[redacted] had the call sheet and determined that the telephone call was received at approximately 5:20 a.m. over the "Glendale line" from a person identified as [redacted]

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As they recalled, [redacted] did not furnish an address or phone number. [redacted] thought he recalled that she had stated her husband was a [redacted]

b6
b7C

[redacted] was recontacted at [redacted] and advised of the name of the caller and the approximate time of the call to the radio station. He said he would attempt to locate the tape of the conversation and advise.

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UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/6/71

FROM : SA [REDACTED]

b6
b7C

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST AIRLINES
FLIGHT 305
Portland to Seattle
11/24/71
CAA-HIJACKING

Re memo by SA [REDACTED] dated 11/27/71.

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Referenced memo sets forth information regarding a KABC talk show wherein a caller called in and thought the unknown subject in this case might be her husband.

The radio station did not obtain any identifying data of the caller and there is no way that she will be able to be identified based on information we have in this phase. A tape recording of this female and her conversation was obtained. The tape recording has been transcribed and is ~~attached to~~ this memo.

I have reviewed this transcription and there is no information to indicate who the caller was, who the individual she was talking about or anything else that would make it logical to pursue this phase any further.

Based on review of numerous complaint forms from duty Special Agent's, it does not appear that the caller has furnished information set out in the transcribed tape recording to this office.

It is recommended no further action be taken.

164-497-74

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DEC 6 1971	
LOS ANGELES	

[REDACTED]

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JFM/lsk
(2) *lsk*



KABC RADIO
GENE GRANT SHOW
11/27/71
5:45 PM

GRANT: Hello.

Unknown
Female: Yes.

GRANT: Yes, good morning.

U.
Female: Are you the man on?

GRANT: I'm the man, yes.

Female: Well, I want to talk about this hijacking bit.

GRANT: Alright.

Female: I think my husband did it.

GRANT: You think your husband did it?

Female: Um hum.

GRANT: What makes you think that he did it?

Female: Well, he departed and I will refer to him as the departed, but ah, he was a brilliant man, and had an intensive interest in hijacking. Also he was a paratrooper for the 101st Air Borne and I found out through private detectives later on he was....

GRANT: Well I suggest that you contact the FBI if you really believe that.

Female: Well, I might do it tomorrow.

GRANT: Well, don't wait, let's do it.

Female: I think he did it though, because he was a fantastic man, he wrote beautifully...(Inaudible) ...he was quite unusual.

GRANT: But why would he do such a thing as this?

Female: Why did he leave me after seven years?

GRANT: I don't know. But that, only he can answer. But why do you think he would jump out of an airplane and take \$200,000.00? Did he need the money that badly?

Female: Not really, because he was the kind of a guy that didn't really care much about money but he knew what money could do.

GRANT: Is he the type of man that would do such a thing, do you know?

Female: I didn't think so.....

GRANT: Then what gives you the idea that your former husband would do that?

Female: He's not my former husband.

Female: Yeah.

GRANT: Well, your runaway, arrant husband. What makes you think that he did it?

Female: Because of his fantastic imagination.

GRANT: Well, other than having a fantastic imagination....

Female: He was a paratrooper.

GRANT: And other than being a paratrooper in the 101st Air Borne. What other things would lead you to believe that he did it.

Female: Because he hot away with about \$35,000.00, and all legally because somebody was (inaudible).

GRANT: You mean this is the type of man that would do such a thing?

Female: I think he'd do it.

GRANT: You mean he's bored, and you think that he's doing this because he's bored?

Female: Oh, yes.

GRANT: Um hum.

Female: But he doesn't want it for the money really....I don't think.

GRANT: I would like to find out if you contact the FBI then I would like to know a little more relevant information that would lead me to believe that he would do such a thing. Did he ever mention sky diving?

Female: Never, but he was extremely interested, remember that kid went to Italy?

GRANT: Um hum.....

female: He was very interested in that, I didn't think he would do it. And then he was a paratrooper, and ah..... 'cause we're all kind of interested you know. And...he said that that kid shouldn't have..... one sense and so on.

GRANT: Well, stop and repeat the whole thing and then call the FBI but they will probably want a little more relevance to the story as to why you believe he did it and what you've told me. But don't let that stop you, call the FBI anyway.

Female: Ok, good bye.

GRANT: Good bye.

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/6/71

[redacted]
[redacted] California, was interviewed at his place of employment,
[redacted] telephone
[redacted] and furnished the following information:

b6
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[redacted] said he started parachute jumping about 10
years ago and is currently considered an expert and jumpmaster.
[redacted] known as
the Latin Sky Diving Club. Most of the members [redacted]
[redacted] advised
that his club has jumped at Perris, California Airport; Elsinore,
California Airport; and at other airports in the west.

b6
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[redacted] identified the other members of the Latin
Sky Diving Club as follows:

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b7D

[redacted]
San Pedro, California
[redacted]

b6
b7C
b7D

[redacted]
Los Angeles, California
[redacted]

[redacted]
West Covina, California
[redacted]

b6
b7C
b7D

Member - [redacted]
[redacted]
Compton, California
[redacted]

Member - [redacted]
[redacted]
East Los Angeles, California
[redacted]

Interviewed on 12/2/71 at Whittier, California File # Los Angeles 164-497-75

by [signature] SA [redacted] (cjl) Date dictated 12/6/71

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2
LA 164-497

Member - [redacted]

Can be located through [redacted]

Member - [redacted]

Whittier, California

[redacted]

[redacted]

[redacted]

[redacted] was unable to identify the artist's conception of the unknown subject in this case as [redacted]

[redacted] He advised his sky-diving group is composed of expert jumpers and [redacted] He stated the [redacted] and he will show the drawing at [redacted] He advised that since the high-jacking, [redacted]

[redacted]

[redacted] advised that [redacted] telephone [redacted]

[redacted] suggested that [redacted] to furnish some information in this case. He also identified [redacted] telephone [redacted]

[redacted] said that [redacted]

[redacted] The plane took off from Long Beach, California Airport, [redacted]

[redacted]

[redacted]

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b6
b7C
b7D

b6
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b7D

SPECIAL

NY 263 LV CODE

1145 AM URGENT 12-7-71 EB

TO SEATTLE 164-S1

PHOENIX

WASHINGTON FIELD

LOS ANGELES 164-497

FROM LAS VEGAS 164-60

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
NOVEMBER TWENTY-FOUR, SEVENTY-ONE; CAA - HIJACKING; EXTORTION.
OO: SEATTLE.

RE SEATTLE NITEL DECEMBER SIX LAST CONCERNING INFORMATION
FROM [REDACTED]

IT IS NOT FELT THAT INFORMATION FROM SOURCE THAT UNSUB

[REDACTED]
[REDACTED] AS STATED IN LAS VEGAS TEL
NOVEMBER TWENTY-SIX LAST, FAA, RENO, MADE INITIAL CONTACT WITH
INSTANT FLIGHT AT FRENCHMAN'S RESERVIOR, CALIFORNIA, TEN THIRTY-
TWO PM. AT THIS POINT FLIGHT TURNED DUE EAST TO THE NEVADA BORDER
AND PROCEEDED DUE EAST TO A POINT TWELVE MILES INSIDE BOUNDARY
OF NEVADA. IT THEN PROCEEDED DIRECTLY SOUTH TO RENO, A DISTANCE
OF APPROXIMATELY TWENTY-FIVE MILES. FLIGHT CIRCLED BRIEFLY IN THE
RENO - SPAKRS, NEVADA, AREA BEFORE LANDING.

END PAGE ONE

164-497-77

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FELLS	
[REDACTED]	

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b7D

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PAGE TWO

LV 164-60

AT TIME OF INITIAL CONTACT INSTANT FLIGHT MAINTAINED ALTITUDE OF ELEVEN THOUSAND FEET AND WAS NOT AT A LOW ALTITUDE UNTIL THE TIME THAT IT CIRCLED OVER THE SPARKS - RENO AREA. IT MADE TWO CIRCLES OVER THIS AREA AND THIS AREA IS A HEAVILY POPULATED AREA WITH RESIDENTIAL AND BUSINESS TYPE STRUCTURES.

LAS VEGAS COMPLETED DETAILED SEARCH OF ENTIRE ROUTE OF TRAVEL OF HIGHJACKED AIRCRAFT IN NEVADA FROM SMALL LOW FLYING SLOW SPEED AIRCRAFT SUPPLEMENTED BY FOUR WHEEL DRIVE LAND VEHICLE IN ANY AREA DEEMED NOT TO HAVE BEEN COVERED BY AIRCRAFT OBSERVATION. SEARCH REVEALED NO INDICATION OF PARAPHERNALIA WHICH OR INDIVIDUAL WHO MIGHT BE CONNECTED WITH CAPTIONED HIJACKING.

AS STATED FLIGHT PROCEEDED DUE EAST AND THE ONLY TIME IT COULD BE SAID THAT WAS WHEN IT WAS OVER ABOVE - MENTIONED RENO - SPARKS' AREA.
END

LRS FBI LOS ANGELES CLR

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SPECIAL

NR 007 BS PLAIN

4:50PM URGENT 12-7-71 DLN

TO: SEATTLE (164-31)

LOS ANGELES

FROM: BOSTON (164-153)

UNSUB; AKA, DAN COOPER; NORTHWEST AIRLINES FLIGHT
THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR
LAST; CAA-HIJACKING, EXTORTION, OO: SEATTLE, BUFILE
ONE SIX FOUR-TWO ONE ONE ONE

RE DALLAS TELETYPE DATED DECEMBER SIX LAST AND BOSTON
TELEPHONE CALL TO LOS ANGELES DECEMBER SEVEN INSTANT,
RE SUSPECT [REDACTED]

PERSONNEL RECORDS, [REDACTED]

[REDACTED] REFLECT [REDACTED]

[REDACTED] ADDRESS IS [REDACTED]

END PAGE ONE

*Traveling Lead
Discont. per
Sect 7. 12/8/71*

164-497-78 1

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DB Cooper-22800

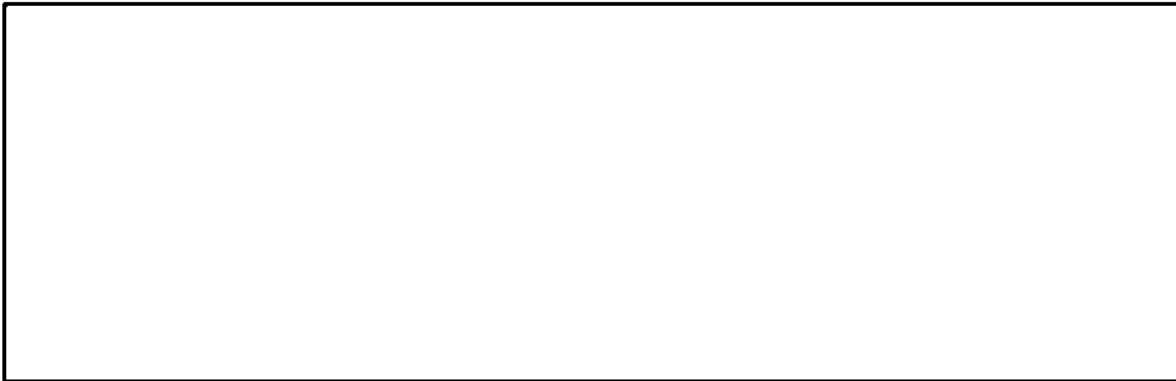
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b7C

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b7C

DC 154-153

PAGE TWO



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RETEL DESCRIBES [REDACTED] WMA, BORN [REDACTED]

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b7c

[REDACTED] SEVENTYTWO INCHES, ONE HUNDRED EIGHTY

FIVE POUNDS, [REDACTED] EYES, FBI NUMBER [REDACTED]

LOS ANGELES LOCATE [REDACTED] AND ESTABLISH HIS WHEREABOUTS

b6
b7c

AT TIME OF CAPTIONED VIOLATION.

INFORMATION COPIES SENT BY AIRMAIL TO DALLAS, ALBUQUERQUE,
CHICAGO, AND SAN FRANCISCO.

ARMED AND DANGEROUS.

END.

LRS FBI LOS ANGELES CLR

FBI

Date: 12/7/71

PLAINTEXT

Transmit the following in _____
(Type in plaintext or code)

Via TELETYPE _____
(Priority)

TO: SAC, SEATTLE AND SAC PORTLAND
SAN FRANCISCO DEP
KANSAS CITY PLG

FROM: SAC, LOS ANGELES (164-497)

UNSUB; ALSO KNOWN AS DAN COOPER; NORTHWEST AIRLINES
FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY
FOUR SEVENTY ONE; CAA-HIJACKING; EXTORTION; OFFICE OF ORIGIN:
SEATTLE

RE PORTLAND TELEPHONE CALL TO LOS ANGELES DECEMBER FIVE
LAST AND PORTLAND TELETYPE TO SEATTLE DECEMBER FIVE LAST,
SAN FRANCISCO TELETYPE TO SEATTLE DECEMBER FIVE LAST, AND
LOS ANGELES TELETYPE TO SEATTLE DECEMBER SIX LAST.

RE SUSPECTS [REDACTED]

ALSO KNOWN AS [REDACTED]

INVESTIGATION ON DECEMBER SIX LAST AT [REDACTED]

[REDACTED] ESTABLISHED [REDACTED]

[REDACTED]

164-497
CRS/njr
(1)

164-497-19
SEARCHED
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FILED
DEC 10 1971
FBI - LOS ANGELES
[Handwritten initials]

Approved: [Signature]
Special Agent in Charge

Sent SF 15/p SE 2 00/p
RD 2 05/p KC 2 10/p
M

Per [Signature]

DB Cooper-22802

PAGE TWO

LA 164-497

[REDACTED]

b6
b7C
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[REDACTED] INTERVIEWED
BY BUREAU AGENTS.

[REDACTED]

b6
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[REDACTED]

AND DESCRIBED AS WHITE MALE, [REDACTED] YEARS, SIX FEET
TALL, ONE SEVEN ZERO POUNDS, DARK HAIR, AND [REDACTED]

[REDACTED] SEVERAL
POLICE AGENCIES, BUT THIS NOT VERIFIED. ARTIST SKETCH
DISPLAYED AND DOES NOT RESEMBLE [REDACTED]

[REDACTED]

[REDACTED]

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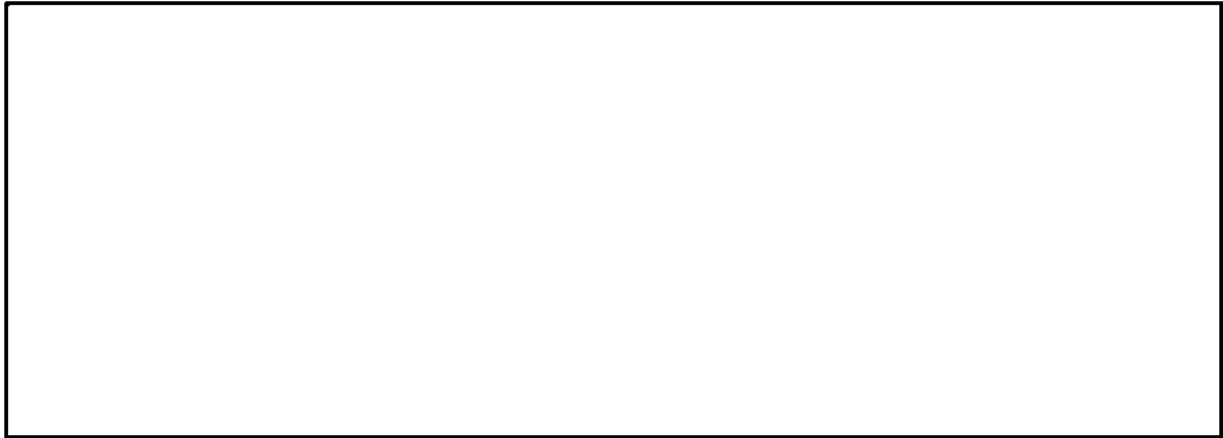
[REDACTED]

[REDACTED]

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[REDACTED]

PAGE THREE
LA 164-497



b6
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UNKNOWN.

NAME OF [REDACTED] UNKNOWN TO [REDACTED]

b6
b7C
b7D



LOS ANGELES WILL CONDUCT INVESTIGATION AT [REDACTED]

[REDACTED] *IN EFFORT*
AND CONDUCT
TO IDENTIFY [REDACTED] (LNU).

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b7D

~~ALL ADDITIONAL INVESTIGATION TO ASCERTAIN WHEREABOUTS OF~~
~~CAPTIONED SUSPECTS.~~

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

NR015 SE PLAIN

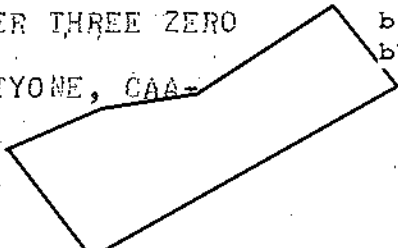
4:14PM URGENT 12/7/71 VAB

TO LOS ANGELES

SAN FRANCISCO

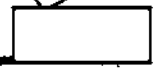
FROM SEATTLE (164-81)

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA-HIJACKING; EXTORTION. OO: SEATTLE.



