FEDERAL BUREAU OF INVESTIGATION
FOI/PA
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FOI/PA# 1:16-cv-01790-02

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FD-448 (10-28-71)

Transmit attached by Facsimile – PLAINTEXT

Priority URGENT

SUB-E
F

To: SAC, PORTLAND (164-41)

Date: 1/13/72

From: SAC, SEATTLE (164-81)

Time: Transmitted – 9:25am

Received – LJQ

Subject: NORJAK

☐ Fingerprint Photo ☐ Fingerprint Record ☐ Map ☐ Newspaper clipping ☐ Photograph

☐ Artists Conception

XX Other (1) map and (1) two page memo from [redacted], NWA, dated 1/9/72

b6
b7C

☐ (6 min) ☐ (4 min)

SAME AS SEP 164-81-1853

Special handling instructions:

Approved:

Sub. F
164-81-1876

DB Cooper-27690

SAC, SEATTLE (164-81) 1/11/72

SA CHARLES E. FARRELL

NORJAK

Re: SEARCH

U.S. AIR FORCE SR-71 AIRCRAFT

The Sacramento Division in a teletype dated 12/3/71 (Ser. 550) advised that Beale AFB, California, had offered, free of charge to the Bureau, use of an SR-71 aircraft to photograph terrain over which the hijacked airplane had flown on its trip to Reno.

This aircraft was described as an extremely sophisticated aerial reconnaissance plane which would photograph a strip 20 miles wide with photographic resolution of detecting objects on the ground 2 feet square. The film strip would then be reviewed by trained and qualified U.S. Air Force personnel.

Due to weather conditions along the route, being inclement at times, the flight never was made.

On 1/10/72 the writer contacted SAC JOHN WILLIAMS, Sacramento, and explained the results of the experiment on 1/6/72. Mr. WILLIAMS was requested to have the Air Force contacted to see if the flight could be made only over the State of Washington and perhaps from the Columbia River to a point some 30 miles north. He was also asked if the Air Force could advise what we could expect of such an over flight in the way of information which would be helpful in the search of this terrain.

In response to the above call, SA [redacted] who has been handling the hijacking case at Sacramento, advised he had contacted Beale AFB and made the request for the over flight and that he would attempt to determine if it could be made, noting that weather conditions still are effective. b6 b7C

Sub. f
164-81-1853

Copies of the revised map of the area to be searched were forwarded the night of 1/10/72 to Sacramento.

INDEXED
SERIALIZED FILED

CEF:klb
(4)

DB Cooper-27691

The attached plot indicates the envelope of possible landing points of the high jacker (HJ). It is based on the following:

- Aircraft position from USAF radar data from McChord AFB furnished by [redacted] b6 b7C

- Probable jump time (0411 GMT) from an analysis of the recorded communication from the flight relative to the cabin pressure fluctuation. Flight tests conducted on January 6 confirmed that the pressure fluctuation almost certainly occurred at the time the HJ left the airplane.

- Wind information from 10,000' MSL to the ground as determined by [redacted] b6 b7C

- Human body trajectories from data furnished by The Boeing Company (free-fall) and [redacted] who is an expert parachutist.

- Time correlation from the above USAF radar information and from the NWA communications network tape recording.

- Airplane airspeed and altitude from the airplane's flight recorder.

The plot is explained as follows:

1. The heavy dashed line C–D–E–S defines the airplane's probable ground track.

2. Line G–I–J–K defines the westernmost, and Line L–M–N–O the easternmost probable airplane ground tracks based on the stated position tolerance of ±.5 nautical mile of the USAF radar plot.

3. Lines A–B, H–P, and O–R are the average wind vectors between 10,000' MSL and the ground, and are the lines parallel to which the HJ would drift after the parachute had opened.

4. Line H–S–T defines the northernmost (earliest) points over which the HJ probably left the airplane. Line K–F–O defines the southernmost (latest) points over which the HJ probably left the airplane. The north–south span of possible jump positions is a product of the radar position tolerance of ±.5 mile, and the possible communication time determination tolerance of ±1 minute.

5. The area within the boundary defined by Points H–P–Q–R–O–K–J–I–H marks the extreme limits of probable landing points based on the above tolerances. That is, assuming the highest probable degree of inaccuracy in aircraft position, jump time, wind vector, etc., all probable HJ landing points would lie within the area defined by this line.

6. If it is assumed aircraft position, jump time, wind vector, and other inputs used are all accurate (without allowance for the above stated tolerances):

   a. The HJ's landing point would be at Point A if his 'chute did not open, or if he opened it so soon that the high speed caused 'chute damage that resulted in the equivalent of a free–fall to the ground. (The horizontal body trajectory due to

DIRECTOR, FBI (164-2111) January 10, 1972

SAC, SEATTLE (164-81) (P) Sub E. " F. A.A.

NORJAK

There is being sent under separate cover a copy of a film taken by the U. S. Air Force cameraman from a chase plane adjacent to the Northwest Boeing 727 during the simulated flight made on January 6, 1972 to determine the reactions of the airplane to the dropping of approximately 235 pounds from the rear steps in the same manner which is believed to have been used by the hijacker.

A review of the film shows the normal flight, together with a depression of the stairway as the load descends on the steps.

The Bureau is requested, if it desires, to review the film and then return it to the Seattle Office, it being the original copy. A copy has been made of the film for the U. S. Air Force per their request, and Northwest Airlines for its review.

There are also enclosed in the same package sequential black and white still photos showing the depression of the rear stairway by the addition of the sled and the reaction of the stairway to the actual departure of the sled, it being noted that the stairway immediately returned to a near closed position when the weight was taken from it.

3 - Bureau
(1 - Package)
2 - Seattle
JEM/cjw
(5)

Searched
Serialized
Indexed
Filed

DB Cooper-27695

Sub. F.
164-81-~~1844~~

FD-36 (Rev. 5-22-64)

FBI

Date: 1/10/72

Transmit the following in _____ (Type in plaintext or code)

Via TELETYPE NITEL (Priority)

TO : DIRECTOR, FBI (164-2111)

FROM: SAC, SEATTLE (164-81) DAILY TELETYPE

NORJAK.

BASED ON INFORMATION PROVIDED BY THE UNITED STATES AIR FORCE AND THE RESULTS OF THE FLIGHT BY NORTHWEST AIRLINES ON JANUARY SIX, SEVENTYTWO, [redacted] NORTHWEST AIRLINES, HAS NOW REDEFINED THE POSSIBLE DROP AREA OF THE HIJACKER WHICH IS LOCATED IN THE UPPER PART OF CLARK COUNTY, WASHINGTON, AND THE LOWER PART OF COWLITZ COUNTY, WASHINGTON.

b6
b7C

THE SACRAMENTO DIVISION HAS BEEN REQUESTED TO CONTACT THE APPROPRIATE OFFICIALS AT BEALE AIR FORCE BASE, CALIFORNIA, TO DETERMINE IF THE SR SEVENTYONE RECONNAISSANCE PLANE, WHICH WAS PREVIOUSLY OFFERED BY THE AIR FORCE, WOULD BE AVAILABLE TO PHOTOGRAPH THE NEWLY DEFINED AREA WHICH IS NOW LIMITED TO A SECTION NORTH OF THE COLUMBIA RIVER SOME THIRTY MILES.

THE BUREAU WILL BE KEPT ADVISED.

CEF:klb
(2)

164-81-1832

Approved: _____ Special Agent in Charge

Sent 7:19 M Per _____

January 7, 1972

AIRTEL AIRMAIL

TO : SAC, MINNEAPOLIS

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

SUBJECT: NORJAK

Enclosed for Minneapolis are four black and white prints showingthe sequence of dropping dummy package from aircraft involved in this matter during experiment on January 6, 1972. Also enclosed is one roll of 16 mm motion picture film taken by the Air Force during this test.

Minneapolis is requested to immediately deliver the enclosed items to [redacted], Northwest Airlines. b6 b7C

2 - Minneapolis (Enc. 5) (RM)
2 - Seattle
JSD:kdl

(4)

DB Cooper-27697

Sub f
164-81-~~1799~~

NR005 SE PLAIN

4::3222PM URGENT 12/29/71 VAB

TO DIRECTOR (164-2111)

SPRINGFIELD

MINNEAPOLIS

FROM SEATTLE (164-81) 2P

NORJAK.

RE: SEATTLE TEL TO THE BUREAU DECEMBER TWENTYEIGHT, LAST.

FOR THE INFORMATION OF SPRINGFIELD, ARRANGEMENTS ARE BEING MADE TO HAVE VOLUNTARY AIR FORCE PERSONNEL PARACHUTE FROM THE IDENTICAL PLANE INVOLVED IN THIS CASE. ARRANGEMENTS INVOLVE AIR FORCE AND NORTHWEST AIRLINES AND JUMPS WILL BE MADE AT AN AIR FORCE TRAINING AREA NEAR MOSES LAKE, WASHINGTON. PURPOSE OF THIS EXPERIMENT IS TO PINPOINT THE TIME WHEN UNSUB ACTUALLY LEFT THE AIRCRAFT AND WHETHER THIS WAS CAUSE OF OSCILLATION AND CABIN PRESSURE CHANGE EXPERIENCED BY CREW.

END PAGE ONE

DB Cooper-27698

Sub. f

164-81-1915

164-81

AIRFORCE PERSONNEL AT MC CHORD AIR FORCE BASE ARE READILY AVAILABLE AND COOPERATIVE AND TWO INDIVIDUALS HAVE VOLUNTEERED TO PARACHUTE FROM PLANE. HOWEVER, AUTHORITY FROM HEADQUARTERS MILITARY AIR LIFT COMMAND, SCOTT AIR FORCE BASE, IS NEEDED PRIOR TO AIR FORCE PARTICIPATION. MESSAGE REQUESTING INFORMATION WAS SENT THIS DATE TO [redacted] b6 b7C SCOTT AIR FORCE BASE BY PERSONNEL AT MC CHORD, HOWEVER, THEY DO NOT EXPECT REPLY UNTIL WEEK OF JANUARY THREE, NEXT.

APRINGFIELD, THROUGH LIAISON IS REQUESTED TO CONTACT [redacted] b6 b7C [redacted] IN EFFORT TO EXPEDITE THIS MATTER.

MINNEAPOLIS CONTACT [redacted], NORTHWEST AIRLINES, AND ADVISE OF SITUATION WHICH MAY NECESSITATE DELAY IN ABOVE MENTIONED TEST. -P-

END

AGGL FBI.....MMP

FILE (164-81) 12/23/71

SAC, SEATTLE

NORJAK

At 8:55 AM, 12/23/71, SAC HELD called from Minneapolis. He advised he had been talking to Mr. NYROP and that arrangements were made for the same 727 to be available to make the simulated flight on 12/27/71.

He suggested that agents actually ride on the plane. He advised that Mr. NYROP had told them he did not want a man to actually make the parachute jump but that we could simulate the conditions by dropping a package of similar weight.

Thereafter [redacted] Northwest Airlines, called and advised that he was going to come to Seattle on the evening of 12/26/71 and would be at the Sea-Tac Motor Inn at 8:00 AM on 12/27/71. I told him we would bring all of the maps and material that we had which has a bearing on this so that we can decide how the flight will take place. b6 b7C

He advised that the airplane would be available for the flight around 4:30 PM. He asked that we make the arrangements for the dummy and the actual drop itself. He will make all the arrangements for the airplane.

[redacted] told me, contrary to our earlier belief, that the crew told him that they could see the lights of Portland and other distinctive lights in that area, so given knowledge of the specific area the hijacker could very easily have made a jump to a specific location. b6 b7C

JEM:eon
(3)

164-81-1708 Sub 7.

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 23 1971
FBI—SEATTLE

DB Cooper-27700

NR004 SE PLAIN

4:28 PM URGENT 12/23/71 JJT

TO MINNEAPOLIS (164-73).

FROM SEATTLE(164-81)

NORJAK.

THER ORIGINAL AND ONE COPY OF AN AIR FORCE MAP OF THE FLIGHT PATH WAS DELIVERED TO NORTHWEST AIRLINES, SEATTLE, TODAY TO BE DISPATCHED ON FLIGHT TWENTYFOUR, LEAVING AT FIVE FIFTY PM, ADDRESSED TO [redacted] b6 b7C

NW AIRLINES, MINNEAPOLIS.

END

FBI MP

MPC

CLRJYYSVUBXR

DB Cooper-27701

Sub. F

164-81-~~1508~~

FD-36 (Rev. 5-22-64)

FBI

Date: 12/15/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIR MAIL
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)(P)

SUBJECT: NORJAK
BUFILE 164-2111
OO: Seattle

Re Las Vegas airtel to Seattle dated 12/3/71, and Seattle airtel to Las Vegas dated 12/8/71.

Enclosed herewith for Seattle are two copies of FD-302 interview of Sgt. [redacted] two copies of interview of [redacted] 11/24/71, and two copies of FD-302 interview of [redacted] on 11/24/71, all of should have been enclosed with referenced Las Vegas airtel.

b6
b7C

In addition, enclosed are two copies of FD-302 search of Boeing Aircraft on 11/24/71, by Las Vegas agents and also interview of [redacted] on 12/2/71, for completion of Seattle files.

b6
b7C

Investigation continuing Las Vegas.

2 - Seattle (Encl. 10)
1- Las Vegas
HEH:kmc
(3)

[redacted]

b6
b7C

164-81-1469

SEARCHED ____ INDEXED
SERIALIZED ____ FILED
DEC 20 1971
FBI — SEATTLE

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

DB Cooper-27702

U. S. GOVERNMENT PRINTING OFFICE : 1969 O - 346-090 (11)

FEDERAL BUREAU OF INVESTIGATION

1

Date 11/26/71

[redacted], Reno International Airport, Reno, Nevada, advised the Northwest Airlines 727 Flight 305 would park on the ramp approximately 150 yards east of the airport terminal building. He said no vehicles other than service vehicles would be permitted on the ramp or runway except for FBI vehicles or those authorized on the airport by the FBI. b6 b7C

164-81-1467 Sub-7

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 30 1971
FBI — S

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

by SA [redacted] - tlw Date dictated 11/26/71 b6 b7C

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

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

[redacted], Northwest Airlines, Seattle, Washington, telephonically contacted SA [redacted] [redacted] at United Airlines, Reno, Nevada, and furnished the following information: b6 b7C

The Boeing 727 aircraft, formerly Northwest Airlines Flight 305, had been hijacked earlier in the day while en route to Seattle, Washington, from Portland, Oregon. The airplane landed at Seattle where the hijacker requested $200,000.00 and four parachutes, two chest packs and two back packs. After the money was delivered to the hijacker in a knapsack, passengers and two of the stewardesses were allowed to deplane.

At Seattle the hijacker had specified there were to be no police or fire equipment when the plane landed. He requested an unmarked car and a representative of the airline would be allowed to approach the aircraft from a ten o'clock relative position. The only other equipment to go near the aircraft was to be the air stairs and refueling equipment.

At takeoff the hijacker had directed the aircraft to be flown at 10,000 feet with the rear door down, and flaps and landing gear down.

[redacted] requested the following: b6 b7C

1. No equipment with beacon lights be in evidence at Reno Airport when the aircraft landed.

2. No uniformed officers or crowds of spectators be visible from the aircraft.

3. That [redacted] United Airlines [redacted] and one other individual, who could be an FBI Agent, meet the aircraft on landing in an unmarked automobile and that this automobile approach the aircraft from a relative position of ten o'clock b6 b7C

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
FBI — S...

On 11/24/71 at Reno, Nevada File # LV 164-60
164-81-1466 Sub. 1

by SA [redacted] - tlw Date dictated 11/26/71 b6 b7C

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

4. Following the unmarked car was to be an air stairs with one man on it in the event access was needed to the cabin of the aircraft by a means other than the rear stairway.

5. Following the air stairs a fuel truck with two other fuel trucks standing by for use when the first truck was empty. There should be only one man in each fuel truck.

6. That no attempt be made to board the aircraft while the crew was aboard unless it had been determined that the hijacker was surrendering or had departed the aircraft.

[redacted] further advised the aircraft would take on 50,000 pounds of fuel and would proceed wherever directed by the hijacker. [redacted] said he thought the next stop for the aircraft after Reno would be Yuma, Arizona. b6 b7C

[redacted] said there were three pilots and a stewardess still aboard the 727.

[redacted] was unable to furnish an estimated time of arrival in Reno, Nevada.

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : FILE (164-81) DATE: 12/21/71

FROM : SAC, SEATTLE

SUBJECT: NORJAK

On 12/20/71 I talked to SAC HELD in Minneapolis. I told him that we had made extensive efforts to search the area where the hijacker is believed to have jumped, without discovering any evidence of his whereabouts or identity.

The Northwest Airlines people here have advised that they would be glad to simulate his flight, having a man jump to see whether the crew experienced the same reaction as recorded on the initial flight, and if the flight recorder records the same movement of the plane. If it did not, then it would appear that there was little use searching in the area we were searching in. If it did have the same reaction, then we would have to search an area approximately 2½ miles by 6 miles of virgin timber.

I told SAC HELD I thought it would be well if possible to have the same airplane used with the same crew but I did not see any reason for them to actually jump in the same area since it would be too dangerous and we may lose the jumper, but I did think it would be a good idea to simulate it in an area where the jumper could be recovered.

He advised he had talked to Mr. NYROP about this and that he had instructed that the crew and plane be put together for this purpose as soon as possible.

I inquired of him the status of their proposed offer of a reward and he advised Mr. NYROP had told him that the Seattle P-I Secret Witness Program had announced a $5,000 reward, which was true, and that he would give consideration to making another $5,000 offer for information furnished to Northwest Airlines or the FBI, furnishing the identity of the hijacker and evidence to assist in his conviction.

JEM:eon
(3)

Sub. F
164-81-4455
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 22 1971
FBI—SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

5010-108

NR010 SE PLAIN

9:000 PM NITEL 12/17/71 DCA

TO DIRECTOR, FBI (164-2111)

FROM SEATTLE (164-81) 2P DAILY TELETYPE

NORJAK

SEATTLE HAS CONDUCTED AN EXTENSIVE SEARCH OF WHAT WAS CONSIDERED THE PRIME AREA INTO WHICH THE SUBJECT MIGHT HAVE PARACHUTED, ALL WITH NEGATIVE RESULTS. THIS AREA WAS CONSIDERED PRIME DUE TO CALCULATIONS BY NORTHWEST AIRLINES OF THEIR FLIGHT RECORDER AND OTHER INSTRUMENTS ABOARD THE PLANE PLUS THE EXPERIENCING OF AN QUOTE OSCILLATION UNQUOTE BY PILOT.

NORTHWEST AIRLINES HAS OFFERED TO SIMULATE THE SAME CONDITIONS OF THE AIRCRAFT AS PREVAILED DURING THE HIJACK AND WILL FLY OVER THE SAME COURSE FROM SEATTLE TO RENO. THEY ARE ANXIOUS TO DETERMINE IF THE CONCLUSIONS THEY HAVE REACHED ARE, IN FACT, CORRECT AND THE ONLY WAY THEY CAN DETERMINE THIS IS TO HAVE A RERUN OF THE ACTUAL CONDITIONS.

SEATTLE WILL ARRANGE, THROUGH THE MINNEAPOLIS OFFICE, FOR

END PAGE ONE

sub F

164-81-~~1403~~

NORTHWEST TO DO THIS AT SUCH TIME AS NORTHWEST CAN DO SO.

BASED ON THE FINDINGS OF THE ABOVE DESCRIBED FLIGHT, SEATTLE WILL MAKE A JUDGMENT AS TO WHETHER OR NOT ADDITIONAL SEARCHING SHOULD BE CONDUCTED OVER THE PRIME SEARCH AREA OR IF PERHAPS OTHER AREAS COULD BE OPENED AS A POSSIBLE BAIL OUT POINT.

LAS VEGAS, PORTLAND, AND SAN FRANCISCO ARE BEING REQUESTED TO INTENSIFY, AS SEATTLE HAS DONE, TO HAVE THE LIST OF RANSOM BILLS GIVEN WIDER DISTRIBUTION.

INVESTIGATION OF LOOK-ALIKE SUSPECTS CONTINUES. - P-

E N D

NUM FBI WA

FD-36 (Rev. 5-22-64)

FBI

Date: 12/16/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

SUB - E
F
H
Q
P

TO: SAC, SEATTLE (164-81)

FROM: SAC, MINNEAPOLIS (164-73) (P)

SUBJECT: NORJAK

Re Seattle airtel to Minneapolis dated 12/10/71.

Enclosed herewith for Seattle are FD-302's reflecting interviews with [redacted], Northwest Airlines, Minneapolis, Minnesota.

b6
b7C

UNSUB SHOULD BE CONSIDERED DANGEROUS

2 - Seattle (Enc. 27) rec'd ok
2 - Minneapolis
RWG:ras
(4)

164-81-1349 Sub. f

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 1 8 1971
FBI - SEATTLE

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

☆ U. S. GOVERNMENT PRINTING OFFICE: 1971—413-135

FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

[redacted], Northwest Airlines, Inc., furnished the following information: b6 b7C

Sub. F
164-81-1347

DEC 1971

On 11/25/71 at Minneapolis, Minnesota File # MP 164-73

by SA [redacted]:bab Date dictated 11/30/71 b6 b7C

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

The attached information was taken primarily from manually recorded notes during communications connected with the high-jacking of Northwest Airlines Flight 305, November 24/25, 1971.

The primary method of communication with the flight was direct between MSPFO (Flight Operations) and SEADD (Flight Dispatch), the flight, SEA and SFO ARINC, RNO Tower.

Due to the inability to copy everything exactly--and as rapidly--as it occurred, there may be some errors in the following. It is not believed that they are likely to be large or significant.

The following also includes additional information that developed during the incident that appeared relevant.

11/25/71

The following information is from various sources, primarily the radio and 'phone-patch communications between the MSP Flight Operations Office "Eagle" line and the flight crew.

Time (CST)*

1658 Flight OFF PDX. High-jacker (HJ) apparently made his demands known shortly after this time.

Preliminary information received from MSP Planning Office (MSPPO):

HJ demanding $200,000 (denomination not restricted), 2 chest-pack parachutes, 2 back-pack parachutes. All to be available and ready at airplane parking site before landing will be permitted at SEA.

Apparently has a bomb in briefcase. Passenger apparently boarded at PDX.

1720* Crew advised they would hold over Lofall intersection until all material available. No info yet on destination HJ desired after SEA T.O. HJ had said there was to be no "funny stuff" at any time or he would detonate the bomb. Specified that only the fuel truck, air-stair truck, and automobile with the money and 'chutes approach the airplane. That airplane be parked in an "isolated" position. Gave a deadline of 1900 CST for all demands to be met. HJ remained in tourist cabin with one stewardess sitting next to him and aware of what appeared to be a bomb (dynamite sticks, wire, battery). Passengers not advised that high-jacking in progress, but that reason for the holding was "minor mechanical problem".

Crew described passenger as white, 6' 1", black hair, 175#, approximately 50, black suit, black rain coat, black brief case. (All information between cockpit and HJ being relayed by "captive" stewardess [redacted] by cabin/cockpit interphone.) b6 b7C

HJ specified that no vehicles with beacons or flashing red lights or any other were to approach airplane. MSPPO agreed that captain was in full command and all his requests and wishes would be honored. Crew taking pains likewise to gain HJ's confidence by giving him full information and cooperation.

HJ also specified that, after SEA landing and parking:

- Fueling to start as soon as engines shut down.
- Stewardess [redacted] would leave airplane (and only her) and pick up money, then return for 'chutes. He must see knapsack with money before any other steps taken. b6 b7C
- Passengers will be allowed off after money and chutes are in his possession and fueling under way.

1930* Airplane landed SEA after crew and HJ assured that money and 'chutes were available and in position.

Crew requested car park at 10 to 11 o'clock position to airplane so they could see it properly.

Notes indicate HJ indicated at one time that airplane was open to "any number of vehicles as long as no 'funny stuff' pulled."

Direct communications between crew and MSPFO maintained at all times. Coordination between Tower, vehicles, and airplane on ground at SEA were on Ground Control frequency 121.7.

First fuel truck apparently ran out of fuel. Crew requested second truck, with third one to be standing by. Considerable delay in getting full load of fuel and HJ was getting "nervous", saying that you must "get the show on the road".

HJ specified that he wanted to go to Mexico City non-stop, that the aircraft configuration must be gear DOWN, flaps at 15°, that the aft entry door must be open at all times, and that the aft stairs be extended after take-off. Later specified that stairs must be fully extended before take-off. MSPFO advised crew (1) that non-stop SEA-MEX impossible with gear DOWN, flaps 15°, (2) that take-off with air-stairs full down impossible due to inability to rotate airplane. When HJ advised of this he asked that air-stairs be partially extended prior to take-off. MSPFO advised this also impossible since stairs could not be held in any intermediate position.

HJ had previously stated that no landing within continental U.S. would be permitted "for fuel or anything else". When advised of range limitation in his specified configuration, he agreed to something short of the border. Asked about PHX. Advised by MSPFO that this might be within range but that RNO would be better as far as range was concerned. Agreed to this without much, if any, objection.

2136 Airplane OFF at SEA.

2140 14 DME S SEA VOR at 7000'. Gear DOWN, flaps extending to 30°.

2141* Stewardess [redacted] allowed to go to cockpit. b6 b7C

2142* HJ advised (by inter-phone) that he was having difficulty getting steps down.

2143 Aft air-stair warning light ON (stairs apparently now partially extended.) Crew had been furnished Boeing procedure for extending stairs in flight. Airplane now 19 DME S SEA VOR on V23, with gear DOWN, flaps at 30°, and at APPROACH speed.

NWA Chief Performance Engineer had been called to field to help calculate range, etc. Boeing Company had been contacted for assistance in range problem, flight characteristics with air-stairs extended, whether opening (stairs extend about 20° in flight, possibly more with man's weight on them) would be large enough for a man to exit. Boeing assured us there would be no controllability problem, that they would get experts working on range problem also, that they had dropped 2-300# boxes out air-stair opening in flight and that man could probably get out.

NWA Communications people also had arrived at field to assist in required 'phone-patching, other communications problems.

Mr. Nyrop, [redacted], four supervisory pilots, 1 performance engineer, many others on the scene (MSPFO) for assistance. b6 b7C

2145* Flight at 7000', 160KIAS, fuel flow (FF) 4500#/engine, flaps 30° gear DOWN. MSPFO advised they would have even more severely limited range in the flaps 30° position. Crew given preliminary information on optimum range IAS (170K), weather, airports available between SEA and RNO, minimum obstruction clearance altitudes, etc.

2155 MSPFO asked for stewardess best recollection of exact content of HJ briefcase. She got on radio and gave following basic information:

- Eight red sticks, about 6" x 1" in left corner of brief case, "look like big firecrackers." Two rows of sticks, four on top of four.
- Wire attached to dynamite with red insulation.
- Battery "like flashlight battery, but about 6" high and as big around as my arm".
- Red sticks are about the color "of my uniform".

2205* Crew called HJ and asked him if everything was O.K. and he replied that it was. This was appatently the last communication the crew had with the HJ.

2210* Crew reported oscillation of cabin rate of climb indicator. This probably due to HJ weight now on stairs, stairs extending further, resultant effect on cabin pressure. May be best estimate of when he exited airplane.

MSPFO advised crew that range to RNO now looked good (airplane now at 10,000', 170K, gear DOWN, flaps 15°, FF 4000#/hour/engine, TAT -7°C. MSPFO calculated TAS and range from this data.

Cabin lights [redacted] in forward cabin, OFF in [redacted]t cabin. Curtain between first class and tourist section was closed; crew could not see whether HJ was still aboard.

2222* Lost communications on NWA communications frequency (131.9); 'phone-patch with SEA ARINC established. Flight now 23 DME S PDX at 10,000', 40,000# fuel aboard, 165KIAS, FF and configuration remained the same. Crew had previously been advised to switch to ARINC on 131.8 when NWA communications lost. MSPFO and MSPFD communicated with flight and SEA ARINC thereafter on this 'phone-patch arrangement. SEADD had been monitoring all communications with flight and assisting in all other matters.

[redacted] had also been very actively participating throughout the high-jacking. He had taken money and 'chutes to airplane at SEA, coordinated with crew, fuel trucks, etc. b6 b7C

[redacted] later called UAL at RNO and briefed them on all of the HJ's demands, procedures to be followed at RNO, etc. b6 b7C

2252 Flight over EUG VOR, 10,000', 170KIAS, fuel aboard 33,500#, FF and configuration remained the same. Advised that they had had no communications with the HJ for "about the last 55 minutes" despite several attempts on cockpit-to-cabin inter-phone and PA system. Crew was assurred that fuel was more than adequate to get to RNO, that RNO weather was good, etc. SEADD had also been actively following, and participating in these events.

2328 Over MFR, 10,000', TAT -5°, 170KIAS, fuel aboard 27,500#, FF and configuration the same. Some airframe icing being experienced. Engine anti-icing ON for appreciable length of time, wing AI on "intermittently". Crew seemed slightly concerned about this, but were assured that it was no problem.

2330* [redacted]; [redacted] asked that we suggest that flight crew slowly lower cabin temperature as much as practicable (to slow HJ's reflexes). b6 b7C

2335* MSPFO suggested a slow climb to 11,000' at Captain's discretion, to induce as much hypoxia in HJ as possible (flight had previously been suggested to consider climb to as high as practicable--but that they would probably be performance limited to not much above 17,000'--but not above 12,500'. Latter upper limit to prevent a cabin oxygen mask drop from exciting HJ. 11,000' also needed for adequate terrain clearance RBL-RNO.

2342 When flight was in RBL area, direct communications between MSPFO and the flight were interrupted. UAL 4331 and WAL 328 relayed messages to and from the flight for us.

2347. Flight now at 11,000', TAT -1°, all other factor essentially the same.

0005 58 DME N RBL VOR, 11,000', fuel aboard 22,000#. Only evidence from cabin was aft entry door and air-stair warning lights still ON.

0030 Flight switched to SFO ARINC on 130.6. MSPFO put on 'phone-patch this frequency at same time.

0017 Fuel aboard 17,300#.

0039* Descent from 11,000 to 9,000' started.

0049 Flight advised they were holding at RNO OM until they had everything "in order".

0100 Flight 1 mile out on final approach. (At this time, we--MSPFO--were on telephone conference call. Other parties apparently on the same line were RNO Tower, FAA SEA, FAA Washington, FBI Washington. Not known whether anyone else might have also been tuned in.)

0101 Tower "talked us through" his touchdown, subsequent taxiing. Door did not appear to go to full down position until relatively low speed on roll-out. Flaps appeared to be "UP". Parked at NE (?) corner of terminal ramp.

0116 Tower reported crew had exited airplane; with FBI at this time.

Unknown After parking, crew had advised on SFO ARINC that one of them had gone back in cabin and found no sign of NJ. They had apparently last tried to contact him via interphone/PA at about 0046CST with no response. At that time they were going to advise him that the air-stair would have to be retracted for landing or that damage during landing roll-out would probably prevent subsequent take-off.

Two "little" 'chutes gone, one "big" one cut up, apparently to tie the money with shroud lines to NJ. One "big" 'chute apparently still on the airplane.

Guard requested around airplane, FBI apparently searching airplane.

DB Cooper-27716

0128 Was advised (all on conference call) at this time that matter was now under the jurisdiction of FBI in Washington.

FEDERAL BUREAU OF INVESTIGATION

Date December 15, 1971

[redacted], Northwest Airlines, Inc., advised that after reviewing his notes and technical records concerning the operation of Northwest Airlines Flight 305 on November 24, 1971, he had drawn the following conclusions concerning the possible vicinity where the hijacker bailed out of the aircraft and the possible area in which he landed. [redacted] furnished a map with an overlay of the hijacker's landing area.

b6
b7C

Sub. F
164-81-1348

On 12/4/71 at Minneapolis, Minnesota File # MP 164-73

by SA [redacted]:jnb Date dictated 12/9/71

b6
b7C

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12/14/71

AIRTEL AIRMAIL - REGISTERED

Sub E. F. Y

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, SACRAMENTO (164-50)(P)

NORJAK
OO: SE

Enclosed for the Bureau are two aeronautical charts on which the flight path of Northwest Airlines Flight #305 has been drawn with a green marker pen.

It is noted that tracking of the aircraft was handed over from FAA, Oakland, to Reno air control approach at a point just north of Portola, California.

2 - Bureau (Enc. 2)(RM)
1 - Seattle (164-81)(RM)
1 - Sacramento
WAW:epg
(4)

Sub F.
164-81-1273

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 1 0 1971
FBI - SEATTLE

DB Cooper-27721

NR027 WA PLAIN

5:20 PM URGENT 12-15-71 LMR

TO PORTLAND (164-41)

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

NORJAK.

RE PORTLAND AIRTEL DECEMBER SIX SUBMITTING ENVELOPE, PRINTED MESSAGE AND CLIPPING.

NO LATENT PRINTS DEVELOPED.

CONFIMING.

END

BBAB

FBI SEATTLE CLR

sub F

164-81-1212

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 15 1971
FBI - SEATTLE

DB Cooper-27722

3

NR 01 SC CODED

11:04 AM URGENT 12-15-71 LXL

TO SEATTLE (164-81)

LAS VEGAS (164-60).

PORTLAND (164-41).

FROM SACRAMENTO (164-59) 1P

[redacted] b6 b7C

Sub F

E

O

NORJAK. OO: SEATTLE.

?

RE SACRAMENTO TEL, DEC. TEN, LAST.

RE: SUSPECT [redacted] b6 b7C

RECEIVING OFFICES REQUESTED DISPLAY PHOTO OF [redacted] TO WITNESSES

SINCE [redacted] MAY POSSIBLY BE b6 b7C

ATTEMPT TO COVER HIMSELF AS SUSPECT IN THIS MATTER. ADVISE SACRAMENTO RESULTS AS SOON AS POSSIBLE SO OSI, TRAVIS AFB, MAY BE ADVISED.

CONTACT THIS DATE WITH BEALE AFB REVEALED SR-SEVEN OEN PHOTOGRAPHIC FLIGHT NOT YET ACCOMPLISHED DUE TO ADVERSE VISIBILITY ALONG POPTIONS OF ENTIRE ROUTE; HOWEVER, FLIGHT WILL TAKE PLACE FIRST POSSIBLE OPPORTUNITY.

DB Cooper-27723

sub F

164-81-1277

END.

AVAB

FBI SEATTLE CLR

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 15 1971
FBI - SEATTLE

SUB- E F O S

NR 04 SC CODED

11:42 AM URGENT 12-14-71 LXL

TO DIRECTOR (164-2111)

SEATTLE (164-81)

FROM SACRAMENTO (164-50) 1P

NORJAK. OO: SEATTLE.

RE SACRAMENTO TEL TO SEATTLE, DEC. THIRTEEN, LAST.

AERIAL SEARCH OF ROUTE TAKEN BY NORTHWEST FLIGHT NO THREE ZERO FIVE IN CAPTIONED MATTER CONDUCTED DEC. THIRTEEN, LAST, BY BUAGENTS, ALL OF WHOM WERE EITHER EXPERIENCED PILOTS OR PARACHUTISTS, WITH NEGATIVE RESULTS. AIRCRAFT UTILIZED WAS RENTAL CESSNA ONE EIGHT TWO. BLIZZARD CONDITIONS IN MOUNTAINS ALONG WITH FOG AND RAIN IN NORTHERN CALIF. VALLEY PRECLUDED SEARCH OVER WEEKEND, DEC. ELEVEN-TWELVE, LAST.

END.

JJT

FBI SEATTLE

CLR

DAILY TT.

164-81 sub F ~~H60~~

SEARCHED..... INDEXED
SERIALIZED..... FILED
DEC 1 8 1971
FBI - SEATTLE

PLAINTEXT TELETYPE URGENT

12/9/71

TO SAC SACRAMENTO (164-50)

FROM DIRECTOR FBI (164-2111)

Sub; E. S. F.

NORJAK.

REURTEL DECEMBER EIGHT LAST REQUESTING AUTHORITY TO RENT A CESSNA AIRCRAFT FOR TERRAIN SEARCHES IN CONNECTION WITH CAPTIONED MATTER AND BuTELCALL TODAY.

YOU ARE AUTHORIZED TO RENT THIS AIRCRAFT IN ACCORDANCE WITH THE INFORMATION FURNISHED IN REFERENCED TELETYPE. KEEP BUREAU CURRENTLY ADVISED OF ANY DEVELOPMENTS. COPY MAILED SEATTLE.

1 - SEATTLE (INFORMATION)

DB Cooper-27725

Seib f

164-81-H20

SEARCHED ____ INDEXED ____
SERIALIZED MM FILED MM
DEC 03 1971
FBI — SEATTLE

FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

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

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

Sub-7
164-81-1028

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

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

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

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

[redacted], residence [redacted] b6
[redacted], was interviewed at the b7C
Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.

Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated [redacted] b6
gave a note to Hostess [redacted] showed b7C
the note to Hostess [redacted], who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted $200,000.00. [redacted] stated she went back to the male passenger seated [redacted] with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time [redacted] sat down alongside the individual in seat [redacted] and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was

164-81-1036 Sub. F

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

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

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

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

1 Date 12/1/71

[redacted], residence [redacted] b6
[redacted], was interviewed at the Reno b7C
Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He [redacted] on Northwest Airlines Flight 305.

[redacted] advised that according to some notes he b6
had made concerning the incident, it was at 2759 Zulu time b7C
or 3:59 p.m. Pacific Standard Time that he received an emergency signal from hostess [redacted] on the intercom with a series of bells signaling that they had trouble on board. They had a pre-arranged flight signal for such emergencies and he made a notation in his book of the time of this notification.

Almost immediately thereafter, he received a note from [redacted] advising she thought they were being hijacked b6
and added she was not kidding. b7C

Subsequently, hostess [redacted] brought b6
a note on what appeared to be a standard 6 x 9 tablet written b7C
with a felt pen as well as an envelope that had notations also containing the figure $200,000, two back parachutes, two chest packs and under it a time of 5:00 p.m.

Hostess [redacted] then went back to the compartment b6
and sat with the hijacker at which time he insisted that all b7C
of the above items be physically present and waiting for them at the Seattle Airport upon their arrival and prior to their landing.

[redacted] received the impression that the above b6
hijacking had been carefully thought out in advance in that b7C
the hijacker specified that the money was to be furnished in a knapsack and even insisted that a discarded match cover be returned to him. He also insisted on the return of the original note and the envelope and appeared especially careful to see that nothing of his was left behind.

Sub 7
164-81-1035

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

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

by SAC HAROLD E. CAMPBELL, JR., and SA H. E. HINDERLITER, JR. HEH/skh Date dictated 11/30/71

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FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted], Department of Motor Vehicles, [redacted], Nevada, advised that Nevada license [redacted] was listed to a 1971 Datsun, 2-door sedan, Vehicle Identification Number (VIN) [redacted]. Registered owner is [redacted].

b6
b7C

On June 9, 1971, the title was issued to the [redacted]

b6
b7C

Sub f
164-81-1020
DEC

On 11/30/71 at [redacted], Nevada File # LV 164-60

b6
b7C

by SA [redacted] jr Date dictated 12/1/71

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FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted], residence [redacted], [redacted], telephone [redacted], was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971 and early morning hours of November 25, 1971. He advised [redacted] Northwest Airlines Flight 305. b6 b7C

[redacted] noted that he was present during the interviews of hostess [redacted] and third officer [redacted] and concurred with the information as supplied by them. b6 b7C

He recalled that the hijacker had indicated the bomb had an electrical fuse and instructed the hostess that radio transmissions be limited as much as possible so that they would not set it off.

He advised that the landing at Seattle was made at 5:45 P.M., Pacific Standard Time, and that the hijacker had indicated that once the money and parachutes were brought on board and that re-fueling was simultaneously taking place, the passengers would be permitted to depart.

[redacted] also stated that there was a delay on the ground in securing the chest-type parachutes and when they did not arrive as quickly as had been hoped for, the crew, through hostess [redacted], requested permission to land anyway without them and the hijacker refused permission for same. At some point in negotiations with the hijacker, he indicated an awareness that parachutes would be obtained from McChord Air Force Base and indicated that it was only 20 miles away from the Seattle Airport. b6 b7C

[redacted] added that after take-off at 7:36 P.M., they received a call from the hijacker around 7:42 P.M., at which time he indicated that he was unable to get the stairs lowered in flight. They then slowed down the aircraft air speed and subsequently observed the cockpit signal light that the rear stairs were down. At that time the Captain instructed the hijacker to sound the bell on the intercom in the event he wished to make any further contact with them, which he agreed to do. b6 b7C

164-81-Sub 7

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

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

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FBI — SEATTLE

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DB Cooper-27742

[redacted] added that at no time did he have any direct contact or observation of the hijacker and, therefore, could furnish no physical description. b6 b7C

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

1

[redacted], Reno Evening Gazette, Reno, Nevada, advised that the head office of that newspaper had opened an envelope on November 27, 1971, between 8:00 a.m. and 8:30 a.m. and had found a note composed from words cut from a newspaper and pasted to a plain white sheet of paper. The note said, "Attention! Thanks for Hospitality was in a rut D. B. Cooper, ". The envelope in which the note was mailed was a white envelope postmarked, "Oakdale, Ca., 95361, November 27, 1971, PM". It was addressed to "Reno Newspaper", "Reno, Nevada." The address was printed in pencil. b6 b7C

[redacted] advised that at least eight employees of the newspaper had handled the note. b6 b7C

Sub. F
164-81-1016

DEC 1 5 1971

On 11/29/71 at Reno, Nevada File # LV 164-60

by SA [redacted]:mtc Date dictated 11/30/71 b6 b7C

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted], Sheriff's Office, [redacted], Nevada, advised that [redacted]. He stated that the records of the Sheriff's Office indicate she is described as follows: b6 b7C

Race	White
Sex	Female
Date of Birth	[redacted]
Height	
Weight	
Eyes	
Hair	
Complexion	
Build	
Place of Birth	
Occupation	
Social Security Number	

b6 b7C

[redacted] further related that their records indicate [redacted] b6 b7C

He further related that she [redacted] b6 b7C

[redacted] continued that [redacted] b6 b7C

Sub. F
164-81-2078

On 12/2/71 at [redacted] Nevada File # LV 164-60 b6 b7C

by SA [redacted]:mtc Date dictated 12/2/71

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FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

2
LV 164-60 [redacted], Sheriff's Office, [redacted], Nevada, advised that [redacted] and no disposition is known. [redacted]

Weight
Eyes
Hair
Complexion
Build
Place of Birth
Occupation
Social Security Number

[redacted] further related that their records indicate [redacted]

He further related that she [redacted]

[redacted] contained that [redacted]

On 12/2/71 at [redacted] Nevada File # LV 164-60

SA [redacted] and [redacted] Date dictated 12/2/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

Deputy [redacted], Sheriff's Office, [redacted] [redacted] Nevada, advised that on November 29, 1971, he was called to the residence of a person who identified himself to him as [redacted]. This person, [redacted] b6 b7C

[redacted] stated that this person is positively identical to [redacted] Sheriff's Office number [redacted]. b6 b7C

Sub. F
164-81-1019
DEC 1971

On 12/2/71 at [redacted], Nevada File # LV 164-60 b6 b7C

by SA [redacted]:mtc Date dictated 12/2/71

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FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