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RE NEW YORK TELETYPE, DECEMBER TWO, SEVENTYYONE, RE



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W

FOR THE INFORMATION OF LOS ANGELES AND SAN FRANCISCO, ON DECEMBER ONE, SEVENTYONE, [REDACTED] PORT OF NEW YORK AUTHORITY POLICE DEPARTMENT, LA GUARDIA AIRPORT, ADVISED BUREAU AGENTS OF AN INCIDENT OCCURRING AT LA GUARDIA IN THE SPRING OF SEVENTYONE.

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[REDACTED] STATED THAT TWO WHITE MALE INDIVIDUALS IDENTIFYING THEMSELVES AS [REDACTED] APPEARED AT THE EASTERN AIRLINES TICKET OFFICE AT LA GUARDIA AND ATTEMPTED TO PURCHASE TICKETS FOR
END PAGE ONE

Handwritten

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164-497-80

SEARCHED	INDEXED
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DEC 7 1971	

FLIGHT TO MIAMI WITH FRAUDULENT CREDIT CARD. TICKET AGENT RECOGNIZED FRAUDULENT CREDIT CARD AND ATTEMPTED TO STALL THE TWO PASSENGERS WHO LEFT THE COUNTER ABRUPTLY, BUT WHO HAD PREVIOUSLY CHECKED THEIR LUGGAGE WHICH THEY LEFT BEHIND. THE LUGGAGE BECAME PROPERTY OF PORT AUTHORITY POLICE DEPARTMENT AND UPON INSPECTION IT WAS ASCERTAINED THAT ONE OR BOTH THESE INDIVIDUALS WAS AN EXPERIENCED AND ACTIVE SPORTS PARACHUTIST. A PERSONAL LETTER LOCATED IN THE LUGGAGE INDICATES THIS INDIVIDUAL, WHO IS PROBABLY [REDACTED]

b6
b7c

[REDACTED] MAY HAVE BEEN INCARCERATED AT ONE TIME. INCLUDED IN THE LUGGAGE WAS A [REDACTED]

[REDACTED]

END PAGE TWO



b6
b7c

[REDACTED] ALSO INCLUDED IN THE LUGGAGE WAS A SPORTS PARACHUTIST'S LOG BOOK BEARING NO NAME.

LOS ANGELES, AT [REDACTED] CALIFORNIA, ATTEMPT TO DEVELOP INFORMATION CONCERNING [REDACTED] TO DETERMINE WHETHER HE COULD BE UNSUB IN THIS MATTER.

b6
b7c

SAN FRANCISCO AT MONTEREY, CALIFORNIA, REVIEW RECORDS OF U.S. PARACHUTE ASSOCIATION FOR INFORMATION CONCERNING [REDACTED] -P- ARMED AND DANGEROUS.

b6
b7c

END

LRS FBI LOS ANGELES CLR

FBI



b6
b7C

Date: 12/7/71

Transmit the following in PLAINTEXT

(Type in plaintext or code)

Via TELETYPE

Noted
(Priority)

TO: SAC, SEATTLE (164-81) AND SAC, ~~KNOXVILLE~~ *Memphis (FACSIMILE)*
FROM: SAC, LOS ANGELES (~~164-497~~)

UNSUB; ALSO KNOWN AS DAN COOPER, NORTHWEST AIRLINES
FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER
TWENTY FOUR, SEVENTY ONE; CAA-HIJACKING; EXTORTION; OFFICE
OF ORIGIN: SEATTLE

RE SUSPECT

THIS DATE

ADVISED HE IS



HE DESCRIBED AS WHITE

MALE, THIRTY SEVEN TO FORTY YEARS, SIX FEET ONE INCH, ONE
EIGHT ZERO POUNDS, BROWN HAIR, RECEDING AT SIDES, BROWN EYES

164-497
CRS/njr
(1)

ME 5:00 AM TSS/RL
SE-623
KX-908 - sent BY mistake
Note: KX ADVISOR
Rel
Regno
Ch

Approved: *[Signature]*
Special Agent in Charge

Sent *PM* Per *[Signature]*

b6
b7C

b6
b7C
b7D

b6
b7C

PAGE TWO
LA 164-497

[REDACTED]

SAME DATE RECORDS OF [REDACTED]

[REDACTED] REVEALED [REDACTED]

[REDACTED]

DESCRIPTION IN FILE AS FOLLOWS: WHITE MALE, BORN

[REDACTED]

HEIGHT SIX FEET TWO INCHES, TWO HUNDRED POUNDS, BROWN

HAIR, BROWN EYES, MILITARY [REDACTED]

[REDACTED] SERIAL NUMBER

[REDACTED] SOCIAL SECURITY

NUMBER [REDACTED]

[REDACTED]

~~MEMPHIS~~ ^{Memphis} AT [REDACTED] TENNESSEE CONDUCT APPROPRIATE

INVESTIGATION AT LAST KNOWN [REDACTED]

[REDACTED] TO ESTABLISH WHEREABOUTS OF [REDACTED] ON NOVEMBER TWENTY
FOUR LAST.

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

b6
b7C
b7D

b6
b7C
b7D

b6
b7C

F B I

Date: 12/7/71



b6
b7C

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SAC, SEATTLE (164-81)
FROM: SAC, LOS ANGELES (164-497)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES, FLIGHT
THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR
LAST; CAA - HIGHJACKING; EXTORTION. OO: SEATTLE

RE ~~LATIN~~ SKY DIVING CLUB: ON DECEMBER TWO LAST



KNOWN AS LATIN SKY DIVING CLUB.

MEMBERS

JUMPED AT PARRIS, ^{and} ~~CALIFORNIA~~; ELSINORE,
CALIFORNIA AND OTHER AIRPORTS IN WEST.



crs/lme
(1)



Handwritten notes and signatures

b6
b7C
b7D

b6
b7C

Approved: *OK #13*
Special Agent in Charge

Sent *6:15* *PM* Per *ABE* *164-497-52*

DB Cooper-22810

LA 164-497
PAGE TWO

[REDACTED]

STATES ARTISTS CONCEPTION OF HIJACKER NOT IDENTIFIABLE WITH

[REDACTED]

LATIN SKY DIVING GROUP COMPOSED

OF EXPERT JUMPERS

[REDACTED]

[REDACTED]

ARTISTS SKETCH WILL BE DISPLAYED

[REDACTED]

HE ADDS

[REDACTED]

[REDACTED]

[REDACTED]

TO FURNISH INFORMATION REGARDING

SUSPECTS.

HE ALSO IDENTIFIED

[REDACTED]

[REDACTED]

HE STATED

[REDACTED]

[REDACTED]

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

LA 164-497
PAGE THREE

LOS ANGELES WILL ~~LOCATE AND~~ INTERVIEW

b6
b7C
b7D



FOR ADDITIONAL INFORMATION AND IDENTIFICATION OF
POSSIBLE SUSPECTS, ~~THIS OFFICE~~

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

F B I

Date: 12/7/71



b6
b7C

Transmit the following in PLAINTEXT
(Type in plaintext or code)


Via TELETYPE NITEL
(Priority)



TO: SAC, SEATTLE (164-81)
FROM: SAC, LOS ANGELES (164-497)

UNSUB, AKA DAN COOPER, NORTHWESTERN AIRLINES, FLIGHT THREE
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR LAST,
CAA DASH HIJACKING; EXTORTION, OO: SEATTLE

RE SEATTLE TELETYPE TO LOS ANGELES DECEMBER SIX LAST.

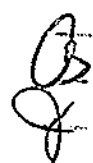
RE: 



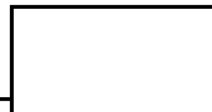
 OBSERVED CAPTIONED PERSON
REGISTER AT MOTEL AT FOUR FIFTY-THREE P.M. ON NOVEMBER TWENTY-
FOUR, LAST. 



164-497-83



164-497
crs/rsr
(1)





b6
b7C

b6
b7C

b6
b7C

Approved: WBS/bw
Special Agent in Charge

Sent 10²⁹ P M Per tal

DB Cooper-2281B

FBI

Date: 12/7/71



b6
b7c

Transmit the following in PLAIN TEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

SAC, SAN FRANCISCO (164-220)

SAC, LOS ANGELES (164-497) P

UNSUB, AKA DAN COOPER, NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, ELEVEN TWENTYFOUR SEVENTYONE, CAA HIJACKING; EXTORTION. OO: SE RE: SUSPECT [REDACTED]

b6
b7c

RE SF TELETYPE TO LOS ANGELES TWELVE THREE LAST.
SUSPECT: [REDACTED]

b6
b7c

OCCUPIED BY [REDACTED] ADVISED HE
[REDACTED] FURNISHED

FORWARDING ADDRESS [REDACTED]

[REDACTED]

Unsub Armed and Dangerous

164-497-84

- 1 - LOS ANGELES
- 1 - SEATTLE (AM) (164-81)
- EAR
- (2)

[Handwritten initials]

[Handwritten initials]

b6
b7c

Approved: *[Handwritten signature]*
Special Agent in Charge

Sent *1046 p* M Per *[Handwritten initials]*

DB Cooper-22814

F B I

Date: 12/7/71

PLAINTEXT

Transmit the following in _____
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SAC, SEATTLE (164-81)
SAC, SAN FRANCISCO (164-220)
FROM: SAC, LOS ANGELES (164-497)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES, FLIGHT
THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR
LAST, CAA-HIJACKING, EXTORTION, OO: SEATTLE.

RE SUSPECT [REDACTED]

THIS DATE, [REDACTED]

[REDACTED] REQUESTING TO REMAIN ANONYMOUS, BUT KNOWN TO
URGENT [REDACTED] OF ~~THE~~ LOS ANGELES DIVISION, STATED

[REDACTED] BEARS STRIKING RESEMBLANCE TO ARTIST'S SKETCH
OF HIJACKER.

SOURCE ADVISES [REDACTED]

[REDACTED]

PHOTOGRAPH AND DESCRIPTIVE DATA RE [REDACTED] MAINTAINED

[REDACTED]

164-497
crs:caa
(1)

164-497-85
SE-1032 P
SF-1048 P
[Handwritten initials]

Approved: *[Signature]*
Special Agent in Charge

Sent _____ M Per *[Signature]*

DB Cooper-22815

b6
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b6
b7C
b7D
b6
b7C
b7D
b6
b7C
b7D

LA 164-497

PAGE TWO

SAN FRANCISCO, [REDACTED] CALIFORNIA: CONTACT

[REDACTED] ~~OBTAI~~ PHOTOGRAPH FOR ~~IDENTIFY~~ TO

~~WITNESSES AT SCENE~~ AND OBTAIN BACKGROUND DATA ~~FOR~~ AND SET
OUT LEADS TO ESTABLISH
PURPOSE OF ESTABLISHING WHEREABOUTS OF [REDACTED] DURING EVENING
~~PERTINENT PERIOD~~ OF 11/24/77.

Whsub considered Armed and Dangerous

b6
b7C
b7D

F B I

Date: 12/7/71



Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SAC, DENVER *CR*
SAC, SEATTLE (164-81) (AIR MAIL)
FROM: SAC, LOS ANGELES (164-497)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR LAST; CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

RE MINNEAPOLIS TELETYPE TO LA, DECEMBER SIX LAST.

RE SUSPECT; [REDACTED]

ON DECEMBER SIX LAST [REDACTED]

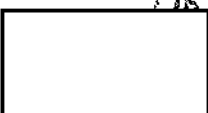
NORTHWEST AIRLINES (NWAL), ADVISED MINNEAPOLIS OFFICE OF TELEPHONE CALL RECEIVED FROM [REDACTED] NWAL, LA INTERNATIONAL AIRPORT. [REDACTED] STATED MAN THEN AT HIS OFFICE AND [REDACTED] COULD IDENTIFY UNKNOWN SUBJECT AFTER SEEING ARTIST'S CONCEPTION APPEARING IN LA NEWSPAPERS.

LA CONTACTED [REDACTED] AND ASCERTAINED MAN REFERRED

TO WAS [REDACTED]

1 - Minneapolis (AM)
1 - Seattle (AM)
164-497
crs/lsp
(2)

164-497-86



CRD

Approved: *W. J. ...*
Special Agent in Charge

Sent *PA* *11:00* Per *...*

DB Cooper-22817

b6
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b6
b7C

b6
b7C

b6
b7C

LA 164-497

PAGE TWO

[REDACTED] STATES HE [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] DESCRIBED AS WHITE MALE, [REDACTED] YEARS,

b6
b7C

[REDACTED]

[REDACTED] STATES ARTIST'S CONCEPTION OF HIJACKER APPEARS IDENTICAL TO [REDACTED]

b6
b7C

[REDACTED]

DENVER AT [REDACTED] DENVER, COLORADO, WILL REVIEW [REDACTED] RECORDS IN EFFORT TO IDENTIFY [REDACTED]

b6
b7C

[REDACTED] OBTAIN PHOTOGRAPH AND BACKGROUND DESCRIPTION.

~~IF IDENTIFIED FURNISH PHOTOGRAPH TO SEATTLE FOR POSSIBLE DISPLAY TO WITNESSES AND SET OUT APPROPRIATE~~

LA 164-497

PAGE THREE

set out appropriate

LEADS TO ESTABLISH WHEREABOUTS OF ON NOVEMBER

TWENTY FOUR LAST.

b6
b7c

NR 013 SE PLAINTEXT

12:35PM NITEL 12/6/71 SENT 12/7/7158.

TO ALEXANDRIA

BUTTE

CINCINNATI

HONOLULU (VIA WASHINGTON, D.C.)

LOS ANGELES

MIAMI

NEW YORK

OKLAHOMA CITY

SAN FRANCISCO

WFO

FROM SEATTLE (164-81)

UNSUB; AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTYONE. CAA-
HIJACKING; EXTORTION. OO: SEATTLE.

RE: [REDACTED]

PHOTOGRAPH OF [REDACTED] EXHIBITED TO THREE WITNESSES AT [REDACTED]

WHO ADVISED [REDACTED] NOT IDENTICAL TO UNSUB. ALL OFFICES DISCONTINUE

RE [REDACTED] -P-

ARMED AND DANGEROUS.

E N D

GJH FOR TWO

FBI LOS ANGELES

HOLD

*Advised 12/7/71
to [REDACTED]*

[Handwritten signature]

164-497-87

SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
12 DEC 7 1971	
FBI LOS ANGELES	
[REDACTED]	
[Handwritten initials]	

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b7c

b6
b7c

NR 024 SE PLAINTEXT

10:18PM URGENT 12/7/71 TIM

TO LOS ANGELES

SACRAMENTO

FROM SEATTLE (164-81)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE KANSAS CITY TELETYPE TO SEATTLE, DECEMBER SEVEN, INSTANT, AND RE [REDACTED] - SOURCE.

b6
b7C
b7D

[REDACTED]

b6
b7C
b7D

LOS ANGELES, AT [REDACTED] CALIFORNIA, WILL THROUGH [REDACTED] ATTEMPT TO LOCATE [REDACTED] AND INTERVIEW HIM CONCERNING ABOVE INFORMATION AND IDENTITY OF UNSUB.

b6
b7C
b7D

SACRAMENTO AT [REDACTED] WILL ATTEMPT TO LOCATE [REDACTED] AND INTERVIEW HIM. -P-

b6
b7C

ARMED AND DANGEROUS

END

HOLD

Handwritten signature

12/11/71
ADVISED PERSONAL IDENT. TR
SEATTLE ADVISED TT 12/11/71

164-497-58

SEARCHED	INDEXED
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DEC 10 1971	
FBI - LOS ANGELES	

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b7D

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497)(P) DATE: 12/7/71

FROM : SA [redacted]

b6
b7C

SUBJECT: UNSUB; aka
Dan Cooper; Northwest Airlines
Flight 205, Portland to Seattle,
November 24, 1971
CAA - HIJACKING; EXTORTION
(OO: Seattle)

Re Seattle teletype to Los Angeles dated 12/6/71,
furnishing name of [redacted]

b6
b7C

[redacted] advised SA
[redacted] on 12/7/71 that [redacted] registered
at this hotel on 11/24/71 at 4:53 p.m. and [redacted]
[redacted] at this motel. [redacted] is in
[redacted] His home address is listed in the motel records
as [redacted] Washington. The records
indicate he is employed by the [redacted]

b6
b7C

[redacted] said he casually knows [redacted] as an
occupant of this motel. He said [redacted] is [redacted]
[redacted] He said [redacted] is in his
early or middle twenty's, is about 5'9" tall, dark curly
hair, nice looking and in no way resembles the description
or artist's concept of the Unsub.

b6
b7C

For info.