[redacted], Chief, Reno Tower, Federal Aviation Administration, Reno, Nevada, 1900 National Guard Way, Reno, Nevada 89502, made available a transcript of the taped radio conversations between Reno Tower and Northwest Airlines, flight 305, which had been hijacked while enroute from Portland, Oregon and Seattle, Washington. b6 Per FAA b7C Per FAA

[redacted] stated that all times appearing on the transcript are Greenwich Mean Time and that this can be converted to Pacific Standard Time by subtracting eight hours. He also stated that the "31" referred to in the conversation is the transponder code "3100" indicating that the aircraft has been hijacked. The Code 11 is a standard transponder code for an aircraft on instruments. The C 130 referred to is an Air Rescue aircraft in the vicinity of the Northwest Airlines aircraft. b6 Per FAA b7C Per FAA

Sub. F
164-81-1033
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

On 11/29/71 at Reno, Nevada File # LV 164-60

by SA [redacted]:mtc Date dictated 11/30/71 b6 b7C

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0632 GMT

RNO TWR DR: RENO

OAK ARTCC: LET'S SEE IF WE CAN GIVE YOU A HADDONF NORTHWEST THREE ZERO FIVE

RNO TWR DR: I DON'T SEE ANYTHING WEST YET

OAK ARTCC: OKAY STRETCH YOUR RADAR WAY OUT TO THE NORTHWEST

0633 GMT

RNO TWR DR: OKAY I'M OUT TO FIFTY MILES NOW

OAK ARTCC: OKAY

RNO TWR DR: IS HE STILL ON THIRTY ONE

OAK ARTCC: HE'S ON THIRTY ONE WE HAVE A ALSO CODE ELEVEN THIS IS A AIR RESCUE FIVE ZERO NINE EIGHT THREE

OAK ARTCC: AND THE LET ME GIVE YOU THE TYPE I DON'T KNOW IF HE'S GOING TO FOLLOW HIM IN FOR A LANDING

OAK ARTCC: AND IT'S A C ONE THIRTY COPY

RNO TWR DR: YEAH

OAK ARTCC: OKAY

0634 GMT

RNO TWR DR: RADAR CONTACT NORTHWEST THREE ZERO FIVE AT FORTY TWO MILES

OAK ARTCC: FORTY TWO WEST NORTHWEST OF RENO HEADING ZERO SIX ZERO ONE ONE THOUSAND

RNO TWR DR: LH

OAK ARTCC: OKAY RESCUE FIVE ZERO NINE EIGHT THREE IS AH SIX IN TRAIL FIVE MILES PROVIDING HIS OWN SEPARATION

RNO TWR DR: OKAY I DON'T HAVE HIM YET

OAK ARTCC: OKAY HE'S ON CODE ELEVEN HOWEVER HE IS AT ONE TWO THOUSAND

RNO TWR DR: LH

0635 GMT

OAK ARTCC: WAIT WHAT FREQUENCY FOR RENO APPROACH

RNO TWR DR: PUT HIM ON ONE TWO SIX POINT THREE

OAK ARTCC: ONE TWO SIX THREE

RNO TWR DR: RIGHT

OAK ARTCC: WILL DO

NW305: RENO APPROACH THIS IS NORTHWEST THREE ZERO FIVE ELEVEN THOUSAND HEADING ZERO SIX ZERO

RNO TWR DR: NORTHWEST THREE ZERO FIVE RENO APPROACH RADAR CONTACT THIRTY MILES NORTHEAST OF RENO USING RUNWAY ONE SIX WIND ZERO TWO ZERO DEGREES VARIABLE AT SEVEN ALTIMETER THREE ZERO ONE ZERO MAINTAIN PRESENT HEADING FOR VECTOR TO THE ILS FINAL APPROACH COURSE EXPECT LOWER ALTITUDE AH CORRECTION EXPECT A LOWER ALTITUDE IN TWENTY MILES

NW305: OKAY AH WE'RE TRYING TO MAKE CONTACT WITH THE BACK ROW AND AH WE'RE GOING TO GET THOSE STEPS UP BEFORE WE CAN MAKE OUR LANDING SO AH WE'LL PROCEED IN AND AH WERE LIABLE TO BREAK IT OFF AT SOME POINT AND WE'LL KEEP YOU ADVISED

0636 GMT

AND AH WE ARE UNABLE TO DO THIS WE WOULD LIKE TO SECURE THE AIRCRAFT WE'LL LEAVE THE BEACON ON WE'RE GOING TO WELL FACT OF THE MATTER IS WE'RE GOING TO SHUT EVERYTHING DOWN WE'RE GOIN TO TAKE LEAVE OF THE AIRCRAFT WE WOULD REQUEST THAT AH WE HAVE GROUND TRANSPORTATION IF YA WOULD AH WE DON'T NEED THE FUELERS WE CERTAINLY THANK THEM FOR STANDING BY AND EVERYONE ELSE WE REALLY APPRECIATE THE SUPPORT AND HELP WE GOT AND IF WE COULD GET SOME AH TRANSPORTATION INTO AH WELL AH I THINK UNITED HAS AN OPERATIONS AH DEPARTMENT HERE DO THEY NOT

0714 GMT

RNO TWR LC: THREE ZERO FIVE AFFIRMATIVE DO NOT TOUCH ANYTHING ON THE AIRCRAFT DEPART THE AIRCRAFT FROM THE FRONT ENTRANCE DO NOT TOUCH ANYTHING ON IT JUST DEPART IT FROM THE FRONT WE WILL HAVE TRANSPORTATION AVAILABLE

NW305: OKAY AH BE ADVISED AH WE GOT NO FRONT AH STAIRS AND AH WE JUST SOON NOT HAVE ANYONE COME OUT HERE AH WE'LL GO DOWN THE BACK STAIRS AND AH AH WE'LL BE TAKING LEAVE OF THE AIRCRAFT AND SHUTTING IT DOWN AT THIS TIME AND WE'LL STAND AH ON THE FORWARD PART OF THE AIRCRAFT AWAITING AH TRANSPORTATION

RNO TWR LC: DO YOU CAN YOU REMEMBER THE LAST TIME YOU VISUALLY OBSCUR OB OBSERVED SA THIS HIJACKER

NW305: I'M SORRY I AH AH WE HAVE AH BEEN GIVEN ORDERS IF YOU'LL IF YOU'LL PARDON US FOR AH NOT CUTTING YA SHORT BUT WE'VE BEEN GIVEN ORDERS NOT TO NOT TO AH ANSWER ANY QUESTIONS AT THIS TIME

0715 GMT

RNO TWR LC: THREE ZERO FIVE CAN YA STAND BY ONE MINUTE PLEASE

NW305: OKAY STANDING BY

RNO TWR LC: ALL RIGHT YOU'RE GONNA EXIT THE AIRCRAFT NOW AND STAND BY THE FRONT IS THAT CORRECT

NW305: THAT IS AFFIRMATIVE THE ONLY THING THAT WE'LL NEED OUT HERE IS A GROUND TRANSPORTATION THE THE OTHER GENTLEMAN AH WE THANK THEM VERY MUCH AS AH AH ALONG WITH YOU PEOPLE FOR THE SUPPORT THAT YOU ---------- WE'LL BE IN THE NOSE OF THE AIRCRAFT AWAITING AH TRANSPORTATION

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted] Sheriff's Office, [redacted], Nevada, advised his department under file number [redacted] has records reflecting that [redacted] b6 b7C

[redacted] stated that fingerprints of [redacted] were returned from the FBI Identification Division with a notation to the effect there was no criminal arrest records on file with the FBI. b6 b7C

Background data on [redacted] reflects that he is a white male, born [redacted], five feet [redacted] inches, 160 pounds, brown hair, brown eyes, [redacted]. b6 b7C

He listed the following residences:

[redacted] b6 b7C

164-81-1024

DEC

Fingerprints records returned by California State Bureau of Criminal Identification and Investigation, Sacramento, California under number [redacted] reflect [redacted] was fingerprinted by [redacted] Sheriff's b6 b7C

On 11/30/71 at [redacted], Nevada File # LV 164-60 b6 b7C

by SA [redacted] mtc Date dictated 12/2/71

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

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

1

Date 12/1/71

[redacted] b6 b7C

advised her files reflect [redacted] Nevada, worked [redacted]

She stated he has Social Security Number [redacted] b6 b7C

164-81-~~1025~~ Lab

DEC

On 11/30/71 at [redacted] Nevada File# LV 164-60 b6 b7C

by SA THOMAS J. WILLIAMS/sf Date dictated 11/30/71

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LV 164-60
TJW:kmc
1.

ADMINISTRATIVE DATA:

A well placed source advised [redacted]

[redacted]

[redacted] The source stated [redacted]

[redacted]

b6
b7C
b7D

DB Cooper-27768

Sub. F
164-81-1017
DEC

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

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

b6
b7C

Sub. 7
164-81-1099

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 31971
FBI — SEATTLE

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

by SA JOHN F. RICKS
SA ALF T. STOUSLAND ATS:js

Date dictated 11/26/71

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FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted], Division of Drivers License, Department of Motor Vehicles, [redacted], Nevada, advised that Nevada drivers license [redacted] is a valid Nevada drivers license issued to [redacted] number unknown. b6 b7C

[redacted] was described as: b6 b7C

Race:
Sex:
Date of Birth:
Height:
Weight:
Hair:
Eyes:
Social Security Number:

[redacted]

164-81-1029

On 11/30/71 at [redacted] Nevada File # LV 164-60 b6 b7C

by SA [redacted] :jr Date dictated 12/1/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted] advise [redacted] Nevada, formerly [redacted] Nevada, [redacted] b6 b7C

[redacted] further advised [redacted] had telephone number [redacted] Nevada. b6 b7C

164-81-Sub. 7
1026
SEC

On 11/30/71 at [redacted] Nevada File # LV 164-60 b6 b7C

by SA THOMAS J. WILLIAMS:kmc Date dictated 11/30/71

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FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted] Department of Motor Vehicles, [redacted] Nevada, advised that Nevada license [redacted] is listed to a 1968 Volkswagen, 2-door Stationwagon, Vehicle Identification Number (VIN) [redacted]. Registered and legal owner was shown as [redacted]

b6
b7C

This vehicle was [redacted]

b6
b7C

164-81-1022 Sub F

DEC

On 11/30/71 at [redacted] Nevada File # LV 164-60

b6
b7C

by SA [redacted] Jr Date dictated 12/2/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted]

Division of Driver's License, Department of Motor Vehicles, [redacted] Nevada, furnished the attached copies of application for driver's license, road test score, record of examination, inquiry regarding renewal of driver's license, and record of [redacted]

b6
b7C

Seels f
164-81-1023
DEC

On 11/30/71 at [redacted] Nevada File # LV 164-60

b6
b7C

by SA THOMAS J. WILLIAMS:lmc Date dictated 11/30/71

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

SAC, SEATTLE (164-81) 12/8/71

ASAC PAUL R. BIBLER

UNSUB, aka Dan Cooper;
NORTHWEST AIRLINES FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71'
CAA - HIJACKING; EXTORTION
OO: SE

On 12/8/71, I called ASAC TED ROSACK at Sacramento, and told him that Bureau Supervisor [redacted] [redacted] had called Seattle today and that he pointed out all offices had conducted a search in this case of some type with the exception of Sacramento. b6 b7C

I told ROSACK that [redacted] wanted us to call Sacramento and tell them a search must be conducted. I told him to put something in their daily teletype and tell us about their progress in this regard. b6 b7C

PRB:klb
(3)

Sub. F
164-81- ~~1044~~

DEC [illegible]
[illegible] 7

12/8/71

AIRTEL AIRMAIL - REGISTERED

TO: DIRECTOR, FBI (164-2111)

Course - F.
- E.

FROM: SAC, SACRAMENTO (164-50)(P)

UNSUB, aka Dan Cooper;
Northwest Airlines Flight #305,
Portland to Seattle, 11/24/71
CAA - HIJACKING; EXTORTION
OO: SE

Enclosed for the Bureau are two aeronautical charts on which the flight path of Northwest Airlines Flight #305 has been drawn with a green marker pen.

It is noted that tracking of the aircraft was handed over from FAA, Oakland, to Reno air control approach at a point just north of Portola, California.

2 - Bureau (Enc. 2)(RM)
1 - Seattle (164-81)(RM)
1 - Sacramento
WAW:epg
(4)

164-81-1065 Sub. F

DEC 0 1971
FBI

DB Cooper-27783

NR 02 SC CODED

4:20 PM URGENT 12-9-71 LXL

TO DIRECTOR (164-2111)

SEATTLE (164-81)

LOS ANGELES

SAN DIEGO (164-91)

FROM SACRAMENTO (164-50) 2P

[redacted]

Sub E

E

O

F.

b6
b7C

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] [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]

b6
b7C

[redacted] CALIF. DEPT OF AGRICULTURE, ADVISED THIS DATE [redacted] Sub E

END PAGE ONE

164-81-960

SEARCHED INDEXED
SERIALIZED FILED
DEC 9 1971
FBI - SEATTLE

FD-36 (Rev. 5-22-64)

FBI

Date: 12/3/71

Transmit the following in _____ (Type in plaintext or code)

Via AIRTEL AIRMAIL (Priority)

Sub F
E.
Louise
G.

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)

UNSUB, aka
Dan Cooper
HIJACKING NORTHWEST FLIGHT #305,
11/24/71;
CAA - HIJACKING; EXTORTION
OO: Seattle

new SUB. MAPS.

Re Sacramento teletype, 12/2/71, requesting routing of hijacked plane from California to Nevada.

Enclosed, herewith, for Sacramento and Seattle are two copies of insert of investigation concerning same by SA [redacted] and one copy for each office of a map of the radar tracking on Northwest Flight #305 from Frenchmen's Reservoir, California, to Municipal Airport, Reno, Nevada.

b6
b7C

0 - Seattle (Enc.2) need
2 - Sacramento (Enc.2)
1 - Las Vegas
HEH:jr
(5)

Sub F
164-81-408

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 02 1971
FBI - SEATTLE

DB Cooper-27786

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U. S. GOVERNMENT PRINTING OFFICE: 1971—413-138

LV 164-60 Period November 25-26, 1971
MTB:jhp
1

On November 25, 1971, [redacted] FAA, Tower Supervisor, Municipal Airport, Reno, Nevada, furnished SA [redacted] a map of the Radar Tracking of Northwest Flight Number 305, November 24, 1971, from Frenchmen's Reservoir California, to Municipal Airport, Reno, Nevada. This plane entered the State of Nevada at a point approximately twenty-five miles north and fourteen miles west of Reno, Nevada, aiport.

b6 Per FAA
b7C Per FAA

On November 26, 1971, SAs THOMAS G. DEMPSEY and [redacted] with Washoe County [redacted] conducted an air search over the above flight pattern area of Nevada. Nothing pertient in this case was found.

b6 Per FAA
b7C Per FAA

Sub. F.
164-81-HOT

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 1971
FBI - SEATTLE

FD-36 (Rev. 5-22-64)

FBI

Date: 12/3/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____ AIRMAIL
(Priority)

SUB - D E F G H

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)

UNSUB, aka
Dan Cooper
HIJACKING NORTHWEST FLIGHT #305
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

Enclosed, herewith, for Seattle are two copies each of FD-302s and inserts of all investigation conducted to date by the Las Vegas Division, copies of which have not previously been forwarded to Seattle:

INTERVIEW OF CREW:

11/24/71 SA H.E. HINDERLITER, JR.
SAC HAROLD E. CAMPBELL, JR.

[redacted] b6 b7C

11/24/71 SAC HAROLD E. CAMPBELL, JR.
SA H. E. HINDERLITER, JR.

[redacted] b6 b7C

11/24/71 SAC, HAROLD E. CAMPBELL, JR.
SA H. E. HINDERLITER, JR.

[redacted] b6 b7C

Sub. 7
164-81-1037

SERIALIZED ... INDEXED ...
SEARCHED ... FILED ...
DEC 7 1971
FBI - SEATTLE

2 - Seattle
1 - Las Vegas
HEH:jr
(3)

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

DB Cooper-27788

☆ U. S. GOVERNMENT PRINTING OFFICE: 1971—413-135

FD-302 (REV. 11-27-70)

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/9/71

[redacted], Washington, advised he heard a large aircraft fly over his home about 8:10 PM on November 24, 1971, during a driving rainstorm. The plane was traveling toward Portland, Oregon.

b6
b7C

Interviewed on 11/28/71 at [redacted], Washington File # SE 164-81-~~1875~~ Sub. F

b6
b7C

by SA [redacted]:bfr Date dictated 12/4/71

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FD-302 (REV. 11-27-70)

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/9/71

[redacted], Washington, [redacted], advised that on November 24, 1971, at about 8:15 p.m. he heard a large plane fly over his [redacted]. He stated that the plane was extremely low and sounded as though it was stalling out and then started to operate correctly. He stated that the wind was coming from the west at about 15 miles per hour and it was raining hard. He added that the elevation where his [redacted] is located is about [redacted]. b6 b7C

Interviewed on 11/28/71 at [redacted], Washington File # SE 164-81 -1874 Sub. F b6 b7C

by SA [redacted] :bfr Date dictated 12/4/71

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FD-302 (REV. 11-27-70)

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/6/71

[redacted] Washington, provided the following information: b6 b7C

[redacted] advised that on 11/24/71, at approximately 8:30 PM he heard a low flying jet plane traveling over his house. He stated he would not have noticed this plane, however, it must have been flying extremely low because of the noise it made. This plane was flying directly over his house and in a direction north to south. b6 b7C

[redacted] stated that the weather at this time was extremely bad as there was a heavy overcast and it was raining. b6 b7C

Sect. 7

Interviewed on 11/28/71 at [redacted] Washington File # ~~SE 164-81~~ 897 b6 b7C

by SA [redacted] /rse Date dictated ~~12/1/71~~

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FD-302 (REV. 11-27-70)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/6/71

[redacted], Washington, provided the following information: b6 b7C

[redacted] advised that on the evening of 11/24/71 at approximately 8:00 PM he noticed the sound of a low flying jet near his house. This plane was flying from north to south an unusually low. [redacted] advised he could see the lights of the plane and they appeared to be going on and off at a slow rate. These lights did not appear to be blinking normally but at unusually long intervals. b6 b7C

[redacted] stated that at the time he saw this plane the wind was blowing and there was rain. b6 b7C

Interviewed on 11/26/71 at [redacted] Washington File # SE 164-81-Sub. F 892 b6 b7C

by SA [redacted] rse Date dictated 12/1/71

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FD-302 (REV. 11-27-70)

FEDERAL BUREAU OF INVESTIGATION

Date of transcription 12/6/71

[redacted], [redacted] Washington, provided the following information: b6 b7C

[redacted] advised that in the evening of November 24, 1971, somewhere between the hours of 8:00 PM and 9:00 PM both he and his wife heard a low flying jet plane go over his house. This plane was flying from north to south and created enough noise to shake [redacted] house. [redacted] advised that both he and his wife walked [redacted] however, they could not see the plane as it was raining and the sky was covered with clouds. b6 b7C

Interviewed on 11/26/71 at [redacted] Washington File # SE 164-81-~~893~~ Sub F b6 b7C

by SA [redacted] rse Date dictated 12/1/71

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NR003 PH PLAIN

610 PM URGENT 12-3-71 DCC

TO DIRECTOR (164-2111)

MINNEAPOLIS (164-73)

SEATTLE (164-81)

FROM PHILADELPHIA (164-133)

UNSUB; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, NOVEMBER TWENTY-FOUR LAST, CAA - HIJACKING; OO: SEATTLE

RE PH TEL CALL TO SEATTLE DEC. TWO LAST, AND SEATTLE TELETYPE TO PH DATED DEC. ONE LAST.

ON DEC. TWO LAST, [redacted], STEWARDESS, NORTHWEST AIRLINES, RESIDING [redacted], PROVIDED THE FOLLOWING INFO:

b6
b7C

WHEN SHE DEPARTED PLANE IN SEATTLE TO PICK UP TWO HUNDRED THOUSAND DOLLARS, HIJACKER INDICATED HE WAS GOING TO USE THE LAVATORY AND STARTED TOWARD THE AFT LAVATORYM WHEN SHE RETURNED TO THE PLANE WITH THE MONEY, HE WAS IN HIS SEAT. SHE DOES NOT RECALL HIJACKER CHANGING CLOTHES OR HAVING ANY OTHER CLOTHES IN HIS POSESSION AND TO THE BEST OF HER KNOWLEDGE, HE WAS CARRYING

Sub F.
164-81-543

END PAGE ONE

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 3 1971
FBI - SEATTLE

THE ATTACHE CASE WHEN HE WAS MOVING TOWARDS THE AFT LAVATORY. HE WAS CARRYING THE CASE ON ITS SIDE IN HIS LEFT HAND WITH HIS RIGHT HAND IN THE CASE.

[redacted] OBSERVED AT ONE TIME OR ANOTHER A GREEN SHOPPING TYPE BAG ON TOP OF ATTACHE CASE, SIZE OF BAG APPROXIMATELY THAT OF A DRESS SHIRT SIZE BAG FROM A CLOTHING STORE. HIJACKER WORE NON-LACE TYPE SHOES OF ANKLE LENGTH. THE HIJACKER DID NOT BRING FOOD ONTO THE PLANE OR EAT ANY FOOD EXCEPT FOR HAVING A DRINK OF LIQUOR. b6 b7C

PRIOR TO TAKE OFF FROM SEATTLE AIRPORT, HIJACKER GAVE FOLLOWING INSTRUCTIONS TO PILOT:

"WE ARE GOING TO MEXICO CITY. FLAPS DOWN, YOU CAN TRIM THEM TO FIFTEEN, YOU CAN STOP ANYWHERE IN MEXICO TO REFUEL, BUT NOWHERE IN THE UNITED STATES, AFT DOOR TO BE OPEN, STAIRS DOWN, CABIN LIGHTS OUT, EVERYONE TO BE FORWARD OF FIRST CLASS CURTAIN, AND ALTITUDE UNDER TEN THOUSAND FEET." THERE WAS NO MENTION BY HIJACKER OF A HEADING OR AIR SPEED FOR FLIGHT.

[redacted] ADVISED IT WAS HER RECOLLECTION THAT HIJACKER INITIALLY WANTED HER TO LOWER THE REAR STAIRS OR LADDER AND LATER CHANGED b6 b7C

END PAGE TWO

HIS MIND AFTER AIRCRAFT TOOK OFFM SHE WAS IN THE COCKPIT WITHIN FIVE MINUTES AFTER TAKE OFF AND RECALLS TEN MINUTES AFTER BEING IN COCKPIT THAT ONE OF THE COCKPIT CREW RECEIVED AN INTERPHONE CALL FROM HIJACKER ADVISING HE COULD NOT LOWER THE LADDER SO THE PILOT LEVELED THE AIRCRAFT OFF AND REDUCED SPEED. SHE RECALLS SEEING THE RED LIGHT GO ON THE SECOND OFFICER'S PANEL INDICATING THE REAR LADDER HAD DROPPED AND WITHIN FIVE MINUTES OF THE FIRST CALL A SECOND CALL WAS RECEIVED BY ONE OF THE OFFICERS FROM HIJACKER WHICH WAS THE LAST COMMUNICATION WITH THE HIJACKER.

ON DECEMBER TWO LAST, INVESTIGATION AT PHILADELPHIA INTERNATIONAL AIRPORT REVEALED THAT THERE IS AN ACCESS PANEL IN THE REAR LADDER. WELL ON EITHER SIDE OF THE WELL ENABLING MECHANICS TO REACH EQUIPMENT BETWEEN WELL AND OUTER FUSELAGE OF THE SHIP IN THE TAIL. THIS PANEL CAN BE OPENED FROM INSIDE THE WELL AND THE FUSELAGE WITHOUT TOOLS. FACING THE REAR OF THE AIRCRAFT IT IS NOTED THAT THE AREA BEHIND THE PANEL ON THE LEFT SIDE OF THE WELL CONTAINS SUFFICIENT ROOM FOR TWO OR THREE MEN TO BE INSIDE. THE

END PAGE THREE

SAME ROOM IS AVAILABLE BEHIND THE RIGHT PANEL, HOWEVER, A MECHANIC ADVISED THAT THE AIR DUCTS CONTAINED WITHIN THAT WALL WOULD CAUSE THE HEAT INSIDE THE PANEL TO BE TOO HOT FOR MAN TO SURVIVE.

SEATTLE CONSIDER CHECK OF LEFT REAR TAIL PANEL SECTION OF HIJACKED AIRCRAFT TO DETERMINE IF IT IS POSSIBLE THAT HIJACKER MAY HAVE UTILIZED THIS SPACE TO CONCEAL HIMSELF DURING FLIGHT. ARMED AND DANGEROUS.

END

SLA

SEATTLE BFBI CLR

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) DATE: 12/1/71

FROM : ASAC PAUL R. BIBLER

CC- COURSE SEARCH WITNESSES

SUBJECT: UNSUB;
NORTHWEST AIRLINES FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SE

SA [redacted] called from Philadelphia today. He is the one doing the interviews with [redacted]. So far, all the pictures shown to her, including [redacted], have been non-idents. They are sending us a teletype but he wanted us to know that and he also wanted us to know that [redacted] wants to be thoroughly re-interviewed since she feels she can now recall things which she did not furnish previously. They are going to do this in the morning. b6 b7C

He said that she told him that the subject told her he wanted to take off with the ladder down, the gear down and "we'll be flying with 15 degrees." She said the pilot told her to tell him that they could not take off with the ladder down and he muttered, "Yes you can, but that's alright, we can lower it later."

[redacted] told us he thought this was significant since this would indicate the subject knew a lot about airplanes, perhaps that he might have worked on the 727 at one time. He also thought it was significant that "we'll be flying with 15 degrees" since this is pilot talk, meaning 15 degrees of flaps. I asked him if [redacted] mentioned whether or not the subject gave instructions as to the course to fly. He said that the subject did not, that he did not give any headings, he did not outline any course, but simply said to take him to Mexico. b6 b7C

They will be reinterviewing her tomorrow and furnish a teletype.

PRB:klb
(2)

Sub. F
164-81-634
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 10 1971
FBI—SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-27813

FD-36 (Rev. 5-22-64)

FBI

Date: 12/1/71

(519) cc COURSE

Transmit the following in _____ (Type in plaintext or code)

Via TELETYPE _____ URGENT (Priority) WITNESS

TO: SAC, PHILADELPHIA

FROM: SAC, SEATTLE (164-81)

UNSUB, AKA DAN COOPER; NORTHWEST AIRLINES, FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE, CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

RE TELEPHONE CALL TODAY FROM PHILADELPHIA DIVISION.

IT IS UNDERSTOOD STEWARDESS [redacted] IS TO BE REINTERVIEWED AT HER REQUEST ON THE MORNING OF DECEMBER TWO, SEVENTYONE. IT IS REQUESTED THAT THE FOLLOWING POINTS BE COVERED IN THE INTERVIEW: b6 b7C

ONE. SUBJECT REPORTEDLY WENT TO THE MEN'S ROOM. DID HE IN FACT GO THERE.

TWO. HOW LONG WAS HE IN THE RESTROOM.

THREE. DID HE CHANGE ANY CLOTHING, ETC.

FOUR. DID HE CARRY THE ATTACHE CASE INTO THE MEN'S ROOM AND IF SO DID HE CARRY IT BY THE HANDLE OR IN SOME OTHER MANNER.

CEF/rse

(1)

sub F

164-81-~~515~~

DB Cooper-27814

Approved: _____ Special Agent in Charge

Sent 8:22 PM Per QA

NR 06 SC CODED

2:55 PM URGENT 12-2-71 LXL

TO SEATTLE (164-81)

LAS VEGAS (164-60)

FROM SACRAMENTO (164-50) 2P

UNSUB; NORTHWEST AIRLINES FLIGHT NO. THREE ZERO FIVE, PORTLAND TO SEATTLE, NOV. TWENTYFOUR, LAST. CAA - HIJACKING; EXTORTION.

OO: SEATTLE.

RE SACRAMENTO TEL, DEC. ONE, LAST.

MAP DESCRIBING ROUTE OF FLIGHT CAPTIONED AIRCRAFT OBTAINED FROM FAA, OAKLAND, CALIF., AND FURNISHED NORTHERN CALIF. RESIDENT AGENCIES FOR ASSISTANCE IN SEARCH AND DISSEMINATION TO LOCAL LAW ENFORCEMANT. NO INDICATION ANY INDIVIDUAL CONNECTED WITH HIJACKING HAS SOUGHT MEDICAL AID ALONG FLIGHT ROUTE.

SACRAMENTO PRESENTLY AWAITING BUREAU AUTHORITY TO EXPEND FUNDS FOR AIRCRAFT TO BE USED FOR SEARCH.

FOR INFO LAS VEGAS, RENO APPROACH CONTROL TOOK OVER DIRECTION OF AIRCRAFT AT PORTOLA, CALIF. FROM FAA, OAKLAND, AT APPROXIMATELY TEN THIRTYFIVE PM, NOV. TWENTYFOUR, LAST.

LAS VEGAS DETERMINE FROM FAA OR RENO AIRPORT OFFICIALS PRECISE

END PAGE ONE

Sub-f

164-81-465

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 2 1971
FBI - SEATTLE

SC 164-50

PAGE TWO

ROUTE OF CAPTIONED FLIGHT OVER CALIF. AFTER RELEASED BY FAA, OAKLAND, AND FORWARD MAP TO SACRAMENTO WITH ROUTE FROM PORTOLA TO NEVADA BORDER MARKED THEREON.

END.

VAB

FBI SEATTLE CLR

NR010 PH PLAIN

11:18 PM 12-1-71 URGENT RJC

TO DIRECTOR (164-2111)

SEATTLE

MINNEAPOLIS

FROM PHILADELPHIA (164-133) (P)

[redacted] b6 b7C

CC - COURS & SUB F
BOEING. SUB P.
WITNESSES.

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST; CAA - HIJACKING - EXTORTION,OO:SEATTLE

RE MINNEAPOLIS TELETYPE TO BUREAU DATED NOVEMBER TWENTYNINE NINETEEN SEVENTYONE AND BUREAU AIRTEL TO ALL OFFICES DATED NOVEMBER TWENTYNINE NINETEEN SEVENTYONE.

PHOTOGRAPH OF [redacted] WITH APPROPRIATE SPREAD EXHIBITED TO STEWARDESS [redacted] WITHOUT EFFECTING AN IDENTIFICATION b6 b7C

[redacted] ADVISED THAT SHE RECALLS THE FOLLOWING REGARDING FLIGHT OF HIJACKING WHICH SHE MAY NOT HAVE RELATED TO FBI PREVIOUSLY BECAUSE OF HER EMOTIONAL STATE. HIJACKER INDICATED TO HER b6 b7C

END PAGE ONE

DB Cooper-27818

Deb. F
164-81-~~1119~~

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 1 1971
FBI - SEATTLE

Fancell
SAC

PAGE TWO

HE HAD A GRUDGE TO SETTLE, NOT WITH HER AIRLINE, JUST A GRUDGE. PRIOR TO TAKE OFF WITH CHUTES AND MONEY, HE REQUESTED PILOT TAKE OFF WITH REAR LADDER DOWN, TO FLY WITH FIFTEEN PERCENT FLAPS AND GEAR DOWN. PILOT ADVISED [redacted] AIRCRAFT COULD NOT BE TAKEN OFF WITH LADDER DOWN. THIS WAS CONFIRMED THROUGH [redacted] OF NORTHWEST AIRLINES, MINNEAPOLIS. SHE LATER LEARNED THROUGH [redacted] THAT IT WAS DETERMINED FROM BOEING THAT PARTICULAR TYPE OF AIRCRAFT COULD TAKE OFF WITH REAR LADDER DOWN. HIJACKER, AFTER BEING TOLD PILOT COULDN'T TAKE SHIP OFF WITH LADDER DOWN, COMMENTED IN A LOW VOICE, "YES YOU CAN, BUT GO AHEAD AND RAISE IT, WE CAN LOWER IT ONCE WE'RE IN THE AIR."

b6
b7C

HIJACKER, WHILE ON GROUND, BECAME IRRITATED AT DELAY IN TAKE OFF AND WAS ADVISED THAT THE PILOT HAD TO FILE A FLIGHT PLAN TO WHICH HE ANSWERED, "HE CAN CALL THEM OVER THE RADIO ONCE WE'RE UP AND FILE IT." ONCE AIRBORN, HE SAID, "WE'RE GOING TO MEXICO," DID NOT GIVE A HEADING, BUT INDICATED HOW HE WANTED PLANE FLOWN WITH FLAPS SETTING AND GEAR DOWN. HE FURTHER WANTED THE PLANE

END PAGE TWO

FLOWN UNDER TEN THOUSAND FEEET THEN STATED, "THEY KNOW THEY CAN'T GO OVER TEN THOUSAND," REFERING TO THE PILOT. [redacted] ADVISED OXYGEN MASKS FOR AIRCRAFT SET TO ROP AT FOURTEEN THOUSAND FEET ALTITUDE. b6 b7C

[redacted] FURTHER ADVISED HIJACKER AWARE OF PORTABLE OXYGEN UNITS IN REAR OF PLANE WHICH SHE INDICATED IN HER OPINION, WERE NOT NOTICEABLE PLACE TO PUBLIC. b6 b7C

[redacted] ADVISED BECAUSE OF EMOTIONAL STATUS SHORTLY AFTER HIJACKING, SHE FEELS SHE MAY NOT HAVE PROVIDED ALL INFORMATION AND REQUEST SHE BE REINTERVIEWED. b6 b7C

PHILADELPHIA WILL REINTERVIEWE [redacted]. b6 b7C

END

HOLD DCA FBI SE

FD-36 (Rev. 5-22-64)

FBI

Date: 11/30/71

Transmit the following in _____ (Type in plaintext or code)

Via TELETYPE URGENT (Priority)

CC: SEARCH COURSE

TO : SAC, PORTLAND (164-41)

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

UNSUB; NORTHWEST AIRLINES FLIGHT #305, PORTLAND TO SEATTLE, 11/24/71, CAA - HIJACKING; EXTORTION. OO: SE

FOR THE CONSIDERATION OF PORTLAND IN CONDUCTING SEARCH IN THIS MATTER, [redacted] NW, MINNEAPOLIS, IN A CONVERSATION WITH THIS OFFICE ON NOVEMBER TWENTYNINE LAST, ADVISED THAT THEY HAVE BEEN PASSING INFORMATION ON TO US BASED ON THE QUOTE PRESSURE BUMP ENQUOTE INDICATING THAT THE MAN HAD JUMPED NORTH OF PORTLAND. HE SAID IT WAS ENTIRELY POSSIBLE THAT THE MAN DID NOT JUMP WHEN THIS PRESSURE BUMP TOOK PLACE. IT WAS ENTIRELY POSSIBLE THAT HE SAT ON THE END OF THE STAIRS TO CHECK OUT HIS REFERENCE POINTS BEFORE HE JUMPED. IF HE DID THIS FOR EVEN A SHORT TIME, HE COULD HAVE EASILY LANDED ACROSS THE RIVER IN OREGON. HE POINTED OUT IN THIS CONNECTION THAT THERE IS AN AURORA FIELD NEAR DONALD, OREGON.

b6
b7C

PRB:klb
(1)

Sub. F
164-81-~~322~~

Approved: _____ Special Agent in Charge

Sent 6 30 P M Per _____

DB Cooper-27821

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : FILE (164-81)

DATE: 11/30/71

FROM : SAC, SEATTLE

cc COURSE SEARCH

SUBJECT: UNSUB;
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE, 11/24/71
CAA - HIJACKING; EXTORTION

On 11/29/71 I talked to [redacted] b6
[redacted], Northwest Airlines, Minneapolis, Minnesota. b7C

I pointed out to him that I had examined the log of this flight very carefully and it would appear that the area in which we are currently searching is the most logical one to search. However, I was curious to know if the pilot would be able to detect a difference in the trim of the plane, caused by the added weight brought about through the hijacker's descent on the stairway.

[redacted] said this would very likely be detected by the pilot were it not for the fact that the plane was on "automatic pilot" during the flight, which he described as being a normal procedure. He continued, however, and said he had examined minutely the flight recorder record and was unable to detect any similar occurrence in the airplane at the site we are presently searching. He advised that in view of this very likely there would be no other logical place to commence a search at this time. b6 b7C

JEM:eon
(1)

DB Cooper-27822

sub F
164-81-329

SEARCHED ____ INDEXED ____
SERIALIZED 2 FILED 1
NOV 30 1971
FBI—SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan
5010-108

SAC, SEATTLE (164-81) (P) 11/30/71

SA THOMAS J. MANNING

UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE

Investigation at Longview RA territory, 11/30/71, consisted of contacts with all hospitals, doctor's clinics, in Clark, Cowlitz, Lewis, and Wahkiakum counties, all negative. Doctors and other medical locations being circularized with descriptive information and composite photograph by interested medical authorities.

A four seater helicopter of the Bonneville Power Administration conducting air search in an area 20 X 20 miles with negative results. The three-day use of helicopters and fixed wing aircraft in the prime search areain the opinion of the writer has been completed. No information of value has been uncovered in this aerial surveillance.

Information concerning [redacted], has been previously furnished in teletype sent to the Las Vegas Division this date. Close observation of terrain features in the search area composed of 500 square miles and has been flown for three days consists of the following: b6 b7C

Around Lake Merwin in the northern most part of the search area there is a ridge line which averages 1700 feet' running in an east to westerly direction with dense timber, extremely heavy undergrowth and few clearings. Proceeding north and east of this location into Cowlitz County the terrain becomes more timbered with heavy growth of underbrush along the flight path

Subj. f.
164-81- ~~405~~

3 - Seattle
TJM/rse
(3)

DB Cooper-27824

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

Sub-f only

TO : FILE (164-81)

DATE: 11/29/71

X Weather

FROM : SAC, SEATTLE

cc COURSE
cc PARACHUTE

SUBJECT: UNSUB;
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE, 11/24/71
CAA - HIJACKING; EXTORTION

X TEMP

For record purposes, I called SAC WHALEY at Albuquerque on 11/29/71, and told him I understood that there was a research project at Holloman Air Force Base in New Mexico dealing with the effect on a body of high altitude parachuting and the effect of low temperatures on a body in case a jump was made. I asked him to see if he could contact the person responsible for the survey to give us some notions about what effect this would have on the man making this jump.

I told him that the weather was clear to 1500 feet, broken clouds to 5,000, solid above, and that the jump was possibly made around 7,000 to 10,000 ft. at a time when the "total average temperature" was minus 7 degrees.

JEM:eon
(1)

DB Cooper-27826

Sub. f
164-81-1401

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
NOV 29 1971
FBI—SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

SAC, SEATTLE (164-81) 11/29/71

ASAC PAUL R. BIBLER

UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING ; EXTORTION
OO: SEATTLE
BUfile 164-2111

[redacted], Minneapolis, called on 11/29/71. b6 b7C

1. He said that 90% of the skydivers are licensed by the U.S. Parachute Association, P.O. Box 109, Monterey, California. The license has a photograph of the individual; however, he does not believe that the association maintains these photos although they do maintain descriptions.

2. Northwest people have discussed this jump with a pilot who has made 500 parachute jumps, including two at night. He said that with a lighted target, a man could come within 1000 feet of the target from the height that they were flying on the night in question, and that you could guide yourself as much as 45 degrees in either direction with a plain survival type parachute, if you had the knowledge.

3. He stated that theyhave been passing information on to us based on the "pressure bump" indicating that the man had jumped north of Portland. He said it was entirely possible that the man did not jump when this "pressure bump" took place. It was entirely possible that he sat on the end of the stairs to check out his reference points before he jumped. If he did this for even a short time, he could have easily landed across the river in Oregon.

He pointed out in this connection that there is Aurora Field near Donald, Oregon.

PRB:klb
(2)

164-81-281 Sub. 7

SEARCHED INDEXED
SERIALIZED FILED
FBI—SEATTLE

FD-66 (Rev. 5-22-64)

FBI

Date: 11/26/71

Transmit the following in 011
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

cc - Chase
- Sargent
- Paraguay

TO : DIRECTOR, FBI

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

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT #305, PORTLAND TO SEATTLE, 11/24/71, CAA - HIJACKING; EXTORTION. OO: SE.

AIR SEARCH CONDUCTED IN AREA WHERE HIJACKER BELIEVED TO HAVE LEFT PLANE, UTILIZING TWO ARMY HELICOPTERS FROM GRAY FIELD; ONE WEYERHAUSER COMPANY HELICOPTER AND ONE BONNEVILLE POWER ADM., HELICOPTER. FOR PURPOSE OF SEARCH, AREA WAS DIVIDED INTO SIX SECTIONS AND DUE TO WEATHER CONDITIONS, ONLY THREE WERE COVERED TODAY. SEARCH WAS NEGATIVE. A LIMITED GROUND SEARCH ALSO CONDUCTED WHICH WAS NEGATIVE, EXCEPT FOR ~~TWO INDIVIDUALS IN THE~~ NORTHEAST QUADRANT OF THE SEARCH AREA, WHERE TWO INDIVIDUALS MADE COMMENTS CONCERNING A LOW FLYING AIRPLANE AT THE PERTINENT TIME, BUT SAW NOTHING DROPPING FROM PLANE.

RELATIVE TO SUSPECT [redacted], PHOTO DISPLAYED WITH OTHERS, TO WITNESS [redacted] AND [redacted], WN., SEATTLE, WHO ADVISED PHOTO OF [redacted] DEFINITELY NOT IDENTICAL. HE STATED HIJACKER HAD A MUCH BROADER FACE AND NOSE. PHOTO OF [redacted] BEING DISPLAYED TO OTHER WITNESSES.

b6
b7C

PRB:klb
(1)

Sub-F
164-81-192

Approved: [signature] Special Agent in Charge

Sent 9:45 PM Per DVA

DB Cooper-27839

(5-22-64)

FBI

Date:

ransmit the following in _____
(Type in plaintext or code)

ia _____ _____
(Priority)

PAGE TWO

ANALYSIS OF FLIGHT PATH OF AIRPLANE, UPON LEAVING SEATTLE, and FLIGHT LOGS PROVIDED BY NORTHWEST AIRLINES, SEATTLE AND MINNEAPOLIS, WOULD SUGGEST THAT UNSUB IN AIRPLANE AS LATE AS TIME PLANE PASSED OVER CAMP WASHINGTON, AT EIGHT ZERO FIVE PM. SUBSEQUENT ENTRIES REFLECT OSCILLATION ~~IN CABIN~~ AT EIGHT TEN PM, AT WHICH TIME PLANE IN AREA APPROXIMATELY TWO TO THREE MILES SOUTHWEST BY WEST FROM LAKE MERWIN DAM, WASHINGTON. PARACHUTE EXPERTS ADVISE THAT PARACHUTES LEAVING PLANE AT THAT POINT WOULD DRIFT APPROXIMATELY TWO AND ONE HALF MILES EAST, THEREFORE SEARCH IN THIS AREA BEING INTENSIFIED AM OF TWENTYSEVEN INSTANT VIA HELICOPTERS AND GROUND SEARCH. HELICOPTER SEARCH BEING MADE CONTINGENT UPON WEATHER PERMITTING. UPON RECEIPT OF ARTISTS CONCEPTION, INTEND TO GIVE WIDE DISSEMINATION TO PRESS, CONTACTS WILL BE MADE WITH AIRPORTS, FLIGHT SCHOOLS, PARACHUTE CLUBS IN BROAD GENERAL VICINITY.