*Seattle advised
teletype this case
12/7/71 OCS*

(Handwritten mark)

164-497-89

SEARCHED <i>JA</i>	INDEXED <i>JA</i>
SERIALIZED <i>JA</i>	FILED <i>JA</i>
DEC 7 1971	
[redacted]	

b6
b7C



(1)
RMW:rmw

SPECIAL

MEMPHIS PD PLAIN

10:29 AM URGENT 12-3-71 LJO

TO: LOS ANGELES

MINNEAPOLIS

SEATTLE

FROM: PORTLAND (164-41) (P) 2P

UNSUB, AKA *L.S. COOPER*, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR, NINETEEN SEVENTY ONE; CAA-HIJACKING; EXTORTION; OO: SEATTLE.

ON DECEMBER THREE, SEVENTY ONE, [REDACTED]

PORTLAND INTERNATIONAL AIRPORT (PDX) ADVISED AN UNKNOWN INDIVIDUAL WHO CLOSELY RESEMBLED THE UNSUB IN THIS MATTER ARRIVED PDX, NINE O'CLOCK PM, DECEMBER THREE, SEVENTY ONE, ABOARD [REDACTED]

[REDACTED] THIS FLIGHT ORIGINATED IN [REDACTED]

[REDACTED] PRIOR

TO ARRIVING IN PORTLAND. ON ARRIVAL AT PDX, UNSUB WAS MET BY AN UNKNOWN PERSON DRIVING A LATE MODEL SEDAN BEARING CALIFORNIA LICENSE

CALIFORNIA STATE DEPARTMENT OF MOTOR VEHICLES (DMV) ADVISES

[REDACTED] LISTED TO NINETEEN SIXTY FIVE OLDSMOBILE

END PAGE ONE

11-25

164-497-90

SEARCHED	INDEXED
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13 DEC 8 1971	
LES	

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b6
b7c

b6
b7c

DB Cooper-22823

REGISTERED OWNER, [REDACTED]

b6
b7c

[REDACTED] DMV RECORDS ALSO SHOW

NINETEEN FIFTY EIGHT CHEVROLET FOUR DOOR, CALIFORNIA LICENSE

[REDACTED] REGISTERED TO [REDACTED]

[REDACTED] LOS ANGELES AT [REDACTED]

AT [REDACTED]

b6
b7c

[REDACTED] ATTEMPT TO DETERMINE IF [REDACTED]

[REDACTED] RESIDES AT THIS ADDRESS, DETERMINE TO WHOM HE HAS
SOLD VEHICLE BEARING CALIFORNIA LICENSE [REDACTED]

MINNEAPOLIS AT [REDACTED]

CONDUCT SAME INVESTIGATION SET

b6
b7c

OUT FOR LOS ANGELES AT [REDACTED]

EUD

DE LA GA

AXV

FBI LOS ANGELES CLR

[Redacted]

Landlord
myself 2 years ago

b6
b7C

[Redacted]

MAN

[Redacted]

amt of total
see serial 1 of 2

SPECIAL

NR 302 SF PLAIN

11:45 URGENT 12/3/71 MCC

TO SEATTLE (164-31)

PORTLAND (164-41)

KANSAS CITY

LOS ANGELES (164-497)

FROM SAN FRANCISCO (164-220) 2P

[Handwritten signature]

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE; CAA - HIJACKING;
EXTORTION; OO SEATTLE.

RE PORTLAND TELETYPE TO SEATTLE, DECEMBER FIVE LAST; AND
SAN FRANCISCO TELETYPE TO SEATTLE, DECEMBER FIVE LAST.

RE SUSPECTS

[Redacted]

[Redacted]

[Redacted]

ADVISED

ON DECEMBER SEVEN LAST, THAT

[Redacted]

[Large redacted block]

END PAGE ONE

[Handwritten note: TO PRODUCE COPY]

[Handwritten circle]

164-497-91

SEARCHED	INDEXED
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13 DEC 8 1971	
[Redacted]	

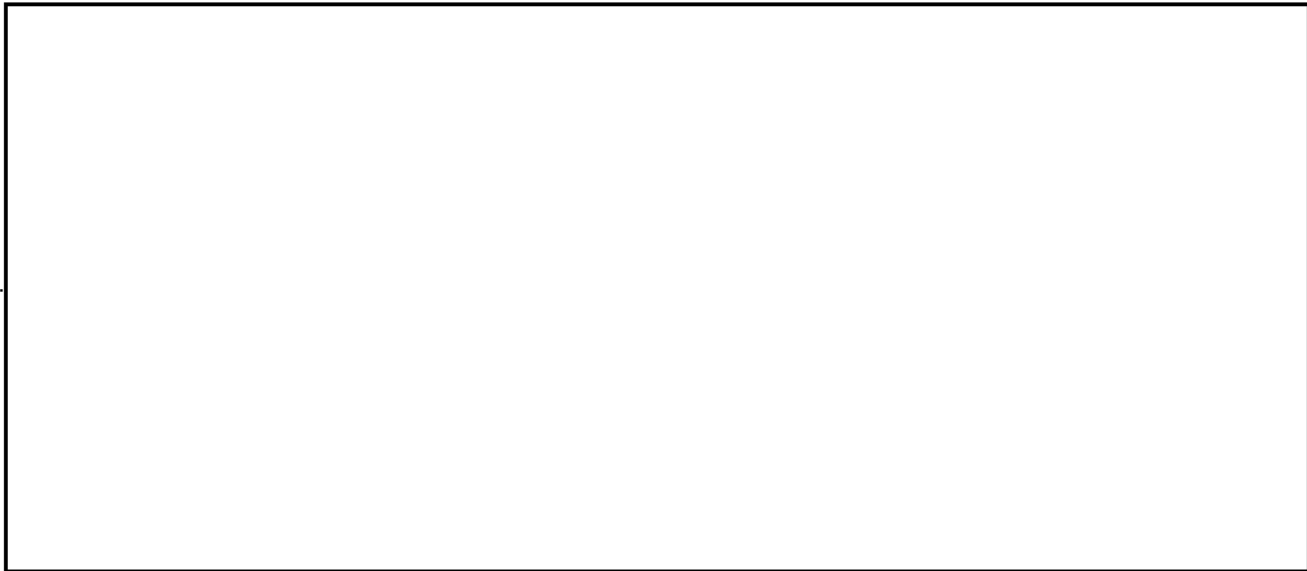
[Handwritten initials]

b6
b7C

b6
b7C
b7D

b6
b7C

PAGE TWO



b6
b7C
b7D

END

LRS

FBI LOS ANGELES CLR

S P E C I A L

TO DIRECTOR

1:00PM URGENT 12/7/71 WMS

TO ALBUQUERQUE

DALLAS

CHICAGO

LOS ANGELES

MEMPHIS

FROM SEATTLE (184-71)

MURKIN, AKA WAS COOPER; NORTHWEST AIRLINE FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYNINE, SEVENTEEN. CAS MASH KIDNAPING; EXTORTION. OO: SEATTLE.

RE SAN FRANCISCO TELEPHONE CALL TO SEATTLE LAST NIGHT, SEVENTEEN.

RE [REDACTED]

SAN FRANCISCO ADVISES [REDACTED] WAS BEEN LOCATED, INTERVIEWED, AND ELIMINATED. ALL OFFICES DISCONTINUED [REDACTED]

ARMED AND DANGEROUS. (P)

END

FOR FBI LOS ANGELES BU CLR

[REDACTED] 12/8/71

164-497-92

SEARCHED	INDEXED
SERIALIZED	FILED
13 DEC 8 1971	
FBI - LOS ANGELES	

[REDACTED]

b6
b7c

b6
b7c

NR013 SE PLAIN

10:54 PM NITEL 12/2/71 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

UNSUB, AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE. CAA - HIJACKING; EXTORTION. OO: SE.

RE SE TELCALL TO LA THIS DATE.

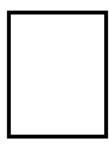
RE SKY DIVING CLUBS.

FOR THE INFORMATION OF LA IN REVIEWING RECORDS OF SKY DIVING CLUBS, WITNESSES HAVE FURNISHED DESCRIPTION OF UNSUB WITH VARIATIONS IN AGE FROM THIRTYFIVE TO IN FIFTIES, VARIATIONS OF HEIGHT FROM FIVE FEET NINE TO SIX FEET ONE AND VARIATIONS IN WEIGHT FROM ONE FIFTY TO ONE EIGHTY. THESE VARIATIONS SHOULD BE BORNE IN MIND BY LA IN CONNECTION WITH REVIEW OF SKY DIVING CLUB RECORDS.

ARMED AND DANGEROUS.

END

DAB FBI LOS ANGELES CLR



100 164-497

164-497-93

SEARCHED <i>h</i>	INDEXED <i>h</i>
SERIALIZED <i>h</i>	FILED <i>h</i>
DEC 2 1971	
FBI - LOS ANGELES	

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CVW



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b7C

b6
b7C

SAC, LOS ANGELES

12/6/71

SA [redacted] (13)

b6
b7C

UNSUB, aka Dan Cooper
HIJACKING OF NORTHWEST AIRLINES
FLIGHT 305,
PORTLAND TO SEATTLE
11/24/71
OO: SE

On 12/3/71 SAs [redacted] reviewed registration cards of parachutists who have jumped from the Elsinore Paricenter at Skylark Field, Elsinore, California.

b6
b7C

It should be noted that there are approximately 25,000 registration cards on file going back to 1957, however, records containing descriptive data only go back to sometime during 1969.

Each person who makes a jump at Elsinore must fill out a registration card before making a jump, regardless of how much prior experience they have had elsewhere. On succeeding jumps, if the individual is not known, the card is referred to and the jumper may jump without filling out any further logs or cards. Although receipts are given to jumpers when they pay for tickets to jump, names are not recorded.

After reviewing the registration cards, all cards where the individual was between 35 - 55 years of age and was between 5'9 - 6'1, and between 150 - 190 pounds, was pulled aside and photographed, including marginal descriptions. Approximately 400 cards were photographed.

[redacted] of the Elsinore Paricenter, Inc. made available these records for photographing.

b6
b7C

2 - Los Angeles
1 - 164-497
13 - 164-497 SUB A

EAR
(2)

164-497-1

SEARCHED <input checked="" type="checkbox"/>	INDEXED <input checked="" type="checkbox"/>
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DEC 6 1971	
FBI - LOS ANGELES	

[redacted] CPW

b6
b7C

F B I

Date: 12/8/71



b6
b7C

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO: SAC, SEATTLE (164-81) *SA*
SAC, SACRAMENTO *LXL*
SAC, LAS VEGAS *CR*

FROM: SAC, LOS ANGELES (164-497)

UNSUB, AKA, DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR, LAST, CAA - HIJACKING; EXTORTION, OO: SEATTLE.

RE SEATTLE TELETYPE TO LOS ANGELES AND SACRAMENTO, DATED DECEMBER SEVEN, LAST.

RE [redacted] - SOURCE.

FOR INFORMATION OF LAS VEGAS, [redacted]

b6
b7C
b7D

164-497
crs/sar
(1)

SEARCHED

INDEXED

164-497-95

b6
b7C
b7D

Approved: *[Signature]*
Special Agent in Charge

Sent *SE 3 29*
SC 3 13
LV 3 06 M Per *[Signature]*

DB Cooper-22831

LA 164-497

[REDACTED]

INVESTIGATION LOS ANGELES REVEALS [REDACTED] POSSIBLY
IDENTICAL TO [REDACTED] AND [REDACTED]
RECORDS INDICATE [REDACTED] CAN BE CONTACTED AT POST OFFICE BOX
[REDACTED] NEVADA, AND HIS TELEPHONE
NUMBER [REDACTED]

LAS VEGAS AT [REDACTED] NEVADA: WILL LOCATE AND INTERVIEW
[REDACTED] CONCERNING ABOVE AND ATTEMPT TO DEVELOP SUSPECT THIS
MATTER.

SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

b6
b7C
b7D

b6
b7C

b6
b7C

NR907 SE PLAIN

12-45 PM URGENT 11/30/71 JJT

TO LOS ANGELES

FROM SEATTLE (164-81)

UNSUB: NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE, CAA DASH HIJACKING; EXTORTION.. OFFICE OF ORIGIN: SEATTLE.

RE: SUSPECT [REDACTED]

ON NOVEMBER THIRTY INSTANT, [REDACTED]

[REDACTED] SEATTLE, WASHINGTON,

ADVISED PHOTO OF UNSUB BEARS STRIKING RESEMBLANCE TO [REDACTED]

[REDACTED] DESCRIBED [REDACTED] AS WHITE MALE, MID TO LATE

THIRTIES, SIX FEET TALL, ONE HUNDRED NINETY POUNDS, [REDACTED]

[REDACTED] EYES, PREMATURELY GRAY HAIR, [REDACTED]

[REDACTED] ADDITIONALLY GAVE THE FOLLOWING BACKGROUND ON [REDACTED]

END PAGE ONE

*See Serial 40
100-164-497-*

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 30 1971	
LOS ANGELES	
[REDACTED]	als

DB Cooper-22833

b6
b7C

b6
b7C
b7D

b6
b7C
b7D

b6
b7C
b7D

b6
b7C

PAGE TWO

SE 164-81

[REDACTED]

b6
b7C
b7D

[REDACTED] HE HAD LIVED THERE PREVIOUSLY.

SEATTLE INDICES NEGATIVE ON [REDACTED]

b6
b7C

LOS ANGELES, AT LOS ANGELES, CALIFORNIA. (ONE) WILL CONDUCT CREDIT AND CRIMINAL CHECKS ON [REDACTED] TO DETERMINE PRESENT ADDRESS AND OBTAIN CURRENT PHOTOGRAPH.

Special Clerk

(TWO) WILL CHECK ENROLLMENT AT LOCAL COLLEGES AND UNIVERSITIES SINCE [REDACTED] FOR ANY RECORD IDENTIFIABLE WITH [REDACTED]

[REDACTED]
[REDACTED]
*Done 12/16/71
not answered
in records of
Elmer Parachute
(35,000 registered
Parachutists)*

b6
b7C

(THREE) WILL CONTACT LOCAL PARACHUTIST AND SKY JUMPING ORGANIZATIONS TO DETERMINE [REDACTED]

P

END

LRS

FBI LOS ANGELES CLR

UNITED STATES GOVERNMENT

Memorandum

TO : SAC (164-497)

DATE: 12/4/71

FROM : SA [redacted]

b6
b7c

SUBJECT: UNSUB:
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
NOVEMBER 24, 1971
CAA-HIJACKING; EXTORTION
OO: SE

At 9:15 pm, 12/4/71, [redacted]
[redacted] North Hollywood, telephone
[redacted] who [redacted]
[redacted] telephone [redacted] advised
that about ten days ago, shortly after instant
offense, an individual using the name [redacted]
[redacted] began frequenting [redacted]

b6
b7c

[redacted] advised that [redacted] is a white male,
5' 10", 175-180 pounds, age 30-35 (possibly younger),
and has a shaved head. [redacted] advised that except for
glasses and hair, [redacted] is a "spitting image" of
composite drawings he has seen of D. B. COOPER, suspect
in instant matter.

b6
b7c

[redacted] also advised that he is of the [redacted]
impression [redacted] recently arrived in Los Angeles
from the Pacific Northwest. [redacted] claims to be
looking for work, but seems to have plenty of money.
[redacted] has given [redacted] a telephone number of [redacted]
and claims to be staying with his mother.

b6
b7c

Division indices contain only one 1967
reference to [redacted]

b6
b7c

*Not being considered
suspect due to
wide discrepancy in description
date 12. ball head, age 39
para computer & no parachute
See Serial 103*

THE
(1)

164-497-97
[Handwritten initials]



b6
b7c

(104-701)

[Redacted]

[Redacted]

BANK OF AMERICA

170

ALL ACCOUNTS TOGETHER
FRINGS - MANY

YES. DEC

IN RECOVER SUMMS.
REL. 1957. 1/1/72

[Redacted]

[Redacted]

[Redacted]

[Redacted]

PRINCE-
COOPER STATE

170. 1/1/72
WIZ HERE 1/1/72

[Redacted]

b6
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b6
b7C

b6
b7C

b6
b7C

b6
b7C

LA HERE GA

NO 000 PL PLAIN

4:37 AM NITEL 12/5/71 SRC

TO: SEATTLE (164-91)

KANSAS CITY

LOS ANGELES

SAN FRANCISCO

FROM: PORTLAND (164-41)

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, GAA-
HIJACKING, EXTORTION. OO: SEATTLE.