Sec 192

DB Cooper-27840

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
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FOI/PA# 1:16-cv-01790-02

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7-1 (Rev. 5-13-99)

FBI LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Seattle

Date: April 2, 2002

Case ID No.: SE-164A-81

Lab No.: 010904012 HL MD

Reference: Communication dated August 23, 2001

Your No.:

Title: NORJAK;
CAA - HIJACKING

Date specimens received: September 6, 2001

Specimens:

RESUBMITTED ITEMS FROM FBI LABORATORY NUMBER PC-H5141 MC GX:
Specimens Q40 Tie, Q41 Tie clip and Also Submitted Airline ticket.

This report contains the results of the DNA examinations. The submitted items and the probed DNA membrane will be returned to you under separate cover by overnight express. In addition to the evidence in the case, any remaining processed DNA from specimens examined by DNA analysis is also being returned to you. The processed DNA can be found in a package marked PROCESSED DNA SAMPLES: SHOULD BE REFRIGERATED/FROZEN. It is recommended that these samples be stored in a refrigerator/freezer and isolated from evidence that has not been examined.

1 - SE-164A-81
1D - SE-164A-81-G-5

~~This Report is Furnished for Official Use Only~~

DB Cooper-27843

7-1a (Rev. 5-18-99)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

Report of Examination

Examiner Name:	[redacted]	Date:	April 2, 2002
Unit:	DNA Analysis I	Phone No.:	[redacted]
Case ID No.:	SE-164A-81	Lab No.:	010904012 HL MD

b6
b7C
b7E

Results of Examinations:

Deoxyribonucleic acid (DNA) amplification via the polymerase chain reaction (PCR) of the nine short tandem repeat (STR) loci and the amelogenin locus (for gender determination) in the AmpFℓSTR® Profiler Plus™ PCR Amplification Kit was performed on DNA obtained from specimens Q40/Q41 (combined for analysis).

The STR typing results for specimens Q40/Q41 (combined for analysis) indicate the presence of DNA from more than one individual. The typing results from the amelogenin locus indicate the presence of male DNA in the DNA obtained from specimens Q40/Q41 (combined for analysis).

The DNA profile from specimens Q40/Q41 (combined for analysis) will be entered into the Combined DNA Index System (CODIS) and maintained by the FBI Laboratory for future comparisons.

No other DNA examinations were conducted.

~~This Report is Furnished for Official Use Only~~

(Rev. 08-28-2000)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE **Date:** 07/23/2002

To: Los Angeles
Seattle

Attn: Evidence Control Center
SA [redacted]
[redacted]
SQUAD 5/PSVCTF

b6
b7C
b7E

From: Los Angeles
SQUAD C-1
Contact: SA [redacted]

Approved By: [redacted]

Drafted By: [redacted] mw

b6
b7C
b7E

Case ID #: SE 164A-81-G-4 (Pending)
SE 164A-81

Title: NORJAK;
CAA;
OO: SEATTLE

ARMED AND DANGEROUS

Synopsis: All Los Angeles 164-497 files and 1A exhibits concerning captioned matter are being sent to FBI Seattle to be consolidated into their file, SE 164A-81-G.

Reference: SE 164A-81-G Serial 2

Administrative: This is in reference to FBI Seattle's EC to FBI Los Angeles dated February 19, 2002.

Package Copy: Being forwarded under separate cover via Federal Express are two (2) boxes containing the following:

1. Fourteen (14) volumes for file 164-497 containing documentation of the investigation conducted by FBI Los Angeles concerning captioned matter.

2. Eight (8) volumes of file 164-497 1As, containing 1A1-1A72.

3. One (1) volume of file 164-497 Sub A, containing investigation at the Elsinore Paricenter, Inc. located in Elsinore, California.

7-1 (Rev. 5-13-99)

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Seattle

Date: April 2, 2002

Case ID No.: SE-164A-81- G-3

Lab No.: 010904012 HL MD

Reference: Communication dated August 23, 2001

Your No.:

Title: NORJAK;
CAA - HIJACKING

Date specimens received: September 6, 2001

Specimens:

RESUBMITTED ITEMS FROM FBI LABORATORY NUMBER PC-H5141 MC GX:
Specimens Q40 Tie, Q41 Tie clip and Also Submitted Airline ticket.

This report contains the results of the DNA examinations. The submitted items and the probed DNA membrane will be returned to you under separate cover by overnight express. In addition to the evidence in the case, any remaining processed DNA from specimens examined by DNA analysis is also being returned to you. The processed DNA can be found in a package marked PROCESSED DNA SAMPLES: SHOULD BE REFRIGERATED/FROZEN. It is recommended that these samples be stored in a refrigerator/freezer and isolated from evidence that has not been examined.

~~This Report is Furnished for Official Use Only~~

(Rev. 08-28-2000)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE **Date:** 02/19/2002

To: Los Angeles **Attn:** C-1, SA [redacted] b6 b7C

From: Seattle
Squad 5/ PSVCTF
Contact: [redacted] b6 b7C b7E

Approved By: [redacted]

Drafted By: [redacted]

Case ID #: SE 164A-81-G-2 (Pending)
SE 164A-81-9384

Title: NORJAK;
CAA

Synopsis: Locate evidence possibly returned to Los Angeles.

Enclosure(s): Previously faxed to Los Angeles, and enclosed, is a Laboratory report dated 4/19/1974 returning evidence to Los Angeles in captioned case.

Details: As outlined in previous telephone call, Los Angeles is requested to located the below items returned to Los Angeles:

glass microscope slide with hair sample.

Although the report indicates that this item was returned to Las Vegas with their copy of the report, Las Vegas has no record of it being received.

(Rev. 08-28-2000)

FEDERAL BUREAU OF INVESTIGATION

Precedence: ROUTINE **Date:** 08/23/2001

To: Laboratory **Attn:** DNA

From: Seattle
Squad 5/ PSVCTF
Contact: [redacted] (206) 262-2503 b6 b7C

Approved By: [redacted]

Drafted By: [redacted]

Case ID #: SE 164A-81 (Pending) -9379
SE 164A-81-G (Pending) 1

Title: NORJAK;
CAA-HIJACKING

Synopsis: To submit evidence for DNA analysis.

Package Copy: Being forwarded under separate cover is one original airline ticket (1B21) and one snap on black tie with gold tie clip (1B7).

Enclosures: Original Laboratory reports regarding above items.

Details: As the Laboratory is aware, captioned case involves the hijacking of Northwest flight 305 destined for Seattle on 11/24/1971 by an unknown subject. In spite of exhaustive investigation over the years, the subject remains unidentified. This case has national significance and remains the only unresolved airplane hijacking in U.S. history. As this was a capital offense at the time, no statute of limitation exists. Retrieval of any DNA could be very useful as a DNA profile could be used to eliminate subjects that are still being brought to the attention of Seattle

The above items were originally submitted to the Laboratory in late 1971 for fingerprint analysis (ticket) and manufacture analysis (tie and clip)with negative results. No DNA testing was ever done. Prior reports from the LAB related to the examination of the tie and clip are attached for reference. **As these are the only items absolutely known to have been handled by the UNSUB in this case, they are being resubmitted at this time for DNA analysis.** If appropriate, and following the DNA work, the ticket (1B21) should be also resubmitted for latents.

See Main File Serial 9387 for DNA results

DB Cooper-27852

FD-350 (Rev. 10-19-77)

(Mount Clipping in Space Below)

Dan Cooper bill not given to boy

Brian Ingram, the 8-year-old Vancouver, Wash., boy who discovered some of the Dan Cooper skyjacking ransom last week, was not given one of the deteriorated bills, as was reported Tuesday in some editions of The Oregonian.

The boy actually was given a $20 bill made to look like one of the tattered bills, in addition to a certificate praising him for his find. Both items came from the Hough Elementary School PTA.

Meanwhile in Washington, D.C., FBI laboratory technicians have been unable to determine how much money was in the three bundles of Cooper's recovered as a result of young Ingram's find.

"The $20 bills were so badly deteriorated that we have been unable to count it," said FBI spokesman Otis Cox. He said no fingerprints were found on the bills.

The bills were identified as part of Cooper's $200,000 by their serial numbers.

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

Page D2
The Oregonian
Portland, Or.

Date: 2/20/80
Edition:

Title:

Character: 164-81
or
Classification:
Submitting Office: SE

b6
b7C

SUB A

164-81-8218

SEARCHED ... INDEXED ...
SERIALIZED ... FILED ...
FEB 22 1980
FBI - SEATTLE

FBI/DOJ

SUBS: B, G, M,

DB Cooper-27857

LAW OFFICES

[redacted]

33 SOUTH FIFTH STREET
MINNEAPOLIS, MINNESOTA 55402
TELEPHONE (612) 339-4911
TELECOPIER (612) 339 4181
TWX 910-576-2737

b6
b7C

[redacted]

[redacted]

b6
b7C

February 14, 1980

Mr. Bill Baker
Assistant Special Agent in Charge
Federal Bureau of Investigation
P. O. Box 709
Portland, Oregon 97207

SUBS: G, M, R

Re: D. B. Cooper

Dear Mr. Baker:

We have become aware that some of the money given to D. B. Cooper has been recovered. This letter is to advise you that our client, Globe Indemnity Company, reimbursed Northwest Airlines for the money which was given to D. B. Cooper. It is our opinion, based on the terms of the contract pursuant to which such indemnification was made, that Globe Indemnity is entitled to receive any recovery made until the full amount of indemnification has been repaid.

We would appreciate being kept advised of what recovery is or has been made.

Very truly yours,

[redacted]

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b7C

DB Cooper-27858

AWH/jsp

SUB G

164-81-82417

SEARCHED
SERIALIZED
FEB 21 1980

[redacted]

b6
b7C

SAINT PAUL OFFICE
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SOUTHEASTERN REGIONAL OFFICE
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FD-350 (Rev. 12-5-78)

(Indicate page, name of newspaper, city and state.)
A10, Post Intelligence
Seattle, Wa.

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or
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(Mount Clipping in Space Below)

The Loot Reveals New Clues to the Fate of D.B.

By John O'Ryan

VANCOUVER, Wash. — Eight FBI agents digging on a Columbia River beach in a snowstorm found no more of D.B. Cooper's hijack ransom yesterday, but they revealed new clues to the fate of the legendary parachutist.

Special agent Ken Moore of Seattle, in charge of the digging, said a geologist's report indicates that the money which has been found drifted up on this beach within the past two years.

Furthermore, Moore said as he warmed himself by a campfire during a respite from the frigid digging, the money came downstream, and probably reached the Columbia from the Washougal River, or one of several smaller streams which enter the big river above here.

It isn't likely, he said, that the money came upstream, with tidal currents, from the Lewis River — which drains Lake Merwin, where Cooper has long been thought to have perished.

Moore thought for a few moments, then said:

"Tourists who want to look for more Cooper money probably should look on the Washougal River."

All of which indicates that Cooper, with $200,000 in a canvas suitcase strapped to his body, jumped from a Northwest Airlines Boeing 727 a little southeast of the point originally estimated by the FBI.

He apparently landed southeast of Lake Merwin which is just off I-5 near Woodland, in the drainage of the Washougal River, or nearby streams, in hilly, wooded country.

"There is nothing infallible about our original estimate of where he landed," said John Pringle, assistant special agent in charge of the Seattle office.

"Because of strong wind currents, and other variables, we could have been a little off in our original estimates."

According to Pringle, only one money bundle from the $200,000 hijack ransom was found on this beach nine miles downstream from the bridge over the Columbia River at Vancouver.

But since Cooper had all of his money in one canvas container, according to Moore, if any of the money is scattered — all of it is likely to be scattered.

Cooper, whose real identity has never been learned, literally dropped out of sight the night he plunged from the airliner. He had collected his hijack e loot in Seattle — bundles of money wrapped in a package six inches high, one foot across, and about 18 inches long — later stuffed into a bag tied to his waist.

No trace was found of Cooper or his money until a family picnicking on this north bank of the Columbia, on property owned by the Fazio Brothers Sand Co. and dairy cow farm, found tattered bills three to six inches deep in the sand.

It was "Seattle day" at the FBI diggings on the Columbia River yesterday. The previous day, 10 FBI agents from the Portland bureau carried out the digging.

Yesterday, eight agents from the Seattle bureau were hard at work. The beach is roped off, and a Clark County sheriff's car was parked at the entrance to the Fazio property to keep the public out.

Sand was piled around the original money discovery area, because the FBI had been using a backhoe to excavate there. Agents were working yesterday with shovels and rakes.

Moore said a Portland State University Geologist is the one who determined that the money had floated onto the beach within the last two years.

This, Moore said, was based on a determination that there is only about six to eight inches of sand on this beach, and beneath it is a clay that was placed here by a channel dredging project carried out in 1974.

The clay, he said, appears "undisturbed," but the sand contains soft-drink containers and other debris from picnickers. It appears to be of recent origin, and the money was found only about three to six inches deep in it.

Moore said the Army Corps of Engineers had scuttled the theory that the money had drifted upstream with tidal currents from the mouth of the Lewis River, which enters the Columbia downstream from here.

"I talked to the engineers, and they said that it is most unlikely that anything drifted upstream against the current," Moore said.

If no more money is found, the FBI's digging on the beach will end today, Moore said.

But he expressed the belief that the departure of the FBI will not end the sifting through this strip of sand.

"After we leave, probably 2,500 people will digging here the next day," he said.

SUB G
164-81-8243

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DB Cooper-27859

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(Mount Clipping in Space Below)

Boy beats FBI to Cooper loot

SUBS: B, E, G, M, [redacted]

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b7C

FBI agents digging in search of more clues

By Bud May
The Daily News

PORTLAND — An 8-year-old boy accomplished with a sweep of his hand Sunday something the FBI has been trying to do for more than eight years.

Brian Ingram, son of Mr. and Mrs. Harold Dwayne Ingram of Vancouver, provided the first major breakthrough in the D.B. Cooper skyjacking case when he accidentally uncovered part of the $200,000 ransom Cooper had when he bailed out of a Northwest Airlines jet in the Lewis River area on Thanksgiving Eve, Nov. 24, 1971.

The FBI said Tuesday the discovery of more than $3,000 in badly deteriorated $20 bills was made Sunday while the Ingram family was on an outing on a Columbia River beach about five miles northwest of Vancouver on the Washington side.

Meantime, the FBI is conducting an intensive grid search of the beach area where the money was found. Agents reported finding bits and pieces of money Tuesday afternoon, some of it as deep as three feet in sand.

However, the pieces were so small it was not possible to determine the amount of money.

A U.S. Army Corps of Engineers hydrologist, George Holmes, said he would review information about where the hijacker jumped in relation to where the money was found.

He said the Washougal River was the only Columbia tributary that might have carried the cash, and even that is a remote possibility.

Not everyone shares that opinion.

Some experts feel that because of the Columbia's currents, the money could have come from the Lewis River and washed upstream.

The FBI has also contacted the Army Engineers, which continuously dredges sand in that area, on the chance that dredging brought the money up from the bottom of the river. A spokesman for the Army Engineers said today that it is a definite possibility. While they constantly dredge in that area, the last time they deposited the dredged sand on that beach was in October 1974.

Agents said the money, in bundles, without question is part of that given the man known as Cooper.

"The packaging and numbered sequence indicate the bills have not been separated and are in much the same order as when given to the hijacker," explained Bill Baker, assistant agent in charge at the Portland office.

Baker could not say whether the Ingram family will get a reward, since the FBI can not offer one, but he indicated there is a good possibility that the airline or another source would provide one.

The elder Ingram and his wife, Patricia, told dozens of news media people at a press conference in the Portland FBI Office Tuesday how the money was found.

"I was about to build a fire on the beach," said Ingram, "and had my arms full, but before I could set it down, my son said, 'Wait a minute daddy.' He scooped off some sand, and this money rolled to the top."

A UPI reporter who talked with the family Tuesday said Brian and his 5-year-old cousin, Denise Ingram, shouted, "Look! It's money that we found!"

The Ingrams said they didn't connect the money to the Cooper case at the time, but realized it must be important to someone, so they notified the Portland FBI Office of the find.

Asked by a reporter why he contacted the FBI instead of local authorities, Ingram responded, "Because I figured if I turned it over to police, I would never see it again."

He didn't elaborate on that remark, but continued to answer questions from newspaper, television and radio reporters.

Asked if he considered keeping the money, Ingram laughingly replied, "No, it looked in such bad shape I didn't think I could spend it."

Ingram said the money, which was displayed for reporters on a table at the press conference, was about 20 yards from the edge of the river, but was very wet.

SUB G
64-81-8242

Because of the poor condition of the bills, the exact amount of recovered money is unknown pending laboratory examination, the FBI said.

While FBI agents seem ecstatic about the discovery, they are quick to point out that approximately $197,000 is still missing, and what happened to Cooper himself is just as much a mystery as before the find.

DB Cooper-27860

FBI/DOJ

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Cooper in lake, ex-agent says

By Bud May
The Daily News

The body of skyjacker D.B. Cooper lies on the bottom of Lake Merwin, most likely hung up on a snag.

Retired FBI Agent Tom Manning of Longview has held that theory for several years, and still does.

The fact that some of the ransom money Cooper got from Northwest Airlines was found Sunday on a Columbia River beach north and west of Vancouver has not changed his conviction in the least.

Manning, now manager of the Longview Chamber of Commerce, had charge of the massive searches conducted in the Lewis River area after the infamous skyjacking of a Northwest Airlines jet on Thanksgiving Eve in 1971.

Because he worked so long on a case that has never been solved, the former resident agent has taken a lot of ribbing from friends and acquaintances.

"Some still call me D.B. Cooper," he said with a chuckle Tuesday night.

Manning never believed the skyjacker survived the jump with $200,000 in ransom money, and was among the first to say so.

"I said several years ago that I think he may be hung up on a snag at the bottom of Lake Merwin, and I still think so," Manning said after learning Tuesday that some of the ransom money had been found.

Manning said the fact that the money was found upstream, rather than downstream from the mouth of the Lewis River, doesn't disprove his theory.

He said it could have been moved upstream by tides and currents.

George Holmes, a hydrologist for the U.S. Army Corps of Engineers, says that would not have been impossible, but he considers it unlikely that currents would have moved the cash that far upstream.

"However," Holmes, emphasized, "I'm not taking issue in any way with the theory of where the hijacker may have come down after leaving the plane, or where the rest of the money might be."

Manning recalls vividly the intensive search conducted east of Woodland in the Lewis River area.

He says Charles Farrell of Seattle was the FBI agent in charge of the case, while Manning coordinated the searches. Other agents from the Seattle and Portland FBI offices were also involved. In addition, about 200 soldiers from Fort Lewis were used in an inch by inch grid search conducted in March of 1972 after the winter snows melted.

Despite the fact that no trace of Cooper was found, Manning and other agents remained convinced he had jumped somewhere in the Lewis River-Lake Merwin area, where crewmen of the Boeing 727 noted a fluctuation in the cabin rate of pressure indicator about 8:10 p.m.

Minutes earlier lights came on in the cockpit indicating the rear airstair of the aircraft had been lowered.

"Using the same aircraft, we made some tests three days after the hijacking, and the results gave credence to the theory that he jumped in the area the crew told us about," Manning said.

Manning was aboard the plane, flown by the chief pilot of the airline, when it was taken over the Pacific Ocean off the Hoquiam bombing range for the tests. Also present was the same flight engineer who was on duty the night of the incident.

"We took along some wooden sleds with sandbags to approximate the weight of Cooper, the parachutes given him and the ransom money, and dropped them from the plane when the flying conditions were the same as they were at the time he bailed out," Manning recalled.

The airstair was lowered, and the sleds dropped.

"The engineer said the plane reacted the same as it had before when the weight was released," Manning said Tuesday.

According to Manning, the FBI and the airline were convinced then that the man calling himself D.B. Cooper bailed out of the jet in the Lewis River area, and nothing has happened to shake that belief.

Where he landed has never been determined, but Manning still thinks Lake Merwin is a good bet.

DB Cooper-27862

SUB G

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FEB 21 1980
FBI - SEATTLE

Original to Bureau 2-21-80 pm

+5 - SUBS: B, E, G, M

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(Mount Clipping in Space Below)

Beach residents groan

By Donna duBeth
The Daily News

The handful of residents who live along the beach where part of D.B. Cooper's loot was found Sunday are kicking themselves for not building more sand castles.

They also wonder whether they should have paid more attention to the sand dredging operations along the beach.

Tina Bar is a stretch of sandy beach on the Washington side of the Columbia River northwest of Vancouver. The lonely country road that winds along the beach, Lower River Road, dead-ends about three miles from where a Vancouver family found about $3,000 beneath the sand Sunday while on a picnic. Rabbits bounce on the side of the road at night, startled by occasional passing cars.

Less than 10 houses are along the 12-mile stretch of beach road. Most of the land belongs to large dairy farms. The Fazio Bros. Sand Co. also fronts the river. A road leading through the Fazio gate is a popular path to the beach. It is the same path used by the family the day they found the money. On the east side of Fazio Bros. is Leeward Isle Marina, with a public fishing boat launch and one or two house boats.

During fishing season, the beach is packed from end to end, say local residents Clarence and Barbara Ellis. They have lived in their mobile home just down the road from Fazio Bros. for the past 30 years.

Every day Clarence takes his outboard skiff along Tina Bar patrolling the river and the beach for renegade logs that could damage other boats.

Ellis says that the Army Corps of Engineers continuously dredges sand directly off the shore from where the money was found.

"I betcha that dredging brought that money up and most of it's been destroyed by the dredging," he said. "Even the FBI is going to be able to figure that one out."

Today a spokesman for the Army Engineers said they were working closely with the FBI, checking out that lead. The sand sucked up from the bottom of the river and spewed onto the beach could have contained some or all of the long-sought money. While the dredging is continuous, the last time sand was deposited in that spot was in October 1974.

Another resident of the area said that the money was found too far from the water to have washed up. "It had to be the dredging. Maybe I'll go get me a shovel," said Mrs. J.W. Freeman.