ON DECEMBER FIVE NINETEEN SEVENTYONE [REDACTED]

[REDACTED] OREGONIAN NEWSPAPER AT PORTLAND ADVISED

THAT HE HAD RECEIVED A CALL FROM AN UNIDENTIFIED MALE WHO
STATED THAT THE THREE MEN WHO PERPETRATED CAPTIONED MATTER
ARE NAMED [REDACTED]

AND THAT THEY COULD BE LOCATED AT EITHER [REDACTED]

[REDACTED], OR [REDACTED]

[REDACTED] WHERE [REDACTED]

END PAGE ONE

12/5 7 53 AM Advised Supv. [REDACTED]

8 01 AM Advised SA [REDACTED]

-He said to advise [REDACTED]
-He will follow up. [REDACTED]

164-497-98

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 5 1971	
LOS ANGELES	
[REDACTED]	
[REDACTED]	

b6
b7C
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11

PAGE TWO

PD 164-41

THE CALLER STATED THAT HE IS INTERESTED IN COLLECTING A
REWARD FOR THIS INFORMATION AND WILL RECONTACT [REDACTED]
AFTER ARRESTS ARE MADE. THE CALLER STATED THAT [REDACTED]

[REDACTED]

KANSAS CITY, LOS ANGELES, AND SAN FRANCISCO TELEPHONICALLY
ADVISED AND ARE CONDUCTING APPROPRIATE INVESTIGATION.

PORTLAND WILL MAINTAIN CONTACT WITH [REDACTED] FOR
ADDITIONAL CONTACTS MADE BY CALLER. KANSAS CITY, SAN FRANCISCO
AND LOS ANGELES CONDUCT APPROPRIATE INVESTIGATION AND
REPORT RESULTS TO SEATTLE AND PORTLAND.

ENH

FBI LOS ANGELES

TU CLR

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b6
b7C

UNITED STATES GOVERNMENT

Memorandum

TO : SAC LOS ANGELES

DATE: 12/5/71

FROM : SA [redacted]

b6
b7C

SUBJECT: UNSUB; NORTHWEST AIRLINES FLIGHT 305,
PORTLAND TO SEATTLE, 11/24/71; CAA-
HIJACKING; EXTORTION,
OO; SE

At 1:10am this date SA [redacted] of the Portland office telephonically advised that [redacted] of a Portland newspaper received an anonymous phone call claiming the following:

b6
b7C
b7D

[redacted]
were involved in the captioned crime. [redacted]
[redacted] is supposed to have
[redacted]
[redacted]

b6
b7C
b7D

At 2:00 am this date the writer telephonically advised SA [redacted] of the Portland office of the following:

b6
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A review of LA indices resulted in the following:

1. [redacted] no record.
2. [redacted] numerous references.
3. [redacted] - [redacted]
Houston, Texas. FBI [redacted]

b6
b7C

A check of the LA Street Atlas indicated that the above address could be a valid one.

Checks of LA telephone directories and criss-cross directories resulted in no pertinent information.

LEAD: At [redacted] will conduct physical check of above captioned residence and advise Portland telegraphically of the results of investigation conducted at Los Angeles.

b6
b7C

JEF

104-497-99

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 6 1971	
LOS ANGELES	
[redacted]	
1 cps	

b6
b7C



5010-108

NR 004 SF PLAIN KT

9/12PM 12-5-71 MXG NITEL

PM SEATTLE (164-81)

KANSAS

LOS ANGELES

PORTLAND (164-41)

FROM: SAN FRANCISCO (164-220)

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA - HIJACKING, EXTORTION, OO: SEATTLE.

RE PORTLAND TELETYPE TO SAN FRANCISCO THIS DATE.

RE PORTLAND TELEPHONE CALL TO SAN FRANCISCO THIS DATE.

INVESTIGATION THIS DATE DETERMINED ADDRESS

[REDACTED]

b6
b7C
b7D

[REDACTED] HAS BEEN COOPERATIVE IN THE PAST WITH THIS BUREAU.

HE ADVISED THAT

[REDACTED]

b6
b7C
b7D

[REDACTED]

[REDACTED]

[REDACTED]

P
2

END PAGE ONE

955 SA [REDACTED] *advised by SA*

164-497-100

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 5 1971	
ELES	
1 <i>CPD</i>	

b6
b7C

PAGE TWO

[REDACTED]

RECORDS OF INSTANT

[REDACTED]

NOT AVAILABLE THIS DATE.

b6
b7C
b7D

[REDACTED]

b6
b7C
b7D

[REDACTED]

[REDACTED]

[REDACTED]

b6
b7C
b7D

[REDACTED]

NOT AVAILABLE FOR INTER-

VIEW THIS DATE.

CONFIDENTIAL SOURCE AT [REDACTED] COULD NOT FURNISH
INFO REGARDING [REDACTED]

b6
b7C
b7D

IF ANY, ON THIS DATE. THIS SOURCE WILL ENDEAVOR TO DO SO MONDAY,
TWELVE SIX, NEXT.

SAN FRANCISCO INDICES REVEALED THE FOLLOWING INFO: (ONE)

[REDACTED]

SAN FRANCISCO FILE

[REDACTED]

b6
b7C

[REDACTED]

NEGRO. DOB

[REDACTED]

SNRA NUMBER

[REDACTED]

PRESENT STATUS NOT AVAILABLE THIS DATE.

(TWO)

[REDACTED]

SF FILE

[REDACTED]

b6
b7C

[REDACTED]

AKA

[REDACTED]

(NUMEROUS OTHER ALIAS)

[REDACTED]

WAS

[REDACTED]

END PAGE TWO

PAGE THREE

[REDACTED]

b6
b7C

DESCRIBED: WHITE, DOB [REDACTED]

FIVE TEN, TWO ZERO TWO LBS., BROWN HAIR BALDING TO

TOP MIDDLE, EYES [REDACTED] COMPLEXION OLIVE. PARENTS ARE [REDACTED]

[REDACTED]

(THREE) SAN FRANCISCO FILE [REDACTED]

CAPTIONED [REDACTED]

b6
b7C

[REDACTED] ARRESTED [REDACTED] POLICE

DEPARTMENT, [REDACTED]

INVESTIGATION AT SAN FRANCISCO CONTINUING.

END

JJS FBI LOS ANGLEXXXANGELES

CLR

NOTE: Hand print names legibly; handwriting satisfactory for remainder.

Indices: Negative See below

Subject's name and aliases [Redacted]	Character of case CAA-HIJACKING
	Complainant [Redacted]
	Complaint received <input type="checkbox"/> Personal <input checked="" type="checkbox"/> Telephonic Date <u>12/6/71</u> Time <u>11:30PM</u>

b6
b7C

Address of subject UNK	Complainant's address and telephone number [Redacted] CALIFORNIA [Redacted]
---------------------------	--

b6
b7C

Subject's Description	Race	Sex <input type="checkbox"/> Male <input type="checkbox"/> Female	Height	Hair	Build	Birth date and Birthplace
	Age		Weight	Eyes	Complexion	
	Scars, marks or other data					

Facts of complaint

Complainant advised that past acquaintance, [Redacted] seems to be identical to individual displayed by composite drawing in newspaper. He indicated that subject used to live in California and was formerly employed by North American Rockwell, El Segundo, California as a [Redacted]. Complainant indicated that he had become acquainted with the subject approximately two years ago, however he believes the subject is no longer residing in the California area.

b6
b7C

Complainant stated that subject was to his knowledge working in aerospace and was constantly complaining about money and about being laid off from work. He indicated that subject had indicated to him that he was originally from [Redacted] Oregon.

b6
b7C

Complainant advised that he is employed at the [Redacted] on [Redacted] Los Angeles, telephone number [Redacted] and could be contacted at this address between the hours of 8-5 daily. He indicated that when he last saw subject that subject was in possession of [Redacted] and [Redacted].

b6
b7C

Complainant described subject as follows: white male, 45-46, blue eyes, grey hair, receding hairline, big nose, square jaw, 5'5"-5'6", 150 pounds.

169-497-101

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1971	
LES	

[Redacted] ced

b6
b7C

Action Recommended
HANDLE [Redacted]
(Agent)

UNITED STATES GOVERNMENT

Memorandum

TO : SAC LOS ANGELES (164-497)

DATE: 12-10-71

FROM :

SA [REDACTED]

b6
b7C

SUBJECT:

Contact with [REDACTED]

On 12-10-71 writer interviewed [REDACTED] at his place of employment, the [REDACTED] [REDACTED] Studio City, Cal.

b6
b7C

He advised that he is identical with the individual who previously reported to this office that he was once acquainted with a [REDACTED] who might be identical with the unsub who escaped from a Northwest Airlines plane on Nov. 24, 1971, with \$200,000.

b6
b7C

[REDACTED] said that [REDACTED] was about 5'5" tall. In no way could [REDACTED] be mistaken for being 5'10" tall. [REDACTED] said that [REDACTED] does not fit the physical description of unsub.

b6
b7C

No further action will be taken in this matter.

164-497-102

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1971	
FBI - LOS ANGELES	

CEB



UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LA (100-164-497)

DATE: 12/8/71

FROM : SA [redacted]

b6
b7C

SUBJECT: UNSUB;
NWA, etc.
HIJACKING.

Re FD10 SA [redacted] dtd 12/4/71.

On 12/7/71, [redacted], was shown photograph of composite of Unsub and stated he now believed [redacted] to be over [redacted] years of age. He noted [redacted] has his head shaved while Unsub has hair. He believed [redacted] had plenty of money and said he saw [redacted] a twenty dollar bill the other night. In his opinion, composite appears similar in some respects to [redacted] whom he has seen several times.

b6
b7C

Tel. director reflects [redacted] furnished by [redacted] as [redacted] tel. no., is listed to [redacted] N. Hwood.

b6
b7C

On 12/7/71, [redacted] advised as follows: Her son is [redacted] who was born [redacted] at [redacted] 5'10", 170 pounds, brown eyes, no hair. He has been bald for more than six years and, if he lets his hair grow, has a slight fringe around his head. He keeps his head shaved because he thinks he looks better that way. He started work 12/1/71 as a [redacted] at the Golden State Health Center (recuperating hospital). He was in [redacted] San Francisco, for several months until early [redacted] when he completed serving time for a [redacted]. She said her son smokes Camel cigarettes, has no military service and has never mentioned jumping in a parachute at any time. She described his complexion as pasty white because of the time he spent in [redacted]. After returning to LA from SF, he looked for work during the day and she gave him spending money for incidentals and he usually spent his evenings at a [redacted]. She and her son were alone on Thanksgiving day and also on the day before. Her son has not been out of town since he returned from SF.

b6
b7C

In view of age discrepancy, ie, Unsub as being in mid 40's and [redacted] being [redacted] years old, no further investigation believed warranted.

b6
b7C

164-497-1034
Q Q



INSERT

[redacted] Playa Del Ray,
California, home telephone [redacted] employed by [redacted]
[redacted] business telephone [redacted] advised on 12/6/71
that when he was in the U. S. Army, assigned to the [redacted]

b6
b7C
b7D

On occasion, [redacted] told [redacted] he joined the [redacted]
[redacted] [redacted] said this
occurred about [redacted] years ago when his unit was assigned
in [redacted]. The only information he
could furnish about [redacted] was that [redacted] was born in
[redacted]. When [redacted] heard about the recent
hijacking of a plane in which the hijacker parachuted from
the plane, he immediately thought of [redacted]

b6
b7C
b7D

On 12/6/71, [redacted] was shown a composite drawing of
subject and stated the drawing did not resemble in any way
the man he knew as [redacted]. He described [redacted]
as a white male, who was [redacted] years old in [redacted] and would
presently be [redacted] years of age. The description of unsub
was made known to [redacted] who said it was not similar
to [redacted]

b6
b7C
b7D



b6
b7C



UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LA (164-497)

DATE: 12/7/71

FROM : SA [redacted]

b6
b7C

SUBJECT: UNSUB;
NWA ETC
HIJACKING

On 12/1/71, [redacted] LASO Detectives, Firestone Substation, tel. [redacted] advised that one [redacted] was [redacted] who was of the character to pull a hijack. He said [redacted] generally fit the description of Unsub in newspaper accounts of incident. Last address known for [redacted] was [redacted] Cal. He has not seen [redacted] since 1966. [redacted] is related to [redacted] whom he saw on 11/25/71.

b6
b7C

On 12/6/71, [redacted] was telephonically contacted and stated he had not seen [redacted] for years but that [redacted] would be the one who could compare composite of Unsub with [redacted] to determine if identical.

b6
b7C

On 12/7/71, [redacted] was located at her employment at [redacted] LA. She described [redacted] as WM, in middle 60's, 5'4", 140 pounds, graying hair, who works as [redacted]. She was shown a composite of Unsub and stated no resemblance in any way. She said [redacted]

b6
b7C

Inasmuch as [redacted] in middle 60's and [redacted] stated not identical in any way w/Unsub, no further investigation to be conducted on [redacted]

b6
b7C

[redacted] GELF

b6
b7C

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-22847

164-497-105



NR014 SE PLAIN

10:32 PM URGENT 12/8/71 DCA

TO LOS ANGELES (164-497)

ST. LOUIS

FROM SEATTLE (164-81) 1P

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,
PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE; CAA -
HIJACKING; EXTORTION. OO: SE.

RE: [REDACTED]

b6
b7C

AN INDIVIDUAL AT ANCHORAGE, ALASKA, HAS ADVISED THAT [REDACTED]

[REDACTED] RESEMBLES COMPOSITE OF UNSUB.

b6
b7C

[REDACTED] LAST KNOWN TO RESIDE IN [REDACTED]

LOS ANGELES - ATTEMPT TO DETERMINE WHEREABOUTS OF [REDACTED] OR

b6
b7C

OBTAIN PHOTO FOR ELIMINATION.

ST. LOUIS - [REDACTED]

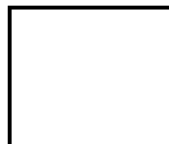
[REDACTED] FOR BACK-

b6
b7C

GROUND. ARMED AND DANGEROUS. - P -

E N D

NEE FBI LOS AGELES CLR



164-497-1

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 10 1971	

b6
b7C



CRS

NR 015 SF PLAINTEXT

7:20PM NITEL 12/8/71 JAK

TO LOS ANGELES (164-497)

SEATTLE (164-81)

FROM SAN FRANCISCO (164-220) 1P

UNSUB; AKA DAN COOPER, NORTHWEST ORIENT AIRLINES, FLIGHT THREE ZERO FIVE, NOV. TWO FOUR, SEVENTYONE; CAA - AIR PIRACY

RE LA TEL, DEC. SEVEN, SEVENTYONE.

RE SUSPECT

[REDACTED]

RECORDS,

[REDACTED]

INDICATE

[REDACTED]

[REDACTED]

DOB

[REDACTED]

ONE SEVEN ZERO LBS.,

FIVE FEET ELEVEN INCHES; OCCUPATION

[REDACTED]

LA HANDLE.

END...

NEE FBI LOS ANGELES CLR

[REDACTED]

164-497-106

SEARCHED	INDEXED
SERIALIZED	FILED
13 DEC 9 1971	
FBI - LOS ANGELES	

[REDACTED]

DB Cooper-22849

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b7C

St

NR049 WA PLAIN

8:55PM NITEL 12-8-71 LRS

TO ALL SACS

FROM DIRECTOR 2P

~~NORJAK~~

FOR YOUR INFORMATION, THE FOLLOWING PRESS RELEASE WAS
ISSUED NATIONALLY THIS DATE.

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 THREE
ZERO FIVE ON NOVEMBER TWENTY FOUR, NINETEEN SEVENTY ONE, HAS
BEEN PREPARED AND IS BEING DISTRIBUTED BY THE FBI THROUGHOUT
THE COUNTRY.

FBI DIRECTOR J. EDGAR HOOVER ADVISED THAT THE "RANSOM
LIST," THIRTY FOUR PAGES IN LENGTH, CONTAINS THE SERIAL NUMBERS
OF TWENTY DOLLAR FEDERAL RESERVE NOTES WHICH WERE PAID TO THE
HIJACKER FOR THE RELEASE OF THIRTY SIX PASSENGERS AND TWO CREW
MEMBERS. THE HIJACKER BOARDED THE FLIGHT AT PORTLAND, OREGON,
AND HIJACKED THE PLANE JUST PRIOR TO ARRIVAL IN SEATTLE.
END PAGE ONE

164-497-107

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 19 1971	
FBI - SEATTLE	

ars

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b7c

gs

PAGE TWO

WASHINGTON. HE IS BELIEVED TO HAVE PARACHUTED FROM THE BOEING SEVEN TWENTY SEVEN 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.

END

NEE FB LOS ANGELES CLR

HOLD

NR 05 ME PLAIN

9:30 PM NITEL 12-8-71 MCP

TO LAS VEGAS-URGENT

LOS ANGELES-NITEL

SEATTLE-NITEL

FROM MEMPHIS 164-78 4P

UNSUB; AKA DAN COOPER, NORTHWEST AIRLINES
FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER
TWENTYFOUR, SEVENTY ONE; CAA-HIJACKING; EXTORTION; OO: SEATTLE.

RE LOS ANGELES TELETYPE TO SEATTLE DECEMBER SEVEN LAST.