The FBI dug all day Tuesday, finding bits and pieces of $20 bills. An agent guarding the site Tuesday evening said the amount they found during the day was less than the $3,000 orginally dug up.

Tuesday night the Ellis family sat in their home decorated with fishing gear and large plants, amazed that some the D.B. Cooper money was showing up on the same beach their children grew up on.

"To think I worked like a slave all my life and here this money was right in my front yard," said Ellis. "When I think of the times my kids took the four-wheel drive right over that spot. I mean that's our beach. It belongs to the people we lease from and that's the beach we use."

His wife, Barbara, said she felt "kinda sick" not finding it. But she added that she would have turned it in. "Somebody could have lost it," she said.

The beach property actually belongs to the Hans Egger family of Vancouver. A baby sitter at the home said the Eggers were on vacation in California. They learned the money had been found on their property when they listened to a television newscast Tuesday night.

"They were shocked," said the baby sitter.

SUB. G
164-81-8240

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FEB 21 1980
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DB Cooper-27864

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Longview, Wa.
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FEB 21 1980
FBI - SEATTLE

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Submitting Office: Seattle

How it all started

On Nov. 24, 1971, a calm, middle-age man calling himself Dan Cooper bought a ticket for a Northwest Airlines flight to Seattle.

Shortly after takeoff, he handed a note to stewardess Florence Schaffner.

Thinking the man was trying to "hustle" her, she stuffed the note in her purse, but he motioned for her to read it.

The note said he had a bomb, and wanted to go to Mexico.

While the jet circled Seattle before landing, the skyjacker also ordered that $200,000 cash and four parachutes be brought to the plane.

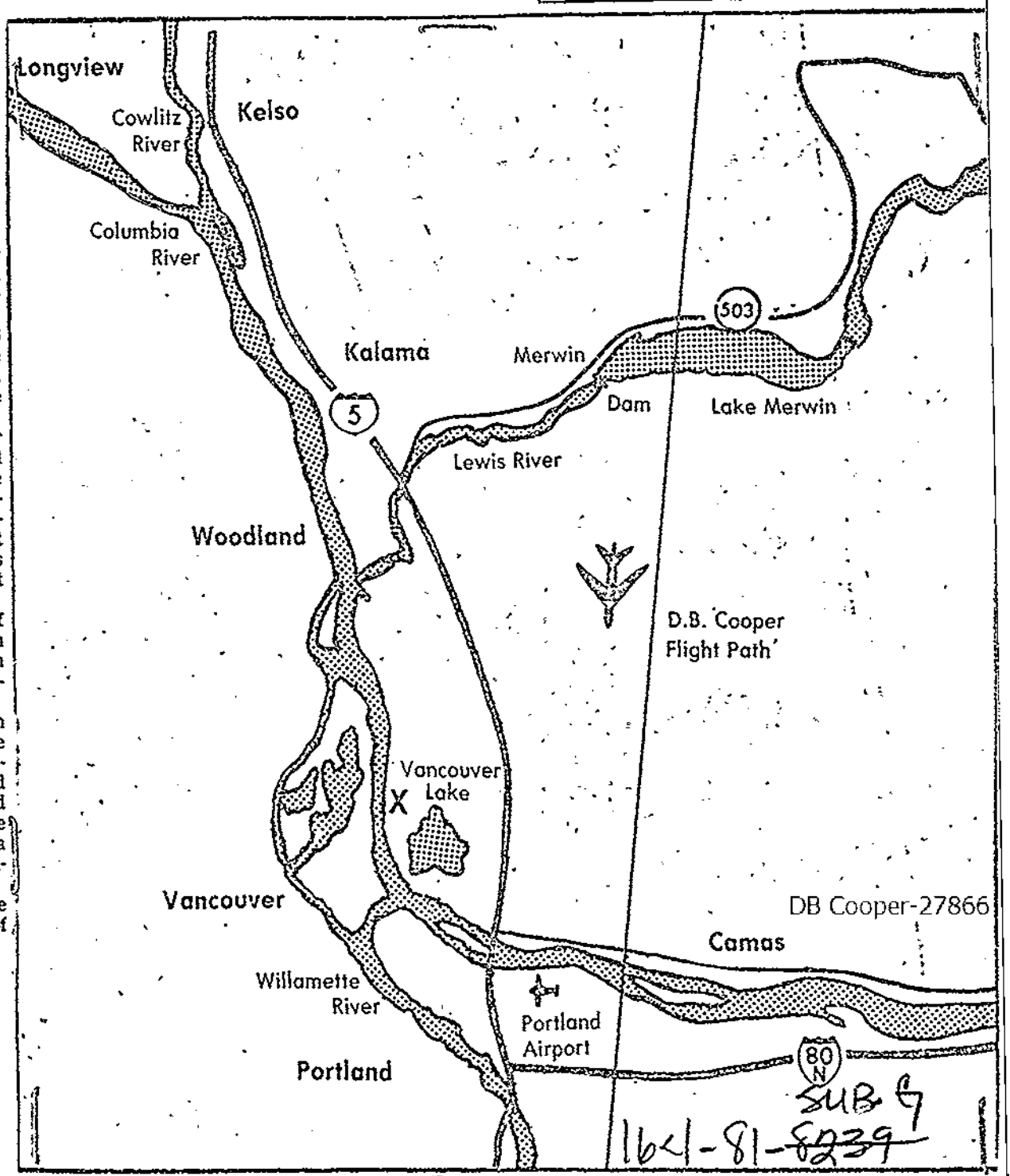
The airline agreed, 36 passengers and part of the crew were allowed to leave, and the plane took off with the man and his ransom.

As it flew south, the rear airstair was lowered, and minutes later the plane reacted in a manner that convinced the crew that the skyjacker had bailed out somewhere in the Lewis River-Lake Merwin area east of Woodland.

Thus began the legend of D.B. Cooper (the name Dan Cooper somehow got lost in news media accounts of the incident.)

Cooper has never been found, but interest in the case is still strong, and flared Tuesday when the FBI announced a Vancouver family had found several thousand dollars of the ransom money on a Columbia River beach northwest of Vancouver.

Several stories about the case appear in today's issue of *The Daily News.*



The 'X' marks the area where D.B.Cooper loot was found Sunday

SUB G
164-81-~~8239~~

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FBI Halts Search For Cooper Clues & Loot

FBI agents yesterday called off their search on a sandy beach of the Columbia River west of Vancouver for more evidence of D.B. Cooper and the $200,000 he carried when he parachuted from a skyjacked airliner in November 1971.

"When the agents get back here next week, we'll discuss what direction to take next," said Jack Pringle, an FBI agent in Seattle.

One partly decomposed bundle of marked $20 bills from the Cooper loot was found Sunday by a family picnicking beside the river nine miles below Vancouver.

It probably will be at least a week before the FBI laboratory in Washington, D.C., will report on how much money was found, said Bill Williams, of the FBI office in Portland, Ore., whose agents dug and sifted the sand earlier this week.

Cooper is believed to have parachuted over Lake Merwin in Cowlitz County. No trace of him or the money is known to have been found until the discovery Sunday.

Williams said yesterday that Leonard Palmer, a geologist at Portland State University, concluded that the money drifted onto the river bank sometime after August 1974. The money lay in sand on top of spoil from a dredging operation that was conducted that month, Palmer told the FBI.

Pringle said that sooner or later the recovered money will be returned to its owner.

"We don't know who that is and it's not up to us to determine," he said. "It might be that a court will have to decide."

The $200,000 was delivered to Cooper aboard a Northwest Airline plane in Seattle after he skyjacked it.

Brent Baskfield, a Northwest public relations officer in St. Paul, Minn., said Northwest paid the money but has been reimbursed for most of it by The Globe Insurance Co. in New York City.

Original to Bureau 2/21/80

#5

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DB Cooper-27867

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Seattle, Wa.

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Pickings are slim in Cooper treasure hunt

by Richard Zahler
and Steve Johnston
Times staff reporters

Federal Bureau of Investigation treasure hunters returned to a cold and sandy Columbia River beach downstream from Vancouver, Wash., today seeking more clues to the eight-year-old D.B. Cooper skyjacking mystery.

The F.B.I. mixed a little science and technology with a lot of old-fashioned elbow grease yesterday in continued digging at the beach. Agents continued to find scraps of $20 bills in the area where a picnicking Vancouver family found three bundles of money Sunday.

Through serial numbers, those decomposed bundles of bills have been identified as "several thousand dollars" of the $200,000 given to the man who hijacked a Northwest Orient Airlines 727 in November, 1971, then parachuted from the jet with his loot. The F.B.I. believes he jumped somewhere in the vicinity of LaCenter, about 25 miles northeast of the beach where the money was found.

Yesterday's search, aided by a backhoe and advice from a Portland State University geologist, provided no clues how the money got to the beach or where it has been since the hijacking.

F.B.I. agents said the money still was packaged in the same order as it was given to the hijacker. The geologist said the money probably had been there for less than two years.

Kenneth Moore, a Seattle F.B.I. agent assigned to the case, said, "One reason for conducting an exhaustive search of this area would be to find other indications of what happened — pieces of clothing, pieces of bag, pieces of parachute or human remains, which in this case would be only bones."

The beach area is 7½ miles northwest of Vancouver on a stretch of shoreline used heavily by fishermen and lined with industrial plants and farms.

Moore and other agents said it would be just speculation to suggest that Cooper might have come down near the Columbia River beach, or that the search site might give any clue besides additional pieces of money. The round shape of the wads of money suggested that the cash could have tumbled along the river bed, agents said.

The farmers who own the shoreland, Al and Richard Fazio, said the place where the money was found is periodically underwater during high river runoff, like last week.

Moore said the currency might have been pumped on the beach during the dredging, but that was doubted by Dr. Leonard Palmer, Portland State geologist.

Palmer said the scraps of money had been found in looser sand, not in dredging spoils. The river last was dredged there in 1974.

Moore said the meager evidence suggests the hijacker "may have landed in the water, although not necessarily the Columbia."

Speculation that Cooper could have dropped into Lake Merwin, a reservoir on the Lewis River, was replaced this week by speculation he could have landed in the Washougal River watershed. The Lewis River enters downstream from the search area, the Washougal upstream from Vancouver.

But Moore said there were no plans to search upriver "unless evidence leads us to a more specific area."

Small pieces of currency were found yesterday in scattered places as they combed through sand several hundred feet downstream from Sunday's discovery site.

Other fragments showed up as agents shoveled sand through wire screens around the main site. The largest piece discovered yesterday was about the size of a stick of chewing gum. It was several layers thick.

Moore said the new fragments may once have been part of the destroyed bundles discovered Sunday.

Although there were several rewards offered for the discovery of the money or the arrest of D.B. Cooper, federal agents said it looked as if the Harold Ingram family is out of luck. Ingram's son, Brian, 8, uncovered the money.

"As far as I know, all reward offers have been canceled," a Portland F.B.I. agent, Bill Williams, said.

Roy Erickson, a spokesman for Northwest Orient in St. Louis, said the airline had settled with its insurance company, Globe of New York, several years ago and received $180,000.

"Our loss was covered by our insurance and so we are out of the situation now," he said.

Ralph Himmelsbach, a Portland F.B.I. agent who has worked on the D.B. Cooper case since 1971, said the finding of the money gave him "a certain sense of satisfaction," the Associated Press reported.

"The case isn't solved," Himmelsbach said, "but this is certainly a major milestone.

"So we know at least that he (Cooper) never spent this money, and we know that none of the money he was given has ever turned up in circulation."

Himmelsbach said Cooper's skeleton probably never will be found if it is in the forested mountain area where he is supposed to have landed.

"Unlike the money, Cooper is biodegradable," Himmelsbach said.

SUBS: B, E, G, M

SUB G
164-81-8237

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FBI - SEATTLE

DB Cooper-27868

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(Mount Clipping in Space Below)

FBI: Cooper likely dead man

By KERRY WEBSTER
TNT Staff Writer

It's more likely than ever that the legendary D. B. Cooper is just a grinning skeleton in a nylon shroud, say FBI agents raking the sand for the last of his mouldering stash.

"The discovery of the money adds credence to the theory that he probably did not survive the jump," said Bill Williams, a special agent in Portland.

On the north bank of the Columbia River today, more than 30 FBI agents worked behind a cordon of armed sheriff's deputies, spading over every square foot of sand along 150 feet of shoreline.

The site is where eight-year-old Brian Ingram of Vancouver, digging idly in the sand with a stick on Sunday, turned up a sodden wad of $20 bills.

Serial numbers on the money — 12 stacks of twenties, still in their bank wrappings — matched some of those given to "Dan Cooper" when he hijacked Northwest Airlines Flight 305 on Thanksgiving Eve, 1971.

Flourishing what looked like a stick of dynamite, "Cooper" ordered the plane to fly from Seattle-Tacoma International Airport to Reno, Nev., after first demaninding $200,000 and four parachutes.

The Boeing 727's flight recorder indicated that he jumped from the plane's lowered rear stairwell somewhere near Ariel, a tiny logging town in Southwest Washington.

No trace of Cooper or the hijacking loot had shown up in the past nine years. The mysterious air pirate in that time has become a cult figure, with sweatshirts, bumperstickers and endless pulp-magazine stories dedicated to the exploit.

FBI agents, who have been the butt of D. B. Cooper jokes for nine years, did not conceal a certain grim satisfaction when they announced the finding of the money in Seattle and Portland press conferences yesterday.

The fact that the money appears to have washed up on the riverbank, rather than having been purposely buried there, increases the chances that Cooper is dead.

"There is no way we can tell if he is dead or alive," said John Pringle, assistant agent in charge of the Seattle office. "We only know that if he is alive, he doesn't have this money."

The site of the find is about nine miles downriver from the Interstate 5 bridge over the Columbia between Portland and Vancouver. Young Ingram made the discovery while picnicking with his parents, Mr. and Mrs. Harold Dwayne Ingram.

The elder Ingram told reporters yesterday he was preparing to build a fire when his son "ran up and said, 'Wait a minute, Daddy.' He raked a place out in the sand, and there it was."

Ingram told The Associated Press he didn't even consider spending the money, because it looked so badly deteriorated.

The decomposed money was being sent today to the FBI crime lab in Washington, D.C., for examination. Pringle said there is a possibility that mud and soil deposited in the bundles may give a clue as to where they were washed from.

"We're going to be doing some study of tide tables and flood records, also," added Portland agent Williams today. "That'll tell us whether examining any of the Columbia's tributaries would be useful."

The Washougal River flows into the Columbia below the money site, and its origins are deep in the woods over which Cooper is believed to have jumped.

However, Williams noted, the Columbia is frequently dredged and often floods where the money was found, so the situation could be very confused.

Pringle said Cooper jumped with the money tied around his waist, and he said he believed "it was in a bag which would have deteriorated over this length of time."

He said a major objective of the search going on now is to find some other object that is connected to Cooper.

"We could find bones, or a piece of parachute," he said. "Nylon does not deteriorate rapidly."

Agents using spades and rakes have discovered a few more pieces of $20 bills, about the size of nickels and dimes, according to the FBI. The new discoveries were made within a three-foot radius of the original finding.

"We are planning to bring in some heavy equipment tomorrow to speed things up," Williams said. "The problem when you dig up a spadeful of sand is, what do you do with the sand?"

In Ariel, meanwhile, tavern owner Dave Fisher said the little town will go on with plans for its annual "D. B. Cooper party" at his Ariel Store & Tavern this Nov. 24.

"You know, if they had found the body," he said, "we were planning some sort of a memorial party."

FEB 15 1980
FBI - SEATTLE

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SUBS: B, E, G, M,

DB Cooper-27869 164-81-8236

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FD-350 (Rev. 12-5-78)

(Indicate page, name of newspaper, city and state.) p.A1
Seattle Times
Seattle, Wa.
Date: 2/13/80
Edition: Final

Title: NORSAK

Character:
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Classification: 164-81
Submitting Office: Seattle

(Mount Clipping in Space Below)

More D.B. Cooper cash sought

by Richard Zahler
and Steve Johnston
Times staff reporters

VANCOUVER, Wash. — The Federal Bureau of Investigation brought a backhoe and experts in soil, archeology and river currents to a sandy Columbia River beach west of here today to seek more clues into the 8-year-old D.B. Cooper hijacking mystery.

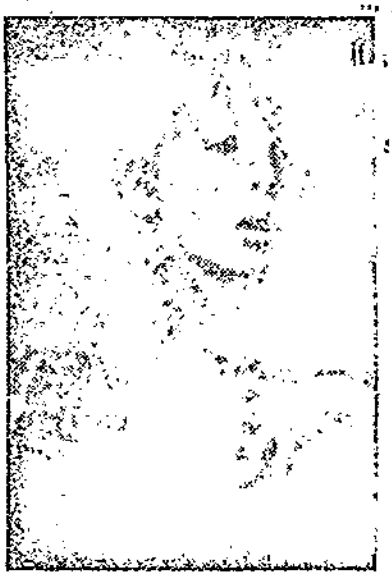
An 8-year-old boy Sunday uncovered on the beach a small part of the $200,000 the legendary hijacker had strapped to his body when he parachuted from a Northwest Orient Airlines 727 over Southwestern Washington November 24, 1971.

F.B.I. agents yesterday found more fragments of $20 bills while digging at the beach. Paul Hudson, the F.B.I.'s on-site coordinator, said the fragments — the size of nickels and quarters — were found as much as 5 feet away from where the money was found Sunday. Some fragments were 3 feet under the surface.

Hudson said the bureau is trying to determine possible ways the money reached the beach. The river recently covered the beach, he said.

Hudson also noted that the Columbia River channel is dredged periodically and sand from the river bottom is pumped on the shore.

"It's possible that it washed up here a period of time ago . . . not 9 years ago but not necessarily recently," Hudson said.



Brian Ingram
Got scoop on skyjacker

Discovery of the money "probably raises as many questions as it does answers," Hudson said. "In my own mind I can rule out the possibility that (the money) was buried here."

Hudson said whether searchers might find Cooper's remains in the area is "one of the questions we hope to answer today."

The beach is about nine miles west of Vancouver, adjacent to a dairy farm and a popular spot for steelhead fishing. Today a Clark County deputy sheriff was at the farm gate, turning away fishermen and the curious.

One longtime fisherman, Sidney Tipper, 80, of Vancouver, was admitted to fish. Tipper said, "I've been going up and down this river for 10 years. The money wasn't very deep. If it had been here (a long time) I think we'd have seen it."

The F.B.I. said yesterday it presumes the money had been washed downstream, possibly from a tributary to the Columbia. An Army Engineers hydrologist said that the Washougal River was the only tributary that might have carried the money. The Washougal is the first Washington tributary upstream from Vancouver.

William M. Baker, assistant special agent for the Portland F.B.I. office, said he expected searches would be carried out along the Columbia to the mouth of the Washougal and possibly up the Washougal.

The money recovered Sunday, in three bundles of decomposing $20 bills, was discovered by Brian Ingram, 8, of Vancouver. The boy

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164-81-5835

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Classification: 164-81
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Phones 'ringing off the hook' at Ariel

by Richard Zahler
Times staff reporter

ARIEL, Cowlitz County — Not much happens in Ariel, a small logging community 11 miles east of Woodland.

Until a hijacker vanished mysteriously over Southwest Washington more than eight years ago, probably nothing happened in Ariel.

But D.B. Cooper put the town on the map, and yesterday and last night the telephones at the Ariel Store & Tavern were "ringing off the hook" said Dave Fisher, the owner.

Ariel happens to be near Lake Merwin, and a number of theorists suggested that Cooper might have gone into the reservoir behind the Ariel dam.

Since 1976 the Ariel Tavern has hosted an annual D.B. Cooper party on November 24, the anniversary of the hijacking in 1971. Every year 200 to 300 people have shown up to eat buffalo stew and see whether Cooper would answer the standing invitation to join the party.

He never has, of course.

Fisher bought the tavern and the tradition 15 months ago, and until 3:30 yesterday afternoon, "I wasn't expecting a thing tonight. It's pretty dead in winter."

But then the Federal Bureau of Investigation announced in Seattle and Portland that part of $200,000 given to the hijacker had been found along the banks of the Columbia River near Vancouver.

The moldering money, about $4,000, was found by a family picnicking along the river north of Portland. A young boy digging in the sandy riverbanks with a stick uncovered the loot.

After that, Fisher said, "It was just like the D.B. Cooper party."

Fisher said he had been on the run answering telephone calls from television-network reporters in New York and newspapers and radio stations all over the West Coast.

Only about 20 or 30 patrons were in the Ariel Tavern last night, and most were paying as much attention to playing pool as to the Cooper talk. A weekly Tuesday-night pool match with the Riverside Tavern in Woodland had been moved to Ariel last night at the request of a Portland television station interested in filming reaction to the discovery of the money.

Fisher and others said they were mystified as to how the money arrived on the banks of the Columbia River, but they still would have to be persuaded that the hijacker didn't survive after he bailed out of the Boeing 727.

"I still think he's alive, until they find some bones," Fisher said.

He said the finding could lead to other developments, pointing out that the discovery by the boy was a strange first trace of Cooper after so many years.

Then the telephone rang in the next room, Fisher raced to answer it, laughed and announced, "San Jose calling."

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164-81-~~8234~~
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FEB 15 1980
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Seattle Times
Seattle, Wa.
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Title: NORJAK

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Finally, a fact is added to Cooper saga

by Steve Johnston
Times staff reporter

Passengers on Flight 305 remembered the man as a quiet-spoken sort wearing a dark brown suit. He took the last seat on the right-hand side of the Northwest Orient Airline's flight out of Portland heading for Seattle.

The only thing unusual about the man was that he wore sun glasses, unusual because it was a rainy day on November 24, 1971, a day before Thanksgiving.

The man checked aboard the Boeing 727 under the name of "Dan Cooper" in Portland, the last leg of the flight that had started in Washington, D.C.

By the time the plane finally set down in Reno several hours later, the man who became known as "D.B. Cooper" was gone, along with $200,000 in $20 bills, two parachutes and a briefcase which Cooper told the stewardess contained a bomb.

Somewhere in Southwest Washington, D.B. Cooper had bailed out at 10,000 feet into dark storm clouds and into history. He would remain to this day the only hijacker in the United States ever to escape arrest.

Over the last seven years, the F.B.I. has questioned more than 1,000 possible suspects, chased down thousands of leads and heard from hundreds of people who claim either to be Cooper or to know his whereabouts.

But it took an 8-year-old Vancouver, Wash., boy to uncover the only piece of concrete evidence that Cooper really did bail out into the dense forest of Southwest Washington.

Until Brian Ingram dug up 12 packets of $20 bills while on a picnic with his family along the Columbia River, law-enforcement officers only assumed D.B. Cooper jumped over Southwest Washington. The plane's recorder showed a "low pressure bump" at 8:11 p.m. near Woodland, and when the plane landed in Reno, the hijacker couldn't be found.

Hundreds of searchers spread out over the area around Woodland, hoping either to find the body or the money or just a piece of the parachute dangling from a tree. Most parachute experts consulted at the time agreed it would be almost impossible for Cooper to survive the plunge.

But within days of the hijacking, the legend of D.B. Cooper started to build. People started to talk about him as a modern-day Robin Hood. They admired the daring, the planning and the execution of the jump.

Slowly but surely, the reports of encounters with Cooper started to come out. A man in Woodland said someone knocked at his back door on November 24 about the time Cooper would have landed, but he didn't answer. Other people started turning in friends who looked like Cooper, in hopes of collecting the $25,000 reward.

Then the stories started to appear. The now defunct Seattle Flag ran several pages of purported interview with Cooper, and two Kitsap County men were arrested for selling a fake interview with Cooper to a former contributing editor of Newsweek for $30,000.

Five months ago, two Tacoma men said they had talked with D.B. Cooper, who, they said, was living in Puyallup. The man told them that the money was buried under a pile of garbage at the Puyallup dump.

Mostly, however, people just have had fun with the D.B. Cooper story. T-shirts with the picture of D.B. Cooper in his sunglasses and bearing the legend, "D.B. Cooper, Where Are You?" became popular, and there even was a song written about him.

The residents of Ariel, Cowlitz County, near where Cooper supposedly bailed out, started holding an annual "D.B. Cooper Day" to commemorate the event. The festival, called the "Cooper Caper," featured buffalo stew and sky divers and attracted more than 800 people. But not, apparently, D.B. Cooper.

As for the two Federal Bureau of Investigation agents who have been on the case since it began, they say they believe D.B. Cooper probably died the night he went out the plane.

"It is my personal opinion that he is dead," said Joseph O'Connell, who has retired. "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."

Ralph Himmelsbach, Portland F.B.I. agent who is to retire February 29, said he was "delighted" about the money being found. He said the find reduced the chances of Cooper ever being found alive to "less than 50-50."

DB Cooper-27877

SUB G

164-81-8233

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FBI - SEATTLE

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SUBS: B, E, G, M,

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Post-Intelligencer
Seattle, Wa.

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Character:
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Classification: 164-81
Submitting Office: Seattle

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More Of D.B.'s Ransom Found

By Neil Modie

FBI agents yesterday found bits of more $20 bills buried in the sand beside the Columbia River near Vancouver, Wash., and said it was more of the $200,000 ransom collected in 1971 by airline hijacker D.B. Cooper.

Agents speculated earlier in the day that the muck and sand the money was buried in may have been dredge material. But they discounted that theory after a geologist examined the site, about 10 miles northwest of Vancouver.

"His (the geologist's) feeling is that the probabilities are that the material was washed ashore rather than (being in) dredged sand," FBI - Agent Ralph Himmelsbach of Portland told The Post - Intelligencer last night.

Children on a family outing on Sunday found the first half - decomposed packets of $20 bills with which Cooper had parachuted from a Northwest Orient jetliner on Thanksgiving Eve, Nov. 24, 1971.

The total was between $1,000 and $4,000, Himmelsbach said, and serial numbers checked matched numbers on the marked bills given Cooper.

The money was found farther downriver from Vancouver than FBI agents had estimated Tuesday, when they announced the discovery, and it caused Himmelsbach to return to the theory he has had since 1971 that Cooper landed — dead or alive — in the vicinity of Lake Merwin on the Lewis River about 25 miles north of Vancouver.

Himmelsbach, the agent in charge of the investigation since the hijacking took place, said he believes the dozen packets of greenbacks were gradually washed down the Lewis River and into the Columbia River. Then, he said, ocean tides could have pushed them several miles up the Columbia to where they were found.

There was speculation Tuesday that the site was too far up the Columbia for the money to have come from the Lewis River.

However, Himmelsbach said yesterday, "My understanding is that this is tidal water, and if so, there are times that this (river) runs backward. So it could have run upstream that far."

Did Cooper, lightly dressed and buffeted by wind and freezing rain when he parachuted from the airliner, drop the money on the way down?

"That's a good possibility," Himmelsbach said. "There's also the possibility that he just took the money, and neither he nor the money left there (where he landed).

"I feel this is an indication that probably he didn't make it (alive), and it has been my feeling that probably he didn't make it because of the circumstances of the jump and the fact that he didn't have the proper equipment for parachuting," Himmelsbach continued.

"He didn't have a hardhat, goggles, leather gloves, jump suit or jump boots. He didn't have any of those things and he sure needed them all.

"I don't think the fall killed him," Himmelsbach theorized, "but there was that sudden stop. I think probably there was good likelihood he was injured during the fall and didn't have any help . . . and was unable to extricate himself (from wherever he fell). And probably is still there."

Agents continued digging yesterday, and Himmelsbach said he didn't know how long they would continue.

There was no trace at the site of the legendary extortionist nor of his parachute, and Himmelsbach indicated he didn't expect to find such evidence there.

The ransom money was given to Cooper at Seattle - Tacoma International Airport after he threatened to blow up the 727 trijet while on a flight from Portland. At Sea - Tac, he allowed all the passengers and all but four members of the crew to leave, demanded and received the $200,000 and four parachutes, and had the plane depart for Reno, Nev.

The skyjacker bailed out over Southwest Washington.

Sunday's find was particularly satisfying for Himmelsbach, who on Feb. 29 is scheduled to retire from the FBI after a career of nearly 29 years — more than eight of which were spent trying to solve the Cooper caper. The discovery of the money was the first solid break in the case.

"It doesn't increase my (retirement) annuity any, but it does make me happy," Himmelsbach said.

SUBS: B, E, G, M

SUB G

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FEB 15 1980
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DB Cooper-27879

FBI/DOJ

FD-350 (Rev. 12-5-78)

SUBS: B, E, G, M, [redacted]

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Seattle, Wa.

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Edition: Final

Title: NORJAK

Character:
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Classification: 164-81
Submitting Office: Seattle

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Found — D.B.'s Loot!

Kids Dig Up Hijack Cash

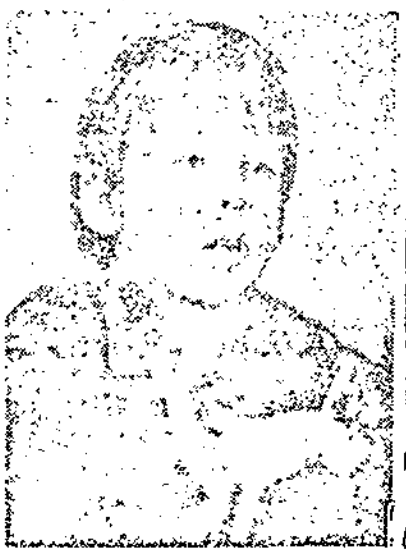
By Neil Modie

More than eight years after D.B. Cooper parachuted into rainy darkness from a hijacked airliner, part of his $200,000 loot was found buried in a river bank near Vancouver, Wash., the FBI announced yesterday.

Badly weathered and apparently washed ashore from the Columbia River, the stacks of $20 bills say nothing encouraging about the fate of the legendary hijacker.

"It can tell you a number of things — either he dropped the money or he's dead," commented John D. Pringle, assistant special agent in charge of the FBI office in Seattle. "We can't tell at this point."

For Ralph Himmelsbach of Portland, the FBI agent in charge of the investigation since it began, the discovery reinforces his opinion that Cooper died after he parachuted from a Northwest Orient 727 trijet on Thanksgiving Eve, 1971.



BRIAN INGRAM
The money in the sand

Himmelsbach said the find reduced to "less than 50 - 50" the odds that Cooper is still alive.

The money was found Sunday by an 8-year-old Vancouver boy, Brian Ingram, and his 5-year-old cousin, Denise, as they were digging in the sand with sticks along the river bank during a family outing.

"This clue is the first we've had since the night of the occurrence," said Bill Baker, assistant special agent in charge of the Portland office, which the Ingram family contacted on Monday.

The money was found about 25 miles southwest of the area where the FBI had thought it most likely Cooper landed after he parachuted from the jetliner into a freezing rainstorm on Nov. 24, 1971.

The hijacker, who had used the name "Dan Cooper" to buy his airline ticket, boarded the jet in Portland, threatened to blow it up with what he claimed was a bomb in his briefcase, then forced it to land in Seattle to collect the ransom.

Cooper allowed 36 passengers aboard the flight to leave, then ordered the crew of four to fly it to Reno after $200,000 in marked bills and four parachutes demanded by the hijacker were brought on board.

As the southbound airliner passed over Southwest Washington, the hijacker — wearing only a business suit and street shoes — parachuted through a rear stairwell door.

As "Dan Cooper" became a legend, the name "D.B. Cooper" — as an FBI agent had initially identified him — became the name that stuck.

The FBI said his chances of survival were slim because he was lightly dressed for jumping into a howling wind and a freezing rain in a parachute not likely to work.

Agents have theorized that his remains are at the bottom of Lake Merwin, its forest of underwater snags entangling his parachute, or his

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FBI/DOJ

#58

SUB G

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Seattle, Wa.

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Submitting Office: Seattle

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2E

Boy who found hijack loot gets bill as souvenir

VANCOUVER, Wash. — (AP) — Brian Ingram, the 8-year-old who uncovered some of D.B. Cooper's hijack loot, will get to keep one of the frayed $20 bills as a souvenir.

The Federal Bureau of Investigation also gave the Vancouver boy a certificate praising him for his discovery.

Brian was helping his father, Harold, build a fire on a Columbia River beach February 10 when he uncovered three bundles of weathered $20 bills. The bills were the first evidence uncovered in the case since Cooper hijacked the jetliner in 1971.

SUBS; B, [redacted], M, E, G

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TO DIRECTOR (164-2111) PRIORITY

SEATTLE (164-81) PRIORITY

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SUBS: O, [redacted] M, G, E, C

UNCLAS

ATTN.: PERSONAL CRIMES UNIT

NORJAK; OO:SEATTLE.

RE TELEPHONE CALLS FROM SUPERVISOR [redacted], PERSONAL CRIMES UNIT, TO PORTLAND, FEBRUARY 19 AND 20, 1980.

IN RESPONSE TO BUREAU REQUEST FOR SUMMARY OF INFORMATION ON RECENT DEVELOPMENTS IN THIS MATTER, THE FOLLOWING IS SET FORTH:

AT APPROXIMATELY 5:00 P.M., FEBRUARY 11, 1980, [redacted], VANCOUVER, WASHINGTON, TELEPHONICALLY CONTACTED THE PORTLAND OFFICE TO ADVISE HE HAD FOUND SOME OLD DECOMPOSED $20 BILLS, AND HE WANTED TO KNOW WHETHER THE BILLS WERE BEING SOUGHT BY LAW ENFORCEMENT AUTHORITIES. NCIC CHECKS OF THREE SERIAL NUMBERS FURNISHED BY [redacted] DISCLOSED TWO WERE ON NORJAK RANSOM LIST. THIRD SERIAL NUMBER FURNISHED CONTAINED TOO MANY

SUB G

164-81

SEARCHED INDEXED
SERIALIZED FILED
FEB 20 1980
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Daily News
Longview, Wa.
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or
Classification: 164-81
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Wait a minute Daddy' jolts Cooper story

SUBS: B, [redacted] G, M.

b6
b7C

By Thomas Ryll
Vancouver Columbian

VANCOUVER, Wash. (AP) — It started as a Sunday picnic on a chilly river beach for a Vancouver, Wash., family and became a new chapter in the legend of D.B. Cooper.

With one sweep of his arm, 8-year-old Brian Ingram discovered Sunday what thousands of searchers failed to find — a bundle of $20 bills, now deteriorated, demanded by the infamous, parachuting skyjacker in 1971.

Tuesday night in an interview with the *Vancouver Columbian,* Brian, his father, H. Dwayne, and his mother, Patricia, recounted the events of a casual outing that unearthed what one official called the "most important discovery" in the 8½-year-old case. At the same time, the elder Ingram described finding several thousand dollars of soggy cash as "heartbreaking" without a penny of reward money in sight.

The family and two relatives were walking along the Columbia River near a sand company about 3:30 p.m. Sunday. They decided to gather wood for a fire to take the chill off the 40-degree temperature.

"I gathered an armload of firewood," said Ingram, 28, a painter for U-Cart Manufacturing, a Vancouver firm. "He (Brian) was doing his part, happy and enthusiastic. I was about ready to set the wood down and he said, 'Wait a minute, Daddy.'"

Brian, a second-grader at Hough Elementary School, knelt beneath his father to smooth a spot for the fire. He swept the river sand only once, uncovering three worn bundles of $20 bills.

"I seen that money, I thought 'Wow!'" recalled the slender, towheaded youngster, who said it was the first money he ever found. "I went over to my parents and they thought it was counterfeit."

Unknown to them, Brian had uncovered part of a $200,000 ransom handed over to a man calling himself Dan Cooper on Nov. 24, 1971. Cooper demanded the cash as ransom and hijacked a Northwest Airline Boeing 727 jet in Seattle.

As the plane flew south to Reno, Nev., Cooper bailed out from the jet's rear-stairway with the bundled money wrapped in a parachute and tied to his body.

Authorities believe he jumped over southwest Washington.

The Ingrams, who moved here from Oklahoma less than a year ago, said they were aware of the D.B. Cooper saga but did not connect it to their find.

Neither did the buried treasure put a damper on the afternoon activities. "We had a picnic," said Ingram. "We forgot about the money and had a great time."

Back home about 5:30 p.m. Sunday, the bills, erroded into lozenge-shaped piles, were placed unceremoniously atop a kitchen cabinet to dry.

"I was thinking about decoupaging them and putting them on a board," said Mrs. Ingram, 26.

"I thought it might have been mob money or lost money. I just didn't know what to think, but it was just money that looked useless to me."

Monday, during his 10 a.m. coffee break, Ingram called a local bank to see whether the battered bills could be exchanged for new ones. A bank employee told him it could be done if the serial numbers were intact, but added a check would be made of the numbers.

Ingram said he brooded on that the rest of the day and called the Portland FBI office Monday evening, reading several serial numbers to an agent.

When Ingram called back 30 minutes later, "they said they'd like to talk to me."

It was not until Tuesday morning that he learned the money was part of the Cooper caper.

Tuesday evening, the couple watched themselves on national television. By then, they had grown weary of the day's hectic activities and exuded disappointment in learning that apparently no reward awaits their honesty.

"It's just heartbreaking that nothing may come of this," Ingram said.

"I went from a rich man to a poor man without hardly making a move."

Supporting a family of four and making the $200 a month rent payment for their ragged westside home is tough at times, Ingram said, adding "If all this fame came with a little fortune, I would talk to everyone in the world about this story."

He abruptly ended the interview minutes later, turning his eyes to the television set, saying, "If you don't mind, I've waited five years to see this movie (The Exorcist) on television."

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FBI - SEATTLE

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I-1 LOS ANGELES TIMES
LOS ANGELES, CA

Date: 2/13/80
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Title: PART OF D.B. COOPER LOOT FOUND

Character:
or
Classif [redacted]; 164-497
Submitt Los Angeles

b6
b7C

SUBS: B; [redacted], G, E; M

(Mount Clipping in Space Below)

Found by Family on Outing
Part of 'D. B. Cooper' Loot

WASHINGTON—A young Vancouver, Wash., family on an outing along the Columbia River last Sunday suddenly stumbled across 12 stacks of moldering money—part of the $200,000 that the notorious airline hijacker "D. B. Cooper" made off with more than eight years ago, the FBI said Tuesday.

With the bills now having been traced definitely to the Cooper loot, 30 agents from the Portland and Seattle FBI offices have begun an extensive search of the area for more of the money—and possibly for some sign of Cooper or, more likely, his remains.

The money—"several thousand dollars," according to one official—was found in Washington about five miles northwest of the Interstate 5 bridge that spans the Columbia and separates Washington from Oregon, FBI agent William M. Baker told a news conference in Portland.

Discovery of the money by Harold Dwayne Ingram, 27, his wife, Patricia, 26, and their sons, 8 and 3, marked the latest twist in the bizarre saga of the now-legendary Cooper, who parachuted from a Northwest Airlines jetliner on Thanksgiving Eve, 1971, never to be seen or heard from again. When found by the Ingrams, the stacks of $20 bills were bound by decomposing rubber bands, the FBI said. But there was "no trace of D. B. Cooper," according to the agency.

Shortly after the hijacking, a cult sprang up around D. B. Cooper, a name that never has been traced to its origins.

A private club was named in his honor, D. B. Cooper T-shirts were manufactured, bumper stickers were run off and anniversary parties were held.

Baker said in Portland that whether Cooper got away with the cash of the money was an open question.

Law enforcement authorities long have believed that Cooper died in his plunge from the Boeing 727 because he was wearing only a business suit and street shoes when he jumped into a howling wind and freezing rain in an unreliable parachute. It has been estimated that he hit the ground at a speed of 50 to 70 m.p.h.

The saga began when "Cooper" boarded the jetliner in Portland for an evening flight to Seattle. Once airborne, he demanded that the airline have $200,000 in $20 bills and three parachutes on hand when the plane landed in Seattle. He threatened to blow up the plane if his demands were not met.

The airline complied, providing the parachutes and money. However, the FBI said Tuesday that the serial numbers of the bills had been recorded.

Cooper permitted the airliner's 36 passengers to leave the plane in Seattle. He then ordered the crew to take the plane to Reno and told the pilot to fly at a relatively low altitude and to open the plane's rear stairway.

Crew members last heard his voice on the plane's intercom when they were over the Washington-Oregon border. They said they believe he jumped, using the least reliable parachute.

The decomposed money was found 17 to 20 miles from the jump site by the Ingrams' older son, Brian. The bills were partly buried in sand that the Ingrams were scooping out to build a fire.

"Here's some more wood for the fire, Daddy," the father recalled his son as saying.

SUB G
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FEB 19 1980

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FEB 13 1980
FBI — LOS ANGELES

FBI/DOJ

ORIGINAL TO THE BUREAU
DB Cooper-27892

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A-1 HERALD EXAMINER LOS ANGELES, CA

Date: 2/13/80
Edition: Wednesday. Latest

Title: D.B. AND THE MONE

Character:
or DAEV
Classifi [redacted] ;164-497
Submittin Los Angeles

b6
b7C

(Mount Clipping in Space Below)

D.B. and the money

SUBS: B; [redacted], G; E; M

VANCOUVER, Wash. — Twelve packets of $20 bills, used eight years ago as part of the $200,000 paid to airline hijacker "D.B. Cooper," have been found on a Columbia River beach near here, the FBI announced yesterday.

Harold D. Ingram, 27, his wife, Patricia, 26, and their two sons, were picnicking on what is known as Tena's Bar last Sunday when their older son discovered the money.

Eight-year-old Brian Ingram was helping his father gather firewood and had scooped out sand for a fire. As his father was about to drop an armload of wood, young Ingram said, "Wait a minute, Daddy."

Recalling his find yesterday, Brian said, "I seen that money, I thought, wow."

But his parents remained calm, the son recalled. "They thought it was counterfeit."

The tattered and worn bills young Ingram found were the first to be recovered by law enforcement agencies since Nov. 24, 1971, when a passenger hijacked a Northwest Airlines Boeing 727.

The man, identified on the flight list as Dan Cooper, parachuted out of the airliner somewhere over southwestern Washington.

The serial numbers on the bills discovered by young Ingram matched those on the money given Cooper by the FBI in 1971.

William M. Baker, assistant agent in charge of the Portland FBI office, said discovery of the money lends credence to the FBI theory that Cooper died in the hijacking attempt.

Cooper's extortion effort was the first time a jet had been hijacked for ransom. A number of hijackings for cash have been carried out since the Cooper escapade.

Baker said the FBI could not be certain how much money was in the packets, but said it amounted to "several thousand dollars."

The money has been sent to the FBI laboratory in Washington, D.C., and Baker hopes the lab will be able to pick fingerprints off the bills, which could lead to the suspect.

"That would be a hell of a break," he said.

DB Cooper-27895

SUB-G

164-81-8916

SEARCHED ..... INDEXED
SERIALIZED ..... FILED
FEB 19 1980
FBI — SEATTLE

SEARCHED ..... INDEXED
SERIALIZED ..... FILED
FEB 19 1980
FBI — LOS ANGELES

FBI/DOJ

ORIGINAL TO THE BUREAU

FD-350 (Rev. 12-5-78)

(Indicate page, name of newspaper, city and state.)
A-1 HERALD EXAMINER
LOS ANGELES, CA

Date: 2/13/80
Edition: Wednesday Latest

Title: MYSTERY REMAINS IN SAGA OF D.B. COOPER

Character:
or DANV

Classification: [redacted] 164-497

Submitting Office: Los Angeles

(Mount Clipping in Space Below)

Mystery remains in the saga of D.B. Cooper

PORTLAND, Ore. — The mystery surrounding D.B. Cooper's skyjacking and disappearance eight years ago has been rekindled by a Vancouver, Wash., family's inadvertent discovery of worn packets of $20 bills on the Columbia River shoreline — part of Cooper's $200,000 ransom.