FOR THE INFORMATION OF LAS VEGAS, REFERENCED

TELETYPE INDICATES

[REDACTED]

ADVISES HE

[REDACTED]

[REDACTED]

ARTIST'S CONCEPTION OF UNSUB "LOOKS JUST LIKE

[REDACTED]

[REDACTED]

END PAGE ONE

SEARCHED INDEXED
SERIALIZED FILED
12 DEC 8 1971

164-497-103
1

[REDACTED]

TELES

DB Cooper-22852

b6
b7c

b6
b7c

[REDACTED] DESCRIBES HIM AS

b6
b7C

WHITE MALE, DOB [REDACTED] POB

[REDACTED] SIX FEET TWO INCHES TALL, TWO HUNDRED

POUNDS, BROWN HAIR, BROWN EYES, [REDACTED]

[REDACTED]

CONTACT WITH [REDACTED]

b6
b7C

PERSONNEL DIRECTOR, [REDACTED]

[REDACTED]

END PAGE TWO

PAGE THREE

b6
b7C

[REDACTED]
[REDACTED] WORKSHEET FOR WEEK OF NOVEMBER TWENTYTWO
THROUGH TWENTYSIX INDICATES [REDACTED] WORKED TEN HOURS EACH
DAY FOR NOVEMBER TWENTYTWO, TWENTYTHREE AND TWENTYFOUR, AND
WAS OFF ON NOVEMBER TWENTYFIVE AND TWENTYSIX [REDACTED]

[REDACTED]

EMPLOYMENT RECORDS FURTHER INDICATE [REDACTED]

[REDACTED]

LAS VEGAS, AT LAS VEGAS, [REDACTED]

b6
b7C

[REDACTED] REVIEW OF AVAILABLE EMPLOYMENT RECORDS
AND INTERVIEW OF APPROPRIATE SUPERVISORS, DETERMINE
[REDACTED] ACTIVITIES AND LOCATION THROUGHOUT
PERTINENT PERIOD.

END PAGE THREE

PAGE FOUR

SUBJECT SHOULD BE CONSIDERED ARMED AND
DANGEROUS. P.

END

RWM

FBI LOS ANGELES

NR 006 LV PLAIN

1026 PM NITEL 12-8-71 EB

TO SEATTLE 164-81

LOS ANGELES 164-497

MEMPHIS 164-78

FROM LAS VEGAS 164-60

UNSUB; AKA DAN COOPER, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY-FOUR, SEVENTY-ONE; CAA - HIJACKING; EXTORTION; OO: SEATTLE.

RE MEMPHIS TEL DECEMBER EIGHT INSTANT.

RE SUSPECT [REDACTED]

RETEL INDICATES DESCRIPTION [REDACTED] TO BE AT VARIANCE WITH BEST DESCRIPTION AVAILABLE FOR HIJACKER IN THAT [REDACTED]

b6
b7C

[REDACTED] YEARS OLD, IS SIX FEET [REDACTED] INCHES TALL, AND HAS

[REDACTED] FLIGHT PERSONNEL FURNISHED NO INFORMATION [REDACTED]

RETEL FURTHER INDICATES SIGNED AND VERIFIED WORKSHEET FOR [REDACTED] INDICATES HE WORKED TEN HOUR EACH FROM NOVEMBER TWENTY-TWO THROUGH TWENTY-FOUR LAST, WHICH IS DURING PERTINENT PERIOD OF HIJACK.

b6
b7C

FOR INFORMATION, [REDACTED]

b6
b7C

[REDACTED] LIAISON

[REDACTED]

END PGE ONE

Rd

164-497-109

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LOS ANGELES	
104	

b6
b7C

PAGE TWO

LV 164-60

[REDACTED] CONTACT WITH
SUPERVISORY OFFICIALS WOULD BE BROUGHT TO HIS ATTENTION.

b6
b7c

IN VIEW OF ABOVE DISCREPANCIES IN DESCRIPTION, INCLUDING
[REDACTED] TIME CARDS SHOWING HIM TO BE AT WORK
ON NOVEMBER TWENTY-FOUR LAST, LAS VEGAS NOT CONDUCTING INQUIRIES
IN ABSENCE OF SOMPELLING REASONS TO THE CONTRARY. IF INQUIRIES
NECESSARY, SUGGEST MEMPHIS ATTEMPT TO OBTAIN PHOTOGRAPH FOR
DISPLAY TO APPROPRIATE FLIGHT PERSONNEL.

b6
b7c

END

DPK FBI LOS ANGELES

ACK FOR SIX TELS

TKS AND CLEAR

FBI

Date: 12/7/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIRMAIL
(Priority)

TO : SAC, ALBANY
FROM : SAC, SEATTLE (164-81)
SUBJECT: UNKNOWN SUBJECT
Dan Cooper [redacted]
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

b6
b7c

Reference Seattle letter to Albany dated 11/30/71.

Referenced letter sets forth background information concerning captioned matter and indicates that the pertinent area of time involved is between 2:00 p.m. and 11:00 p.m. on November 24, 1971, which was the day before Thanksgiving. When information is developed indicating a possible suspect in this matter, offices are requested to determine the whereabouts of the suspects during the pertinent period of time and if this can be done readily, no further investigation is necessary. If this cannot be done readily, glossy photographs should be obtained and forwarded with copies to Minneapolis, Portland and Seattle for display to witnesses at those locations.

If this does not resolve the involvement of the suspect, leads will then be set forth to establish his whereabouts at the pertinent time. These leads should all be covered as quickly as possible.

2 - All Field Offices
2 - Seattle
JSD:jlb
(118)

164-497-110
J. J.
[redacted]

b6
b7c

Approved: _____ Sent _____ M
Special Agent in Charge

DB Cooper-22858

SE 164-81

It is requested that all communications regarding this matter have sub-captions listing the name of the suspect to which the communication relates, listing the sub-caption at the top of the communication setting it forth as RE: _____ (listing the name of the suspect). Offices are further requested to limit communications to one suspect per communication for the purpose of simplifying the administration by the office of origin.

THIS INDIVIDUAL IS BEING SOUGHT IN CONNECTION WITH THE EXTORTION OF \$200,000 FROM NORTHWEST AIRLINES BY THREATENING THE CREW OF THE AIRLINE WITH A PACKAGE WHICH HE STATED CONTAINED A BOMB. HE SHOULD BE CONSIDERED DANGEROUS.

FBI

Transmit in _____ Via Airtel _____
(Type in plaintext or code) (Priority)

Date 12/7/71

TO: SAC, Albany
LEGATS Ottawa
Mexico City

FROM: Director, FBI (164-2111)

~~"CHANGED"~~
~~NORJAK~~

(This line for LEFT MARGIN.)

The title is marked "Changed" to reflect the code word "NORJAK" to facilitate the handling of the numerous communications in connection with this investigation. This matter was formerly captioned, "Unsub; Northwest Airlines Flight 305, 11/24/71, CAA - Hijacking. OO: Seattle." All offices are instructed to use the code word "NORJAK" in all communications in this investigation.

In connection with the additional dissemination of the ransom list already furnished the field, all offices are instructed to further disseminate this list on any basis considered practical and appropriately advise the Bureau and office of origin of any positive information developed. The loot in this matter consists entirely of \$20 bills and it is questionable that large banks and bank-type institutions would effectively screen their \$20 bills due to the volume of this type of bill that would be handled.

All offices should insure that the composite drawing of the unknown subject is thoroughly disseminated to parachute clubs and associated groups with particular attention being

2 - All Field Offices

(Do not type below this line.)

100 164-497-15

164-497-111

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FBI - ALBANY	
[Signature]	

b6
b7c

Airtel to SAC, Albany
LEGATS Ottawa
Mexico City

Re: NORJAK

given to individuals named Cooper whose description fits that of the unknown subject. All leads in this matter are to receive immediate and extensive investigative attention and are to be set out by telephone and confirmed by teletype. Keep the Bureau and the Seattle Office currently advised of all pertinent developments.

Consider the unknown subject dangerous.

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, LOS ANGELES (164-497) (P)

DATE: 12/9/71

FROM : SA [redacted]

SUBJECT: NORJACK
CAA

b6
b7C

On this date, [redacted] home phone [redacted]
[redacted] work phone [redacted] telephonically contacted
office and advised as follows: /

b6
b7C

[redacted] is currently employed as an [redacted] in
Los Angeles, but in the years [redacted] he was an [redacted]
for BOING, maker of 727 used in captioned matter.
Due to the crash of a Corsair, an airplane with rear
air doors similar to these on the 727, crash being caused
by accidental opening of rear air doors, Boing conducted
a test to determine effect on the 727 if rear air doors
were accidentally opened in mid-flight. The test was
conducted at 10,000 feet, at 140 knots, very close to the
stall-out speed of the airplane. Flaps and wheels were
down. The rear air door was opened, and maximum hydraulic
pressure was exerted, opening the door a total of 12 inches.
Doors could not be forced open any further, therefore test
discontinued.

b6
b7C

The test as described was conducted by the Boing company
in Seattle, in about 1963. [redacted] on the flight was [redacted]
[redacted] other [redacted] aboard were [redacted] and (FNU)
[redacted] Flight test plane was the E - 2. There was a cameraman
on board, and [redacted] advises there is a record of the test
on film.

b6
b7C

[redacted] stated that he furnished information to Bureau
because he had mentioned test to several pilot friends,
who recommended that he notify the FBI.

b6
b7C

JCB/jcb
(1)

164-497-112

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opt

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b7C



(Mount Clipping in Space Below)

JIM FIEBIG



Hijacker No Hero

We Americans are suckers for originality.

And alias D. B. Cooper was highly original. He exited from a 727 in flight with \$200,000 strapped to his middle-aged body, and no one had thought of doing that before.

But Dr. Otto Larsen, a University of Washington sociologist, thinks Cooper cornered the public fancy for reasons far more complex. "It was an awesome feat in the battle of man against machine," he said. "One man overcoming, for the time being anyway, technology, the corporation, the Establishment and the system."

People-watchers with Ph. D.'s are always carrying on like that. Skip a stone across a puddle and they accuse you of manifesting a desire to walk on water. Tell them you almost have to admire a middle-aged man who parachutes from a 727 with \$200,000, and they suggest it's actually gratitude you're feeling because he beat the Establishment.

D. B. Cooper was not out to beat the Establishment for us. Nor the corporation, the system or technology. He was out to beat Northwest Airlines out of 200 grand. For himself. For the same, simple, greedy reasons anyone would like to get their hands on 200 grand.

The public does not consider D. B. Cooper a hero.

Like I said before, we're just suckers for originality.

(Indicate page, name of newspaper, city and state.)

A-14 Herald-Examiner
Los Angeles, Calif.

Date: 12/9/71
Edition: Thursday Latest
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office: Los Angeles
 Being Investigated

164-497-113

SEARCHED	INDEXED
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13 DEC 9 1971	
FBI - LOS ANGELES	

DB Cooper-22863

SPECIAL

NR 02 SC CODED

4:15 PM URGENT 12-9-71 LXL

TO DIRECTOR (164-2111)

SEATTLE (164-81)

LOS ANGELES

SAN DIEGO (164-91)

FROM SACRAMENTO (164-50) 2P

NORJAK. OO: SEATTLE.

RE SAN DIEGO AND SACRAMENTO TELS, DEC. EIGHT, LAST.

FOR INFO BUREAU AND SEATTLE, INCLEMENT WEATHER, SACRAMENTO DIV., THIS DATE CAUSED CANCELLATION OF USAF PHOTO RECONNAISSANCE FLIGHT AND RENTAL AIRCRAFT SEARCH OF PATH OF HIJACKED AIRCRAFT.

FOR INFO LOS ANGELES, RE SAN DIEGO TEL SET FORTH THE PORTLAND DIV. RECEIVED INFO FROM [REDACTED] SO, PORTLAND, THAT CERTAIN

[REDACTED] RESEMBLED ARTIST'S SKETCH OF UNSUB. [REDACTED] DESCRIBED AS WMA, BORN [REDACTED] FIVE FEET ELEVEN, ONE HUNDRED FORTY POUNDS, BROWN HAIR, BROWN EYES. [REDACTED]

b6
b7c

[REDACTED] CALIF. DEPT OF AGRICULTURE, ADVISED THIS DATE [REDACTED]

b6
b7c

END PAGE ONE

[REDACTED] is handling

164-2111-114
SEARCHED [] INDEXED []
SERIALIZED [] FILED []
DEC 9 1971
[REDACTED]

b6
b7c

SC 164-50

PAGE TWO

DEC. THREE, LAST, AND LISTED RESIDENCE AS

[REDACTED]

b6
b7C

[REDACTED]

[REDACTED]

NO PHOTO AVAILABLE.

[REDACTED]

[REDACTED]

LOS ANGELES AT

[REDACTED]

RESOLVE WEATHER

[REDACTED]

b6
b7C

IDENTICAL WITH UNSUB THIS CASE.

UNSUB CONSIDERED DANGEROUS.

END.

LLS

FBI LOS ANGELES CLR TU



F B I

Date: 12/9/71

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO: ✓ SAC, SEATTLE (164-81) *W*
SAC, PORTLAND (164-41)
SAC, KANSAS CITY
SAC, SAN FRANCISCO (164-220)

FROM: SAC, LOS ANGELES (164-497)

NORJAK.

RE SAN FRANCISCO TELETYPE TO SEATTLE, DATED DECEMBER EIGHT, LAST.

SUBJECTS: [REDACTED]

[REDACTED]

ON DECEMBER EIGHT, LAST, [REDACTED]

[REDACTED]

[REDACTED]

AND NO KNOWN ASSOCIATES

OR TIES IN LOS ANGELES AREA.

164-497-115

164-497
crs/sar
(1)

5:20-SE

6:18 p-PD

641-KC

5:59 -SF



CRS

b6
b7c

b6
b7c

b6
b7c

Approved: *[Signature]*
Special Agent in Charge

Sent

Per *[Signature]*

DB Cooper-22866

LA 164-497

[REDACTED]

b6
b7c

[REDACTED]

[REDACTED]

PURPOSE OR DETAILS OF

TRIP, UNKNOWN.

SHE STATES

[REDACTED]

b6
b7c

[REDACTED]

REVIEW OF LOS ANGELES COUNTY SHERIFF'S OFFICE RECORDS
REVEALS NINETEEN FIFTY TWO REDFORD S/W, CALIFORNIA LICENSE

b6
b7c

[REDACTED]

[REDACTED]

WAS ABANDONED NOVEMBER SIX,

LAST, IN

[REDACTED]

CAR IMPOUNDED AND OWNER,

IDENTITY UNKNOWN, MADE NO EFFORT TO RECOVER. SEARCH OF

VEHICLE BY BUREAU AGENTS ON DECEMBER EIGHT, LAST, FAILED TO

DEVELOP ANY PERTINENT INFORMATION.

LA 164-497

REINTERVIEW OF [REDACTED]

b6
b7C

[REDACTED]
[REDACTED]
[REDACTED] CALIFORNIA.
[REDACTED]

b6
b7C

[REDACTED] WHEREABOUTS. [REDACTED] ^{NOT} KNOWN IN CONTACT [REDACTED]

SINCE NOVEMBER SIX, LAST.

INVESTIGATION AT GREYHOUND BUS DEPOT, [REDACTED]

b6
b7C

CALIFORNIA, [REDACTED]

LOS ANGELES, CALIFORNIA, FAILED TO DEVELOP ADDITIONAL INFORMATION REGARDING [REDACTED]

JOB APPLICATIONS OF FORMER EMPLOYMENTS OF [REDACTED]
[REDACTED]

b6
b7C

LA 164-497

[REDACTED]
[REDACTED] REVEALED [REDACTED] A WHITE MALE, BORN
[REDACTED] SIX FEET, ONE FIFTY FIVE
POUNDS, BROWN HAIR, AND EYES, WITH SOCIAL SECURITY NUMBER OF
[REDACTED] NCIC
NEGATIVE.

b6
b7C

[REDACTED] EMPLOYED AT [REDACTED]
[REDACTED] ASSOCIATE OF [REDACTED]
[REDACTED] COULD FURNISH NO ADDITIONAL INFORMATION.

b6
b7C

NAME OF [REDACTED] ^{AND} ARTISTS' CONCEPTION OF UNKNOWN
SUBJECT, ^{UN} NOT KNOWN TO ANYONE INTERVIEWED AND NO ONE IDENTIFIED
AS BEING ASSOCIATED WITH PARACHUTING.

b6
b7C

KANSAS CITY AT [REDACTED] MISSOURI: INTERVIEW [REDACTED]
[REDACTED] FOR INFORMATION REGARDING HIS WHERE-
ABOUTS AND DETERMINE ADDRESS OF [REDACTED]
[REDACTED]

b6
b7C

INVESTIGATION AT LOS ANGELES CONTINUING.
SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS.

NR006 MP PLAIN

649PM NITEL 12-9-71 AGL

TO LOS ANGELES

PORTLAND 164-41

SEATTLE 164-81

FROM MINNEAPOLIS 164-73 3

UNSUB, AKA D.B. COOPER; NORTHWEST AIRLINES FLIGHT THREE
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, LAST;
CAA - HIJACKING; EXTORTION. OO: SEATTLE.

RE PORTLAND TELETYPE TO LOS ANGELES DECEMBER EIGHT,
LAST.

ON DECEMBER NINE, INSTANT, [REDACTED]

[REDACTED] ADVISED THAT [REDACTED] RETAINS

[REDACTED] AS A MAILING ADDRESS ONLY.

[REDACTED] MAIL TO HIM ONCE A WEEK TO AN

ADDRESS DESIGNATED BY HIM. [REDACTED]

[REDACTED] MAIL TO [REDACTED]

END PAGE ONE

b6
b7c

Lead assigned

[REDACTED]

[REDACTED]

(Handwritten scribble)

164-497-116

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BELES	
I ord	

b6
b7c

PAGE TWO

MP 164-73

[REDACTED]

b6
b7C

LAST. [REDACTED] ADVISED [REDACTED]

[REDACTED] HOWEVER, SHE DOES NOT KNOW WHAT
TYPE OF BUSINESS HE IS ASSOCIATED WITH.

[REDACTED] FURNISHED THE FOLLOWING DESCRIPTION BASED
ON [REDACTED]

b6
b7C

HEIGHT - FIVE FEET TEN

WEIGHT - TWO HUNDRED POUNDS

HAIR - BROWN, MEDIUM LENGTH

AGE - EARLY FORTIES

[REDACTED] ADDRESSES THAT ARE

b6
b7C

FREQUENTLY USED BY [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

*Imperial
County
San Diego*

[REDACTED]

END PAGE TWO

PAGE THREE

MP 164-73

[REDACTED]

b6
b7c

PORTLAND AT [REDACTED] OREGON, CONDUCT INVESTIGATION
TO DETERMINE IF [REDACTED]

b6
b7c

[REDACTED] ATTEMPT. TO DETERMINE IDENTITY OF OCCUPANT OF

[REDACTED]

[REDACTED] ON DECEMBER THREE, LAST, AT PORTLAND
INTERNATIONAL AIRPORT.

PENDING.

END

CORR: HEADING SHD READ:

FROM MINNEAPOLIS 164-73 3P

LRS FBI LOS ANGELES CLR

NR003 KC PLAIN

150PM URGENT 12-10-71 PLG

TO LOS ANGELES 164-497

FROM KANSAS CITY 164-80 1P

NORJAK.

RE SUSPECT [REDACTED]

[REDACTED] ADVISED [REDACTED]

[REDACTED] IS POSS-

IBLY RESPONSIBLE FOR CAPTIONED CRIME. THEY BASE THIS OPINION ON

ARTIST'S CONCEPTION VIEWED BY THEM. [REDACTED] WHEREABOUTS UNKNOWN,

[REDACTED]

[REDACTED] DESCRIBED AS WMA, DOB [REDACTED]

FIVE FT. NINE, ONE SIXTYEIGHT LBS.. BROWN HAIR, BLUE EYES, FAIR COM-

PLEXION, FBI NO. [REDACTED]

NO RECENT PHOTO AVAILABLE.

LOS ANGELES, AT [REDACTED]

REVIEW [REDACTED]

RE [REDACTED]

OBTAIN MOST RECENT PHOTOS. FURNISH TO MINNEAPOLIS, PORTLAND AND SEATTLE.

ARMED AND DANGEROUS.

P

END

DLK

FBI LOS ANGELES CLR

Ind. Search Request

Lead to Riverside

164-497-119

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LOS ANGELES	
TOP	

DB Cooper-22878

b6
b7c

b6
b7c
b7D

b6
b7c

b6
b7c

b6
b7c

Date 12/10/71

~~TO: CHIEF CLERK~~

Subject	[Redacted]				Social Security Account #
Aliases					
Address		Birth Date	Birthplace	Race	Sex
				W	<input checked="" type="checkbox"/> Male <input type="checkbox"/> Female

b6
b7c

<input type="checkbox"/> Exact Spelling	<input type="checkbox"/> Main Criminal Case Files Only	<input type="checkbox"/> Restrict to Locality of
<input checked="" type="checkbox"/> All References	<input type="checkbox"/> Criminal References Only	
<input type="checkbox"/> Main Subversive Case Files Only	<input type="checkbox"/> Main Subversive (If no Main, list all Subversive References)	
<input type="checkbox"/> Subversive References Only	<input type="checkbox"/> Main Criminal (If no Main, list all Criminal References)	

File & Serial Number	Remarks	File & Serial Number	Remarks
<div style="border: 1px solid black; padding: 10px; display: inline-block; font-size: 2em; font-weight: bold; letter-spacing: 0.5em;">SPECIAL</div>			

Requested by	[Redacted]	Squad	<u>13</u>	Extension	<u>3384</u>	File No.	<u>164-497</u>
Searched by	[Redacted]	(date) <u>12/10/71</u>					
Consolidated by	[Redacted]	(date) _____					
Reviewed by	[Redacted]	(date) _____					

b6
b7c

File Review Symbols
 I - Identical ? - Not identifiable
 NI - Not identical U - Unavailable reference ☆ GPO: 1971-O-423-290

DB Cooper-22879

NR 020 SC PLAINTEXT

1117PM NITEL 12-10-71 LCH

TO LOS ANGELES

SEATTLE (164-81)

FROM SACRAMENTO (164-59) (2P)

MORJAK. OO: SEATTLE.

ON DECEMBER NINE, LAST, [REDACTED]

[REDACTED] ADVISED COMPOSITE PHOTOGRAPH OF HIJACKER APPEARING IN SACRAMENTO BEE ON NOVEMBER TWENTY-EIGHT CLOSELY RESEMBLED [REDACTED]

[REDACTED] INTERVIEWED AND DESCRIBED [REDACTED] AS WHITE MALE, SIX FEET, ONE SEVENTY POUNDS, THIRTY-SIX TO THIRTY-EIGHT YEARS, DARK BROWN HAIR, [REDACTED] EYES, OLIVE COMPLEXION. [REDACTED]

[REDACTED]

END PAGE ONE

b6
b7C

b6
b7C

925
Venturas lead
Chom
12/10/71
12/9/71
contact new
investing wife

164-127-120
SEARCHED [] INDEXED []
SERIALIZED [] FIELD []
13 DEC 10 1971
LOS ANGELES
[REDACTED]
[REDACTED]

PAGE TWO

SC 164-500

TELEPHONE [REDACTED]

b6
b7C

CALIFORNIA LAW ENFORCEMENT TELECOMMUNICATIONS SYSTEM(CLETS)

INDICATED [REDACTED]

b6
b7C

[REDACTED], AND DESCRIBED WHITE MALE, SIX FEET ONE, ONE EIGHTY
POUNDS, BROWN HAIR, [REDACTED] EYES, BORN [REDACTED]
HOLDS CALIFORNIA DRIVER'S LICENSE [REDACTED]

SACRAMENTO INDICES NEGATIVE FOR [REDACTED]

b6
b7C

LOS ANGELES ASCERTAIN [REDACTED] WHEREABOUTS NOVEMBER TWENTY-FOUR,
LAST, AND PRESENT LOCATION. IF [REDACTED] LOCATION CANNOT BE VERIFIED
FOR THESE DATES, ADVISE SEATTLE.

COPY OF DRIVER'S LICENSE WITH PHOTOGRAPH FOLLOWING UNDER
SEPARATE COVER FOR LOS ANGELES AND SEATTLE.

E N D

HOLD

F B I

Date: 12/10/71



b6
b7C

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO: SACS SEATTLE (164-81) *CR*
✓ PORTLAND (164-41)
✓ KANSAS CITY
✓ SAN FRANCISCO (164-220)

FROM: SAC, LOS ANGELES (164-497)

NORJACK

RE LOS ANGELES TELETYPE TO SEATTLE DECEMBER NINE LAST.

SUSPECTS: [REDACTED]

[REDACTED]

ON DECEMBER NINE LAST, [REDACTED]

[REDACTED]

ADVISED HE [REDACTED]

[REDACTED]

[REDACTED] COULD FURNISH NO

INFORMATION CONCERNING [REDACTED] CURRENT WHEREABOUTS, CLAIMS

PORTLAND WAS NOT DISCUSSED, KNOWS OF NO ASSOCIATES [REDACTED]

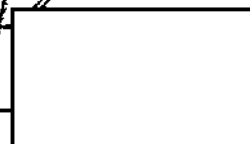
164-497
CRS/trb
(1)

SEARCHED
SERIALIZED

1155
SE 11 55
PD 9 34
KCB 22
SF 8 05



164-497-121



CRS

b6
b7C

b6
b7C

b6
b7C

Approved: *OK* [REDACTED]

Special Agent in Charge

Sent

P.M

Per *DJW*

DB Cooper-22884

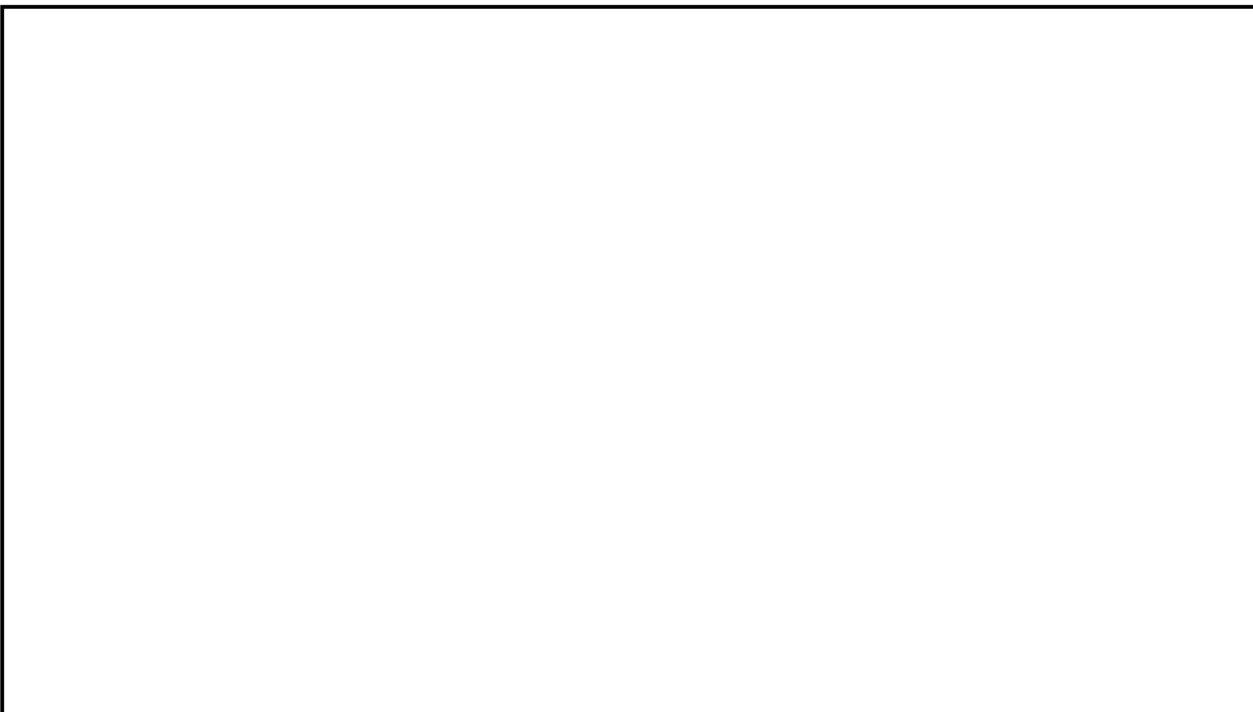
LA 164-497

PAGE TWO

UNITED STATES, AND DOES NOT KNOW [REDACTED] OR ANYONE
RESEMBLING ARTIST'S CONCEPTION OF UNKNOWN SUBJECT.

RECORD FOR [REDACTED] FBI NUMBER [REDACTED]

[REDACTED] LOCATED LOS ANGELES POLICE DEPARTMENT.



NO RECORD IDENTIFIABLE WITH [REDACTED] LOS ANGELES SHERIFF'S
OFFICE.

ALL PERSONS INTERVIEWED THIS PHASE PLEDGED TO NOTIFY FBI
IF WHEREABOUTS OF [REDACTED] OR ANY OTHER DETAILS

b6
b7C

b6
b7C

b6
b7C

b6
b7C

LA 164-497

PAGE THREE

POSSIBLY RELATED ARE LEARNED. ALL AGREE [REDACTED]

b6
b7C

[REDACTED]

CRIMES.

[REDACTED]

TELEPHONICALLY CONTACTED FBI, [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] DENIED INVOLVEMENT IN CAPTIONED MATTER AND SAID [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] WAS WANTED BY LOCAL AUTHORITIES,
LOCATION UNKNOWN, AND THEREFORE, REFUSED TO TALK TO POLICE.

[REDACTED] STATED HE WOULD [REDACTED]

b6
b7C

[REDACTED] RETURN TO [REDACTED]

AREA AND [REDACTED]

LA 164-497

PAGE FOUR

AT [REDACTED] ^{MISSOURI}~~OKLAHOMA~~: INTERVIEW [REDACTED]

b6
b7c

[REDACTED] AS SET OUT IN REFERENCED TELETYPE DECEMBER NINE
LAST, TO ASCERTAIN WHEREABOUTS OF [REDACTED] AND IDENTIFY ALLEGED
ASSOCIATES FROM [REDACTED]

UNKNOWN SUBJECT SHOULD BE CONSIDERED ~~SUSPICIOUS~~ DANGEROUS.

NR 004 PD PLAIN

6:15 PM NITEL 12-11-71 RMB

TO: SEATTLE (164-81)

LOS ANGELES

FROM: PORTLAND (164-41) 2P

NORJAK

RE MINNEAPOLIS NITEL TO LOS ANGELES AND SEATTLE, DECEMBER NINE, SEVENTYONE.

[REDACTED]

b6
b7C

[REDACTED] ADVISED HE IS [REDACTED]

[REDACTED] SAME ADDRESS. [REDACTED] ADVISED ON

DECEMBER THREE, LAST, [REDACTED]

[REDACTED]

HE ADVISED [REDACTED]

AND HE IS

b6
b7C

[REDACTED]

[REDACTED] ADVISED [REDACTED]

CLOSELY RESEMBLES THE SKETCH OF THE

UNKNOWN SUBJECT; HOWEVER, [REDACTED]

IS DEFINITELY NOT HIM.

b6
b7C

END PAGE ONE

[REDACTED] *Discontinue*
[REDACTED]

164-497-122
②

SEARCHED	INDEXED
SERIALIZED	FILED

[REDACTED]

b6
b7C

PD 164-41

PAGE TWO

HE DESCRIBED [REDACTED] AS WHITE MALE, AGE [REDACTED] BUT LOOKS .
[REDACTED] FIVE FEET, NINE INCHES; ONE HUNDRED SIXTYFIVE POUNDS; BROWN
HAIR; [REDACTED] EYES; AND WEARS DARK GLASSES MOST OF THE TIME.

b6
b7c

PORTLAND CONDUCTING NO FURTHER INVESTIGATION CONCERNING

b6
b7c

[REDACTED]
LOS ANGELES DISCONTINUE EFFORTS TO LOCATE [REDACTED]

PENDING..

END

FBI LA JCD

CLR

WITH PD

NR 005 SF PLAINTEXT

7:03PM NITEL 12/11/71 JAK

TO SEATTLE (164-81)

LOS ANGELES (164-497)

KANSAS CITY (164-80)

PORTLAND (164-41)

FROM SAN FRANCISCO (64-220) IP

NORJAK.

RE LA TEL TO SE, PD, KC, AND SF, DEC. NINE, LAST, RE [REDACTED]

b6
b7C

[REDACTED]

[REDACTED]

ADVISED

b6
b7C

INSTANT DATE [REDACTED]

[REDACTED]

QUESTIONING THE FBI INQUIRY CONCERNING

HIM. HE ADVISED THAT HE WOULD NOT TALK TO FBI AGENTS PRIOR

TO SEEING HIS LAWYER, AND THAT HE HAD NOTHING TO DO WITH

ANY HIJACKING. [REDACTED]

[REDACTED]

KC ATTEMPT TO CONTACT [REDACTED]

b6
b7C

[REDACTED] AND ASCERTAIN WHEREABOUTS OF [REDACTED] ON NOV. TWENTY

FOUR, LAST.

-----SUBJECT SHOULD BE CONSIDERED ARMED AND DANGEROUS-----

END...

DJM

FBI LOS ANGELES CLR

164-497-123
SEARCHED INDEXED
SERIALIZED FILED
DEC 11 1971

b6
b7C

DB Cooper-22890

12/9/71

NITEL

TO: SEATTLE (164-81)

FROM: SAN FRANCISCO (164-220)

[Redacted]

NORJAK.

RE LOS ANGELES TELETYPE, DECEMBER SEVEN LAST.

RE SUSPECT [Redacted]

[Redacted]

[Redacted]

ADVISED [Redacted] EMPLOYED BY [Redacted]

[Redacted]

[Redacted]

THE LAST KNOWN

ADDRESS FOR [Redacted]

[Redacted]

[Redacted]

WHICH DOES NOT

RESEMBLE THE ARTIST'S CONCEPTION OF UNSUB. THESE RECORDS

REFLECT [Redacted] DESCRIBED AS WMA, BORN [Redacted]

[Redacted]

FIVE FEET NINE INCHES, ONE HUNDRED FORTY

POUNDS, NO HAIR OR EYE COLOR INDICATED.

SAN FRANCISCO AT [Redacted] WILL ATTEMPT TO LOCATE AND

INTERVIEW [Redacted] AT THE ABOVE ADDRESS TO DETERMINE HIS

- 1 - San Francisco
- 1 - Los Angeles (Info.) (AM)

[Redacted]

BEC/cad

b6
b7C

b6
b7C

b6
b7C
b6
b7C

SF 164-220
BHC/cad

PAGE TWO

WHEREABOUTS ON PERTINENT DATE.

AM COPY TO LOS ANGELES.

NR001 DL PLAIN

NITEL DATED 12-13-71 SENT 1:55AM 12-14-71 TPR

TO SEATTLE (164-81)

LOS ANGELES

SAN FRANCISCO

FROM DALLAS (164-191)

NORJAK

[REDACTED] OF THE DALLAS PARACHUTE ASSOCIATION, ADVISED TODAY EIGHTY PER CENT OF THE PARACHUTISTS AND SKYDIVERS BELONG TO THE U. S. PARACHUTE ASSOCIATION (USPA) BOX ONE ZERO NINE, MONTERREY, CALIFORNIA AND RECEIVE A MONTHLY PUBLICATION CALLED THE "PARACHUTIST".

b6
b7c

IN ADDITION [REDACTED] OF THE USPA, PUBLISHES THE "SKYDIVER" MAGAZINE, ADDRESS P.O. BOX FORTY-FOUR, BUENA PARK, CALIFORNIA.

b6
b7c

LOS ANGELES AND SAN FRANCISCO SHOULD CONTACT ABOVE TWO ORGANIZATIONS IN THEIR RESPECTIVE TERRITORIES. DETERMINE IF
END PAGE ONE

0

164-497-125

SEARCHED	INDEXED
SERIALIZED	FILED
13 DEC 14 1971	
FBI - LOS ANGELES	
[REDACTED]	
[Handwritten initials]	

Roh

b6
b7c

PAGE TWO

164-191

THEY WILL PUBLISH THE COMPOSITE DRAWING OF UNKNOWN SUBJECT.
ASCERTAIN DEGREE OF COVERAGE WHICH CAN BE EXPECTED. NOTIFY
SEATTLE AND BUREAU. DALLAS HOLDING LEAD IN ABEYANCE TO CONTACT
PARACHUTE, SKYDIVER AND AFFILIATED ORGANIZATIONS.

CONSIDER UNSUB DANGEROUS.

END

BCD FBI LOS ANGELES CLR

OK UPS

F B I



b6
b7C

Date: 12/13/71

Transmit the following in PLAIN
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SAC, SEATTLE (164-81) *OR*
SAC, SAN DIEGO
FROM: SAC, LOS ANGELES (164-497)

NORJAK.

RE BUTTE TELETYPE TO LOS ANGELES AND SEATTLE, NOVEMBER THIRTY LAST.

RE SUSPECT FOR INFORMATION ~~OF~~ SAN DIEGO,

b6
b7C

~~PREVIOUSLY~~ ADVISED BEARS STRIKING RESEMBLANCE TO ARTISTS' SKETCH OF UNSUB.

b6
b7C

DURING INTERVIEWS OF

ADVISED HE WOULD DISCOUNT

AS POSSIBLE SUSPECT, ~~THIS MATTER~~. DESCRIBED AS

b6
b7C

BORN HAIR,

1 - BUTTE (AM)

crs/kan
(2)

164-497-127



b6
b7C

*SE - 6:00
SD - 5:20*

Approved:
Special Agent in Charge

Sent _____ M Per

DB Cooper-22899

[REDACTED]

PAGE TWO

EYES, ONE NINE FIVE POUNDS, SIX FEET ONE INCH, CURRENTLY
RESIDING IN [REDACTED] AREA AND A [REDACTED]

[REDACTED] CALIFORNIA. [REDACTED] LAST SEEN AT [REDACTED]
[REDACTED] NOVEMBER TWENTY SEVEN LAST, ~~FOLLOWING~~
~~HIJACKING,~~ AND WEARING ~~[REDACTED]~~ [REDACTED]

[REDACTED]

SAN DIEGO CONDUCT LOGICAL INVESTIGATION TO ESTABLISH
[REDACTED] WHEREABOUTS AND INTERVIEW IN EFFORT TO DEVELOP SUSPECTS
IN THIS MATTER.

ARMED AND DANGEROUS.

BUTTE ADVISED AIR MAIL. PENDING.

b6
b7C

b6
b7C

b6
b7C

F B I

Date: 12/13/71



b6
b7c

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SACS SEATTLE (164-81) *ch*
KANSAS CITY (164-80)
PORTLAND (164-41)
~~SAN FRANCISCO (164-220)~~
FROM: SAC, LOS ANGELES (164-497)

NORJAK

RE SAN FRANCISCO TEL TO SEATTLE DECEMBER ELEVEN LAST.

RE SUSPECTS [REDACTED]

AKA *New IP*
~~ALSO KNOWN AS (AKA)~~ [REDACTED]

b6
b7c

TELEPHONICALLY CONTACTED FBI, LOS ANGELES THIS DATE. [REDACTED]

INTERVIEWED AT [REDACTED]

b6
b7c

[REDACTED] HE DENIES ANY
KNOWLEDGE OF CAPTIONED MATTER, IDENTITY OF [REDACTED] OR
ANYONE WHO IS A PARACHUTIST. UNABLE TO EXPLAIN WHY ANYONE
WOULD NAME HIM AS PRINCIPAL AND CLAIMS FEAR OF PLANES. HAS
NO KNOWLEDGE OF AIRCRAFT OPERATIONS. [REDACTED] VOLUNTARILY

~~2 - SAN FRANCISCO (164-220) (AM)~~

crs/lme
(2)

b6
b7c

SE-939
KC-947
PD-955
SF-956

164-497-128
Ches

Approved: *[Signature]*
Special Agent in Charge

Sent *[Signature]* M Per *[Signature]*

DB Cooper-22901

LA 164-497
PAGE TWO

TRAVELED TO FBI OFFICE TO HAVE PHOTO TAKEN. [REDACTED]

b6
b7C

[REDACTED]

[REDACTED]

b6
b7C

[REDACTED]

[REDACTED]

b6
b7C

[REDACTED]

[REDACTED]

b6
b7C

LA 164-497
PAGE THREE

[REDACTED]

b6
b7C

DECEMBER NINE LAST, WHEN HE LEARNED FBI WAS LOOKING FOR HIM.

[REDACTED]

[REDACTED]

b6
b7C

[REDACTED]

[REDACTED] ON NOVEMBER TWENTYSEVEN HE WAS ARRESTED

[REDACTED]

[REDACTED] STATES SEVERAL VISITS MADE TO [REDACTED]

b6
b7C

[REDACTED]

AND MAY HAVE BEEN THERE DURING PERTINENT PERIOD.

[REDACTED] PLANS RETURN TO [REDACTED]

b6
b7C

[REDACTED]

[REDACTED] HIS DESCRIPTION SAME AS PREVIOUSLY SET FORTH.

LA 164-497
PAGE FOUR

LOS ANGELES FORWARDING PHOTOGRAPH OF [REDACTED] VIA AIRTEL.

KANSAS CITY AT KANSAS CITY MISSOURI, DISCONTINUE EFFORTS
TO LOCATE [REDACTED]

PORTLAND INTERVIEW [REDACTED]

IN AN EFFORT TO ESTABLISH [REDACTED] WHEREABOUTS DURING PERTINENT
PERIOD. IF NECESSARY CONTACT [REDACTED]

[REDACTED]

UNKNOWN SUBJECT SHOULD BE CONSIDERED DANGEROUS.

~~SAN FRANCISCO ADVISED AT 11:50 PM. [REDACTED]~~

b6
b7C

b6
b7C

NR013 SE PLAIN

1039 PM URGENT 12/13/71 FEE

TO WFO

NEW YORK

LOS ANGELES

FROM SEATTLE (164-81) 1P

NORJAK.

RE D.B. COOPER LETTER.

THE SEATTLE TIMES, SEATTLE, HAS TURNED OVER TO THE SEATTLE OFFICE A LETTER RECEIVED BY THE NEWSPAPER TODAY ADDRESSED TO THE MANAGING EDITOR OF THE SEATTLE TIMES, BEARING THE POST MARK "U.S. POSTAL SERVICE. WA NINE EIGHT ZERO" WITH THE DATE DECEMBER ELEVEN, SEVENTY-ONE. POSTMARK INDICATES LETTER WAS MAILED IN THE GREATER SEATTLE AREA, BUT OUTSIDE THE CITY OF SEATTLE ITSELF. THE LETTER SIGNED "D.B. COOPER," HE CLAIMS HE LEFT NI FINGERPRINTS, THAT HE WORE A TOUPEE, AND WORE PUTTY MAKE-UP.

LETTER INDICATES COPIES WERE SENT TO THE WASHINGTON POST, THE NEW YORK TIMES AND THE LOS ANGELES TIMES.

WFO, NEW YORK AND LOS ANGELES ARE REQUESTED TO OBTAIN, IF POSSIBLE, THE COPY OF THE LETTER RECEIVED BY THE INDICATED NEWSPAPER AND FORWARD SAME TO LABORATORY FOR APPROPRIATE LABORATORY EXAMINATION, INCLUDING USE OF THE TYPWRITER AND FOR LATENT FINGERPRINT EXAMINATION. SEATTLE IS FORWARDING TODAY ITS COPY OF INSTANT LETTER.

END

JJS FBI LOS ANGELES

CLR

164-497-129

SEARCHED	INDEXED
SERIALIZED	FILED
13 DEC 1 1971	
FBI - LOS ANGELES	

1
GSA

DB Cooper-22905

b6
b7c

FBI

Date: 12/13/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIR MAIL
(Priority)

TO: SAC, SEATTLE (164-81)
FROM: SAC, LOS ANGELES (164-497) (P)
SUBJECT: NORJAK

Re Los Angeles teletypes to Seattle, dated 11/26/71 and 12/2/71.

RE SUSPECTS [redacted]

[redacted] California, previously advised that [redacted] had once stated [redacted] he could hijack a plane. [redacted] acquaintance of [redacted] about [redacted] years ago.

On 12/6/71, [redacted] was interviewed and an artist's sketch of Unknown Subject was displayed to him. He advised [redacted] did not resemble in any way the artist's sketch. It was further ascertained that [redacted] was [redacted] years of age in [redacted] and his current age would be about [redacted] years of age.

[redacted] Los Angeles County Sheriff's Office, previously furnished information that one [redacted] was an avid sky diver and type of character to pull a hijack. He stated [redacted] is [redacted] would be the person who could furnish information concerning [redacted] He added he had not seen [redacted] personally for years.

On 12/7/71, [redacted] was interviewed at her employment, [redacted] Los-

2 - Seattle
2 - Los Angeles
crs/jal
(4)

Spur
OFFICE COPY

SEARCHED
SERIALIZED
INDEXED
FILED
164-497-130

Approved: [Signature]
Special Agent in Charge

Sent _____ M Per _____

DB Cooper-22906

b6
b7C
b6
b7C
b6
b7C
b6
b7C
b6
b7C

LA 164-497

Angeles, and stated [REDACTED]
She described [REDACTED] as white male, mid 60's, 5 feet 4 inches,
140 pounds, graying hair, employed as [REDACTED]
[REDACTED] California.

b6
b7C

After viewing the artist's sketch of the unknown
subject, she stated there was no resemblance between this
sketch and [REDACTED]

b6
b7C
b6
b7C

In view of above, neither [REDACTED] are
being considered logical suspects in this matter at this
time.

UNKNOWN SUBJECT SHOULD BE CONSIDERED DANGEROUS.

F B I

Date: 12/14/71

Transmit the following in PLAIN
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO: SAC, ST. LOUIS ^{JFK}
SAC, SEATTLE (164-81) _{JST}
FROM: SAC, LOS ANGELES (164-497)

NORJAK.

RE SEATTLE TELETYPE TO LOS ANGELES AND ST. LOUIS,
DECEMBER EIGHT LAST.

RE SUSPECT [REDACTED]

IT IS TO BE NOTED THAT INVESTIGATION HAS DETERMINED
CORRECT SPELLING FOR SUSPECT IS [REDACTED]
AS PREVIOUSLY SET FORTH.

INVESTIGATION AT LOS ANGELES HAS LOCATED [REDACTED]

[REDACTED] ADVISES [REDACTED] IS

[REDACTED] YEARS OLD, HAS LONG HAIR, AND [REDACTED]

HE PROVIDED AN ADDRESS FOR [REDACTED] LOS ANGELES

CORROBORATING INFORMATION FURNISHED [REDACTED] 164-497-131

ST. LOUIS DISCONTINUE.

ARMED AND DANGEROUS. PENDING

SEARCHED —
INDEXED —
SERIALIZED OK
FILED CB

J crs/kah
(1)

Approved: OK #13
Special Agent in Charge

Sent SL 12:15 PM SE 12:20 PM Per CKF

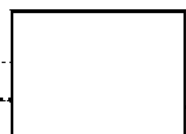
DB Cooper-22908

Enclosed 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 40s
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.
Characteristic:	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"x12"x14"; 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.

16d-497-132
B ut
epd



b6
b7c

DB Cooper-22909

12/8/71

AIRTEL

AIRMAIL

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, SEATTLE (164-81)(P)

SUBJECT: UNKNOWN SUBJECT; aka
Dan Cooper
Northwest Airlines
Flight 305
Portland to Seattle
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

Re Seattle teletype to Bureau and San Francisco, 12/7/71; Seattle teletype to Bureau and Los Angeles, 12/8/71, and Bureau telephone call to Seattle, 12/8/71.

Enclosed for the Los Angeles and San Francisco Divisions are two copies each of Bureau approved write-up to accompany the artist's conception of the unknown subject's photograph with glasses and without glasses, to be published in "The Parachute," and "Skydiver" magazines.

Glossy photographs being furnished by the Bureau.

San Francisco, note change in color of suit and wearing apparel from that set forth in Seattle teletype to Bureau and San Francisco, dated December 7, 1971.

- 2 - Bureau
 - ② - Los Angeles (Enc. 2)(164-497)
 - 2 - San Francisco (Enc. 2)(164-220)
 - 2 - Seattle
- CRS:bfr
(8)

1 rec'd on

164-111-133

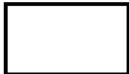
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DEC 10 1971	
FBI - SEATTLE	

W/ind
see me before
circulation

b6
b7c

FBI

Date: 12/10/71



b6
b7C

Transmit the following in PLAINTEXT
(Type in plaintext or code)

Via TELETYPE NITEL
(Priority)

TO: SAC, SEATTLE (164-81)
FROM: SAC, LOS ANGELES (164-497)

^R
NOJAK, ~~OO: SEATTLE~~

RE SACRAMENTO TELETYPE TO LOS ANGELES DATED DECEMBER NINE
LAST, CONCERNING LOOK ALIKE

b6
b7C

RESIDENCE

b6
b7C

AND CONTACTED DECEMBER TEN INSTANT,
ADVISED AS FOLLOWS:

b6
b7C

SOCIAL SECURITY NUMBER

HAS BEEN CONTINUOUSLY EMPLOYED

AREA
SACRAMENTO (AM)
164-497
TH/rsr
(1)

COOPERATING WITH
FURNISHED BY IN-LAW



CRJ
int
int
int

b6
b7C

Approved: Wysg/hs
Special Agent in Charge

Sent 11:59 M Per rsr

DB Cooper-22911

LA 164-497

PAGE TWO

[REDACTED] RECALLED [REDACTED]

b6
b7C

[REDACTED] AFTERNOON NOVEMBER TWENTY FOUR LAST, THE DAY BEFORE
THANKSGIVING. ON EVENING NOVEMBER TWENTY FIVE LAST, [REDACTED]

[REDACTED]

[REDACTED]

b6
b7C

[REDACTED] WERE IN

[REDACTED] NOVEMBER TWENTY FOUR DASH TWENTY FIVE LAST.

UNSUB ARMED AND DANGEROUS. PENDING

NR 016 PD PLAIN

11:19 PM NITEL 12-13-71 AJW

TO: SAC, SEATTLE (164-81)

SAC, LOS ANGELES

FROM: SAC, PORTLAND (164-41)

NORJAK

SUSPECT [REDACTED]

ON TWELVE THIRTEEN SEVENTYONE, [REDACTED] OREGON

STATE POLICE [REDACTED] OREGON ADVISED CONTACTED BY [REDACTED]

[REDACTED] WHO STATED, THAT [REDACTED]

[REDACTED] IS DEAD RINGER FOR UNSUB IN CAPTIONED MATTER. [REDACTED]

DESCRIBED AS [REDACTED] FIVE FEET TEN INCHES, ONE SIX ZERO

POUNDS, DARK HAIR, CONVENTIONAL CUT, RECEDING HAIR LINE, HIGH

FOREHEAD, DARK EYES, [REDACTED]

[REDACTED] SO CONVINCED OF LIKENESS THAT HE CALLED [REDACTED]

[REDACTED] WHERE SUSPECT KNOWN TO BE EMPLOYED [REDACTED]

[REDACTED] ADVISED [REDACTED] RECENTLY QUIT.

LOS ANGELES AT [REDACTED] WILL DETERMINE [REDACTED] WHEREABOUTS

[REDACTED] AND DETERMINE IF IDENTICAL TO UNSUB.

END

FBI LA JCD

CLR

WITH PD

SA [REDACTED] Santa Ana RA handling with Anaheim PD.

164-497-135

SEARCHED	INDEXED
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13 DEC 13 1971	
LES	

b6
b7C

b6
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b6
b7C

b6
b7C

FBI

Date: 12/14/71

PLAINTEXT

Transmit the following in _____
Type in plaintext or code

Via URGENT _____
Priority

TO: LOS ANGELES (164-497)
FROM: SAN FRANCISCO (164-220)

MORNING

RE LOS ANGELES NITEL TO SAN FRANCISCO, DECEMBER SEVEN LAST.

SUSPECT: [REDACTED]

b6
b7C

INVESTIGATION OAKLAND DISCLOSED SUSPECT MOVED [REDACTED]

[REDACTED] FROM [REDACTED]

[REDACTED] TO [REDACTED]

CALIFORNIA. FURTHER INQUIRY DISCLOSED SUSPECT AND WIFE

b6
b7C

[REDACTED] SUSPECT RECEIVED

CORRESPONDENCE FROM REAL ESTATE FIRM HANDLING SALE OF SUSPECT'S

HOUSE. PAPERS SENT TO SUSPECT [REDACTED]

[REDACTED] LOS ANGELES,

CALIFORNIA.

LOS ANGELES: DETERMINE SUSPECT'S WHEREABOUTS NOVEMBER
TWENTY FOUR - TWENTY FIVE, LAST, IN ORDER THAT HE MIGHT BE
LOGICALLY ELIMINATED AS SUSPECT IN THIS MATTER.

UNSUB ARMED AND DANGEROUS.

FACSIMILE

AM COPY TO SEATTLE

164-497-136

1 - San Francisco
1 - Seattle (164-91)

REC- *ca/f*

12-14-71
12-14-71
SEARCHED
SERIALIZED
INDEXED
FILED
DEC 15 1971
FBI - LOS ANGELES

Approved: *[Signature]*
Special Agent in Charge

Sent _____

[REDACTED]

b6
b7C

DB Cooper-22916

NR 10 SD PLAIN
10000 PM NITEL 12-14-71 DDC
TO SEATTLE 164-81
SAN FRANCISCO 164-220
LOS ANGELES 164-497
PORTLAND 164-41
FROM SAN DIEGO 164-91 6P

NORJAK

RE SUSPECT [REDACTED]

b6
b7C

[REDACTED]
[REDACTED] ON DECEMBER FOURTEEN INSTANT, SAID HE IS ALMOST POSITIVE HE KNOWS THE NAME OF PERSON WHO HIJACKED INSTANT PLANE ON NOVEMBER TWENTYFOUR LAST. HE REQUESTED ANONYMITY AND THAT HE BE CONSIDERED FOR ANY REWARD MONEY THAT MIGHT BE OFFERED FOR IDENTIFICATION OF THE HIJACKER, BASED ON HIS INFORMATION.

b6
b7C
b7D

HE SAID ABOUT TWO WEEKS AGO, HE WAS ARTIST CONCEPTION OF THE HIJACKER AT ONE OF THE LOS ANGELES NEWSPAPERS AND IT STRUCK HIM AS CLOSELY RESEMBLING A MAN HE KNOWS AS [REDACTED]

b6
b7C
b7D

END PAGE ONE

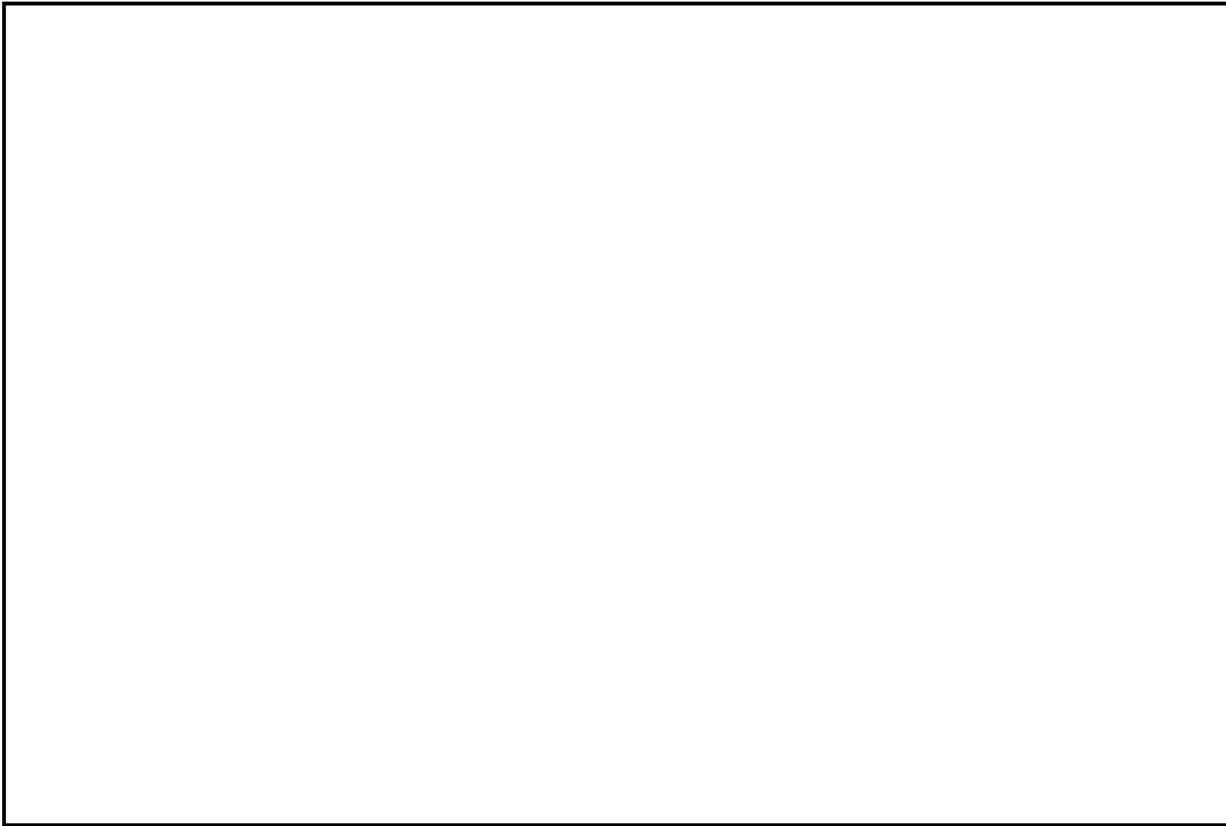
*Interview
to be done to SF
San Diego, 12/17/71
Lead assigned*

164-497-137

b6
b7C

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
12 DEC 14 1971	
[REDACTED]	

PAGE TWO



b6
b7C
b7D

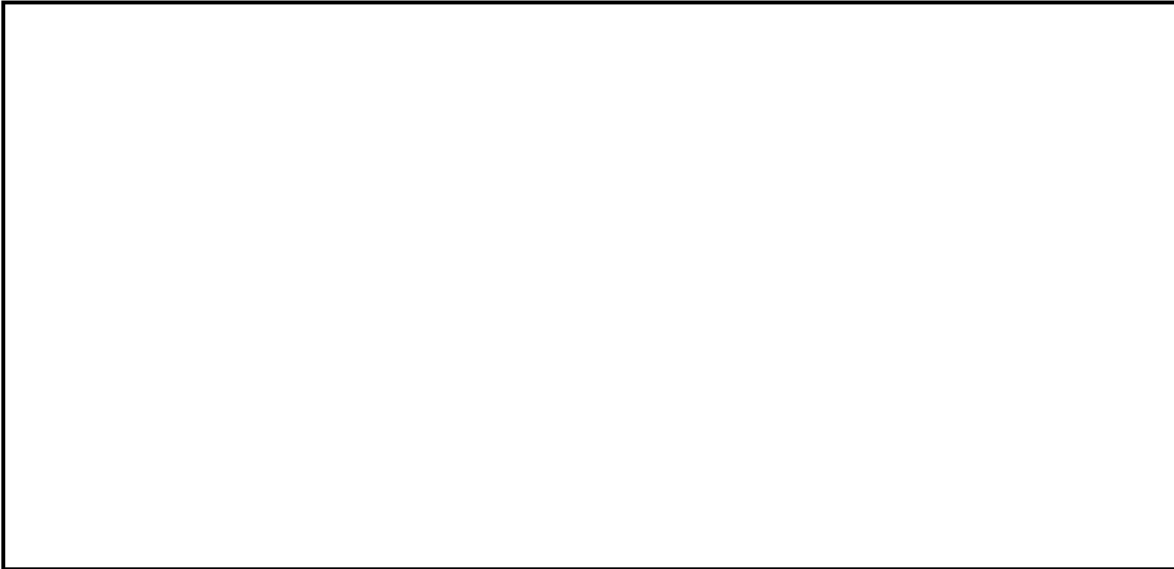
[REDACTED] BELIEVES [REDACTED]

[REDACTED] HE SAID [REDACTED]

b6
b7C
b7D

END PAGE TWO

PAGE THREE



b6
b7C
b7D



SAID



b6
b7C
b7D



END PAGE THREE

SD 164-91

PAGE FIVE

[REDACTED] SAID HE COULD NOT BE MORE DEFINITE RE THIS

b6
b7C
b7D



[REDACTED] DESCRIBED [REDACTED] WMA, FORTYTWO TO FORTYSIX YEARS,
FIVE FEET NINE TO FIVE FEET ELEVEN INCHES, ONE HUNDRED EIGHTY,
HAIR LIGHT BROWN, RECEDING, REGULAR CUT, EYES BELIEVED [REDACTED]
AND OCCASIONALLY WEARS GLASSES, WORE FASHIONABLE CLOTHES,
VERY NEAT, [REDACTED] COMPLEXION, [REDACTED]

b6
b7C
b7D

[REDACTED]
END PAGE FIVE

DB Cooper-22920

SD 164-91

PAGE SIX

LOS ANGELES AND SAN FRANCISCO. DETERMINE FURTHER
IDENTITY AND LOCATION OF AND ATTEMPT TO
DETERMINE HIS WHEREABOUTS AT TIME OF HIJACKING.

PENDING

END

DAB FBI LOS ANGELES PLS HOLD

b6
b7C
b7D



b6
b7C

F B I

Date: 12/14/71

Transmit the following in PLAIN
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

VAD
TO: SAC, SEATTLE (164-81)
SAC, KANSAS CITY *ESS*
SAC, PORTLAND *LSP*
SAC, SACRAMENTO *LXL*

FROM: SAC, LOS ANGELES (164-497)

NORJAK.

RE KANSAS CITY TELETYPE TO LOS ANGELES, DECEMBER TEN LAST.

RE SUSPECT

FOR INFORMATION SEATTLE AND SACRAMENTO,

ADVISED

IS POSSIBLY RESPONSIBLE
FOR CAPTIONED CRIME. OPINION BASED ON ARTIST'S SKETCH.

WHEREABOUTS UNKNOWN AND

164-497
crs/kah
(1)

164-497-138
ssh
rah
rst
Crab

SE - 4 26/P
KC - 4 34/P
PD - 4 40/P
SC - 4 45/P



b6
b7C

b6
b7C
b7D

b6
b7C

Approved: *AK-113* *[Signature]*
Special Agent in Charge

Sent *SC - 4 45/P* Per *crs*

DB Cooper-22922

LA 164-497

PAGE TWO

[REDACTED] DESCRIBED AS WHITE MALE AMERICAN, BORN [REDACTED]
[REDACTED] FIVE FEET NINE INCHES,
ONE SIXTY EIGHT POUNDS, BROWN HAIR, [REDACTED] EYES, [REDACTED] COMPLEXION,
FBI NUMBER [REDACTED] NO RECENT PHOTO AVAIL-
ABLE [REDACTED]

INVESTIGATION BY LOS ANGELES AT [REDACTED]
[REDACTED] CALIFORNIA, FAILS TO REVEAL ANY RECORD IDENTIFIABLE
WITH [REDACTED] NCIC NEGATIVE. NO RECORD IDENTIFIABLE LOS
ANGELES INDICES OR DRIVERS LICENSE DIVISION, CALIFORNIA DEPARTMENT
OF MOTOR VEHICLES.

KANSAS CITY, AT [REDACTED] KANSAS, CONDUCT ADDITIONAL
INVESTIGATION TO DEVELOP INFORMATION REGARDING RELATIVES AND
ASSOCIATES POSSIBLY KNOWING WHEREABOUTS OF [REDACTED] AND SET
FORTH LEADS TO ESTABLISH WHEREABOUTS DURING PERTINENT PERIOD.

SACRAMENTO, AT [REDACTED] CALIFORNIA, REVIEW RECORDS
CALIFORNIA CORRECTIONAL INSTITUTION, [REDACTED] IN EFFORT TO
IDENTIFY [REDACTED] AS FORMER INMATE AND DEVELOP LEADS TO LOCATE
AND ESTABLISH WHEREABOUTS.

PORTLAND, AT PORTLAND, OREGON, CHECK CREDIT AND CRIMINAL
RECORDS IN EFFORT TO ASCERTAIN WHEREABOUTS OF [REDACTED]

ARMED AND DANGEROUS.

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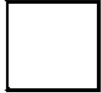
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F B I

Date: 12/14/71

Transmit the following in PLAIN CODE
(Type in plaintext or code)



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Via TELETYPE NITEL
(Priority)

TO: DIRECTOR, FBI (164-2111)
*FEE*SAC, SEATTLE (164-81)
FROM: SAC, LOS ANGELES (164-497)

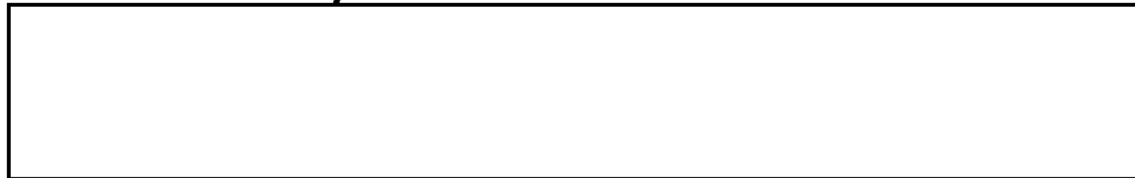
NORJAK.

RE SEATTLE TELETYPE TO BUREAU AND LOS ANGELES, DECEMBER EIGHT LAST, AND LOS ANGELES TELCALL TO BUREAU, DECEMBER EIGHT LAST.



ARTIST'S CONCEPTION

AND NARRATIVE CONCERNING UNSUB. FOR INFORMATION OF BUREAU,



CASE CAPTIONED BUFILE



LOS ANGELES
164-497-139

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164-497
crs/kah
(1)

File Stripped
Initials *[Signature]*
Date *3-21-80*

WA - 7 55
SE 920



CRS

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Approved: *[Signature]*
Special Agent in Charge

Sent _____ M Per *Doc*

DB Cooper-22924

LA 164-497

PAGE TWO

FILE

[REDACTED]

REVEALS THAT

[REDACTED]

FOLLOWING

[REDACTED]

[REDACTED]

CASE CAPTIONED

[REDACTED]

LOS ANGELES FILE

[REDACTED]

[REDACTED]

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LA 164-497

PAGE THREE

[REDACTED]

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[REDACTED]

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b7D

[REDACTED]

AUSA, LOS ANGELES, DECLINED PROSECUTION OF [REDACTED] IN
VIEW OF [REDACTED]

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NO DEROGATORY INFORMATION IN LOS ANGELES FILES CONCERNING
[REDACTED] PENDING.

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ARMED AND DANGEROUS.