The saga which changed the nature of airline piracy began on Thanksgiving Day, 1971, when Cooper boarded Northwest Airlines flight 305 for a flight from Portland to Seattle. Once aboard, he handed a crew member a note, saying he was carrying a bomb in a satchel and wanted $200,000 in unmarked $20 bills.

When the jetliner landed at the Seattle-Tacoma International Airport that evening, authorities had arranged the cash and had also obtained four parachutes, as instructed by Cooper.

Cooper then allowed the flight's 38 passengers and all crew members but two pilots and one stewardess to disembark. He then ordered the aircraft to take off for Reno, Nev.

At one point in that flight, the crew felt a fluctuation in cabin pressure, which suggested the jetliner's rear cabin door had opened.

b6
b7C

SUBS B; 869; [redacted] E; 4; M

DB Cooper-27901

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
FEB 15 1980
FBI — LOS ANGELES

SUB C

ORIGINAL TO THE BUREAU

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
FEB 19 1980
FBI — SEATTLE

FBI/DOJ

FD-350 (Rev. 12-5-78)

(Mount Clipping in Space Below)

Agent 'explains' beachfront deposit

PORTLAND (UPI) — Ralph Himmelsbach, the Federal Bureau of Investigation agent who has headed the D.B. Cooper case since the 1971 hijacking, outlines this "possible scenario" to explain how some of the Cooper money washed up on the beach west of Vancouver:

"Probably the money (in the bag) came down close to the bank of a stream. When the water got high enough it washed downstream, bumping along the bottom. The bag finally degraded.

"Perhaps it could have burst on impact, but that is not likely. We think finally, tumbling down the river bottom, it broke open and the money was carried on, wearing off little bits and pieces around the edges, grinding it down like it had been ground with sandpaper or a file, leaving the center portion."

(Indicate page, name of newspaper, city and state.) p.B1
Seattle Times
Seattle, Wa.

Date: 2/13/80
Edition: Final

Title:

Character:
or
Classification:
Submitting Office: Seattle

SUBS B; G; M

SUB G

164-81-8212

SEARCHED ....
SERIALIZED ....
FEB 18 1980
FBI - SEATTLE

#5

FBI/DOJ

DB Cooper-27905

FD-350 (Rev. 12-5-78)

(Indicate page, name of newspaper, city and state.) p. A1.
Seattle Times
Seattle, Wa.

Date: 2/12/80
Edition: Final

Title:

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

HQ

(Mount Clipping in Space Below)

Part of D.B. Cooper money found

SUBS B; G; M

Compiled from news services

WASHINGTON — The Federal Bureau of Investigation has found about $4,000 of the money that the legendary hijacker, D.B. Cooper, carried with him when he parachuted from a commercial jet over Southwest Washington in 1971, a bureau spokesman said Tuesday.

The spokesman, who asked not to be named, said a family wandering along the banks of the Columbia River north of Portland, Ore., found a packet of money this week.

Held together by a rubber band, the packet of $20 bills was so badly deteriorated the F.B.I. could not make an exact count of the amount, the spokesman said.

Despite the deterioration, the spokesman said the F.B.I. was able to identify the money as part of the $200,000 ransom given to Cooper in Seattle nine years ago. When the money was given to the hijacker, the F.B.I. kept records of the serial numbers.

The packet was found 20 miles downstream from the point where Cooper is believed to have bailed out of the Northwest Airlines 727, the spokesman said.

He added that with floods along the river it was likely that in nine years the packet had been carried some distance.

The Portland and Seattle offices of the F.B.I. were conducting a search in the area, but the spokesman said it was unlikely that discovery of the money packet would aid in the search for Cooper, the only parachute-ransom hijacker in United States history who has not been apprehended.

Cooper boarded a Northwest flight in Portland on Thanksgiving Eve, 1971, using the name Dan Cooper. Before the plane reached Seattle, Cooper threatened to explode a "bomb" in his brief case if he were not given $200,000 in $20 bills and four parachutes and flown to Reno, Nev.

The plane circled Seattle for 2½ hours while authorities gathered the parachutes and money.

The passengers and two of the three stewardesses were allowed to leave the plane. The money and parachutes were loaded and the plane took off for Reno. The pilot was ordered to fly as slowly as possible.

Somewhere over Southwest Washington, the hijacker, the money and one of the parachutes disappeared out of the plane's rear exit, opened in flight. The approximate place of departure was guessed at from cabin-pressure readings on the flight recorder.

The flight recorder and crew testimony indicated Cooper had jumped near the little town of Ariel, Cowlitz County, about 30 miles north of Portland, a densely wooded area in the foothills of the Cascade Mountains.

Despite intensive searches of the area, the only item connected with the hijacking ever found was a rear door from the 727.

Nothing ever was seen of Cooper or the $200,000.

The F.B.I. has said since shortly after the hijacking it believed Cooper probably was killed when he landed.

In 1977, just to make sure the hijacker didn't escape prosecution via the statute of limitations, he was indicted on federal charges in absentia.

SUB G

164-81-8211

SEARCHED
SERIALIZED
FEB 11 1980
FBI - SEATTLE

#5

FBI/DOJ

DB Cooper-27906

SUB G; M

Airtel

2/13/80

TO: DIRECTOR, FBI (164-2111)
ATTN: FBI LABORATORY, DOCUMENT SECTION, SA [redacted] & IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION

b6
b7C

FROM: B/ SAC, PORTLAND (164-41)(P)

NORJAK

Re Portland teletype to FBIHQ, attention [redacted], 2/12/80.

b6
b7C

Forwarded under separate cover to the Bureau are 12 plastic packets, each containing an unknown quantity of U. S. currency in a deteriorating condition.

REQUEST OF THE FBI LABORATORY, DOCUMENT SECTION

Separate currency to determine exact amount contained therein.

Examine soil residue co-mingled with currency, to determine soil type, to assist in determining possible other location where currency may have been besides sandy beach area.

REQUEST OF THE IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION

Examine currency for any latent fingerprints contained thereon.

4-Bureau (Enc.12)
(1 Package)(Federal Express)
1-Seattle (164-81)
2-Portland

JFH:djl
(7)

SUB G
164-81-8269

SEARCHED ... INDEXED ...
SERIALIZED ... FILED ...
1 1980
FBI - SEATTLE

xx

xx AIRMAIL xx

SUB G; M

xx

FEBRUARY 13, 1980

B/#2 FM PORTLAND (164-41) P

TO DIRECTOR ROUTINE

BT

UNCLAS

ATTN.: FBI LABORATORY, DOCUMENT SECTION, SA [redacted]

NORJAK; OO:SEATTLE.

RE PORTLAND TELETYPE TO FBIHQ, ATTENTION: [redacted] b6 b7C

[redacted], DATED FEBRUARY 12, 1980.

BEING FORWARDED TO FBIHQ BY FEDERAL EXPRESS IS A PACKAGE CONTAINING EVIDENCE TO BE EXAMINED BY THE LABORATORY DIVISION AND THE IDENTIFICATION DIVISION. THE BILL OF LADING NUMBER IS L-0,683,547.

PACKAGE IS TO ARRIVE AT FBIHQ AROUND NOON ON FEBRUARY 14, 1980.

AM COPY BEING FORWARDED TO SEATTLE.

BT

DB Cooper-27908

SUB G

1-Seattle (164-81) (AM)
1-Portland

JFH:krv
(2)

#

164-81-6268

SEARCHED INDEXED
SERIALIZED FILED
1980
SEATTLE

[redacted] b6 b7C

PDO004 P432319

OO SE LA SF SD SC DN LV SU MP

DE PD

O 122300Z FEB 80

FM PORTLAND (164-41) P

TO SEATTLE (164-81) IMMEDIATE

LOS ANGELES IMMEDIATE

SAN FRANCISCO IMMEDIATE

SACRAMENTO IMMEDIATE

SAN DIEGO IMMEDIATE

DENVER IMMEDIATE

LAS VEGAS IMMEDIATE

SALT LAKE CITY IMMEDIATE

MINNEAPOLIS IMMEDIATE

BT

UNCLAS

NORJAK; OO:SEATTLE.

FOR INFO RECEIVING OFFICES, AT 3:00 PM, PST, TODAY, FEBRUARY 12, 1980, PRESS CONFERENCE WILL BE HELD IN PORTLAND OFFICE WHICH WILL ANNOUNCE THE FOLLOWING:

ARTHUR G. BARGER, SPCIAL AGENT IN CHARGE OF THE FBI FOR OREGON, HAS ANNOUNCED A DEVELOPMENT IN A CRIME WHICH BEGAN ON THE NIGHT OF NOVEMBER 24, 1971, AT PORTLAND INTERNATIONAL AIRPORT, PORTLAND, OREGON, AND HAS BECOME WIDELY KNOWN SINCE THAT TIME AS THE D. B. COOPER HIJACKING CASE.

ON THE NIGHT BEFORE THANKSGIVING, 1971, A MAN WHO GAVE

SUB E, g, C

pg 2 of 2

SUB C

164-81-5465

FEB 12 1980

SEATTLE

THE NAME DAN COOPER BOUGHT A ONE-WAY TICKET ON NORTHWEST AIRLINES FLIGHT 305 FROM PORTLAND, OREGON, TO SEATTLE, WASHINGTON. UPON DEPARTING PORTLAND INTERNATIONAL AIRPORT, COOPER NOTIFIED A STEWARDESS THAT HE WAS HIJACKING THE AIRCRAFT AND DISPLAYED TO HER WHAT HE SAID WAS A BOMB IN HIS BRIEFCASE. THE FLIGHT PROCEEDED TO SEATTLE, WHERE AFTER MAINTAINING A HOLDING PATTERN FOR SEVERAL HOURS, IT WAS PERMITTED TO LAND AND REFUEL. AFTER $200,000 AND FOUR PARACHUTES DEMANDED BY THE HIJACKER WERE BROUGHT ON BOARD, HE RELEASED ALL OF THE PASSENGERS AND ALL BUT FOUR MEMBERS OF THE CREW. THE FLIGHT THEN TOOK OFF AND PROCEEDED SOUTH THROUGH WASHINGTON TO AND RENO, NEVADA. THE HIJACKER INSTRUCTED THAT THE FLAPS AND GEAR A MAIN LOWERED AND THE REAR STAIR DOOR OPEN. AS THE AIRCRAFT PASSED OVER LACENTER, WASHINGTON, CABIN PRESSURE FLUCTUATION WAS OBSERVED, WHICH WAS LATER DETERMINED TO INDICATE HIS DEPARTURE FROM THE AIRCRAFT THROUGH THE REAR STAIRWELL DOOR. SINCE THAT TIME NO TRACE OF THE HIJACKER, THE PARACHUTES, OR THE MONEY HAS BEEN FOUND UNTIL SUNDAY, FEBRUARY 10, 1980.

ON THAT DATE WHILE ON AN OUTING [redacted] b6 b7C

[redacted], WASHINGTON, DISCOVERED A SUM OF MONEY PARTIALLY BURIED BY SAND IN THE NORTH RIVER BANK OF THE COLUMBIA RIVER, APPROXIMATELY FIVE MILES DOWN RIVER FROM THE U.S. INTERSTATE 5 BRIDGE CROSSING BETWEEN PORTLAND AND VANCOUVER, WASHINGTON. [redacted] THE FBI AND AN EXAMINATION OF THE BADLY DECOMPOSED $20 BILLS REVEALS THAT THEY BEAR SERIAL NUMBERS IDENTICAL TO A PORTION OF THOSE GIVEN TO THE HIJACKER. BECAUSE OF THE DECOMPOSED NATURE OF THE BILLS AN EXACT ESTIMATE OF THE RECOVERED MONEY IS NOT POSSIBLE PENDING A LABORATORY EXAMINATION, HOWEVER, IT APPEARS TO BE SEVERAL THOUSAND DOLLARS. THE PACKAGING AND THE NUMBERED SEQUENCE INDICATE THAT THE BILLS HAVE NOT BEEN SEPARATED AND ARE IN MUCH THE SAME ORDER AS WHEN GIVEN TO THE HIJACKER. THE BILLS WILL BE SENT IMMEDIATELY TO THE FBI LABORATORY FOR ADDITIONAL EXAMINATION.

b6
b7C

IT APPEARS LOGICAL THAT THE PACKAGE OF BILLS COULD HAVE BEEN CARRIED DOWNSTREAM ON ONE OF THE WASHINGTON TRIBUTARIES OF THE COLUMBIA RIVER TO THE SITE WHERE THEY WERE FOUND.

SPECIAL AGENTS OF THE FBI FROM OREGON AND WASHINGTON HAVE SECURED THE AREA AND COMMENCED AN INTENSIVE SEARCH.

BT

UNITED STATES GOVERNMENT

Memorandum

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

TO : SAC, SEATTLE (164-81, Sub D)(P) DATE: 11/29/79

FROM : SA [redacted] b6 b7C

Sub D
Sub G

SUBJECT: NORJAK
OO: SEATTLE

On November 12, 1979, Deputy [redacted], Cowlitz County Sheriff's Office, Kelso, Washington, advised by telephone that some loggers found an orange and white parachute under approximately two inches of decomposed leaves. He stated this parachute was found in the vicinity of Camp Kalama in the woods. He said, in addition, an empty plastic bottle of Visine was found nearby. The Deputy indicated that [redacted] of the Sheriff's Office was in possession of the parachute and would have additional information. b6 b7C

A review of pertinent serials in captioned file revealed that the two parachutes utilized by D. B. COOPER were not orange and white in color.

On November 13, 1979, Sheriff LES NELSON, Cowlitz County Sheriff's Office, Kelso, Washington, advised he was certain that the parachute found was orange and white in color. He was then advised by SA [redacted] that this parachute was positively not the one utilized by D. B. COOPER and, thus, the FBI would be conducting no investigation concerning its being found. b6 b7C

2 - Seattle (164-81, Sub D)
JTG/jh
(2)

SUB G
164-81-~~5182~~

SEARCHED.....INDEXED.....
SERIALIZED.....FILED.....
NOV 29 1979
FBI - SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

XX

11/16/78

TO : SAC, MINNEAPOLIS

FROM : SAC, SEATTLE (164-81) (P) SUB G ~~SUB P~~

SUBJECT: NORJAK (A)
OO: SEATTLE

Re Seattle teletype to Minneapolis, 11/9/78 and Minneapolis telcall to Seattle, 11/12/78.

Enclosed for the Minneapolis Division is one polaroid photograph of the decal found near Castle Rock, Washington, as described in referenced teletype.

LEAD

MINNEAPOLIS
At Minneapolis, Minnesota

Will advise the Seattle Division of the results of the display of the photograph to Northwest Orient Airlines.

ARMED AND DANGEROUS.

2 - Minneapolis (Enc. 1)
2 - Seattle
JTG:set
(4)

Serialized
Searched
Indexed
Filed

DB Cooper-27913

SUB G
164-81-~~8166~~

b6
b7C

FD-350 (Rev. 10-19-77)

(Mount Clipping in Space Below)

Sub B
SUB G

b6
b7C

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:
or
Classification: 164-81
Submitting Office: SE

164-81-8465

NOV 14 1979

DB Cooper-27914

FD-36 (Rev. 3-24-77)

FBI

TRANSMIT VIA:
[XX] Teletype
[ ] Facsimile
[ ] _____

PRECEDENCE:
[ ] Immediate
[ ] Priority
[X] Routine

CLASSIFICATION:
[ ] TOP SECRET
[ ] SECRET
[ ] CONFIDENTIAL
[ ] E F T O
[XX] CLEAR

Date 11/9/78

003

FM SEATTLE (164-81) (P)

MINNEAPOLIS ROUTINE

BT

UNCLAS

SUB-G
SUB D.

NORJAK (A), OO: SEATTLE.

ON NOVEMBER 8, 1978, COWLITZ COUNTY SHERIFF'S OFFICE, KELSO, WASHINGTON, PROVIDED A PHOTOGRAPH OF A PORTION OF A DECAL FOUND BY AN INDIVIDUAL APPROXIMATELY TWELVE MILES DUE EAST OF CASTLE ROCK, WASHINGTON, IN A REMOTE AREA. THIS DECAL, WHICH WAS MADE OF WHITE PLASTIC WITH DARK RED LETTERING, WAS TORN BUT READ "...URGENCY..IT HANDLE, AFT AIR STAIR, TO OPERATE, ACCESS DOOR, PULL ON RE...,..DOE. LOCK WIRE WILL BRE..,..EGN HANDLE IS PULLED". AT THE BOTTOM WERE THE LETTERS AND NUMBERS BAC27DPA.

IN AN UNRELATED INCIDENT, APPROXIMATELY ONE MONTH AGO, ANOTHER INDIVIDUAL REPORTED A PARACHUTE IN A TRFE. THE AREA WHERE THE PARACHUTE WAS REPORTED WAS WITHIN TWO TO THREE MILES OF THE ABOVE-DESCRIBED DETAIL. CONTACT WITH THE INDIVIDUAL'S WIFE

DB Cooper-27915

JTG (1)

b6
b7C

SUB-G

164-81-8163

7-4 (Rev. 11-26-74)

REPORT
of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Albany (164-47) January 21, 1976

From: Director, Federal Bureau of Investigation

FBI FILE NO.

LAB. NO. [redacted] b6 b7C

YOUR NO.

Re: UNSUB, aka
Dan Cooper;
NORTHWEST AIRLINES FLIGHT 350,
PORTLAND, OREGON, TO SEATTLE,
WASHINGTON, 11/24/71;
CAA - HIJACKING: EXTORTION

OO: Seattle

SUB G
SUB a

Reference Letter dated December 10, 1975

The material described below has been searched in the following file without effecting an identification: Anonymous Letter File

Copies have been added to this file for future reference.

The submitted material is temporarily retained.

MATERIAL SUBMITTED:

Q1 Envelope postmarked "LOS ANGELES M 18 NOV 1975" bearing hand printed address "Syracuse Police Department 511 So. State Street Syracuse, New York"

Q2 Accompanying sheet of paper bearing hand printed letter beginning "To Whom it Concern, ..." and ending "...if you are wondering"

Remarks:

There were no watermarks, indented writing or other marks of value to aid in determining the source of Q1 and Q2.

2 - Seattle

DB Cooper-27917

SUB G
164-81-8457

FD-36 (Rev. 5-22-78)

FBI

TRANSMIT VIA:	PRECEDENCE:	CLASSIFICATION:
☐ Teletype	☒ Immediate	☐ TOP SECRET
☐ Facsimile	☐ Priority	☐ SECRET
☐ AIRTEL	☐ Routine	☐ CONFIDENTIAL
		☐ UNCLAS E F T O
		☐ UNCLAS

Date 10/2/79

TO: SAC, SEATTLE (164-81)

FROM: SAC, SAN FRANCISCO (164-220) (RUC) (#10)

SUB G

SUBJECT: NORJAK (A)
OO: SEATTLE

[redacted] b6 b7C

Re Telcall from [redacted] to FBI, San Francisco, dated September 28, 1979.

On September 28, 1979, [redacted], Saratoga, California, telephone number [redacted], telephonically contacted this office and advised of the following information. b6 b7C

During the week of September 21 - 26, 1979, [redacted] were deer hunting in the area of the Trinity - Siskiyou Mountain Line, located in Northern California, and discovered a brown military parachute amidst rugged terrain. [redacted] questioned if the parachute might possibly have been one used by D.B.COOPER. [redacted] advised that he cut a small portion from the parachute which presently is in his possesion. [redacted] stated he is employed by ESL Inc., 495 Java Drive, Sunnyvale, California, business telephone number (408) 734-2244, ext. [redacted], and can be contacted at his office or at his residence after 5 p.m., should additional information be needed. b6 b7C

Leads are being left to the discretion of the Office of Origin.

2 - Seattle
1 - San Francisco
KLW/clh
(3)

SUB G
164-81-8510

OCT 02 1979
FBI - SEATTLE

Approved: Transmitted Per

DB Cooper-27918

UNITED STATES GOVERNMENT

memorandum

DATE: 8/3/79

REPLY TO ATTN OF: SAC, MINNEAPOLIS (164-73) (RUC)

SUB A, SUB E, SUB D, SUB G

SUBJECT: NORJAK
OO: SEATTLE

TO: SAC, SEATTLE (164-81)

Reference Seattle letter to Minneapolis dated 5/23/79.

Enclosed for Seattle are the original and two copies of an FD-302 reflecting interview with [redacted] of Northwest Orient Airlines and an airplane decal which was enclosed in referenced letter for Minneapolis. b6 b7C

On 7/19/79, [redacted] advised that the probability that this decal came from the same aircraft hijacked by COOPER is about ninety-nine per cent. He noted that there is a slight difference in the color of the lettering of the decals placed on the aircraft and that recovered. This, of course, could be accounted for by the weather conditions. The second thing noted by [redacted] is that the decal does not appear to be as worn as one would think after having been located in the out state area for the past eight years. He thought that a decal in this condition would have been handled by preditors more than it appears. [redacted] suggested that perhaps the Bureau could contact the manufacturer of the decal in order to determine if the decal could withstand the weathering conditions and still be in this condition. b6 b7C

ARMED AND DANGEROUS.

DB Cooper-27919

SUB G

164-81-8449

2 - Seattle (Encs. 1cc'd 1-4)
1 - Minneapolis
JDH:kae
(3)

SEARCHED ... INDEXED ...
SERIALIZED ... FILED ...
AUG 8 1979
FBI — SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10 (REV. 7-76) GSA FPMR (41 CFR) 101-11.6 5010-112

1-336 (Rev. 4-28-78)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

LATENT FINGERPRINT SECTION
IDENTIFICATION DIVISION

YOUR FILE NO. 164-73 (C)
FBI FILE NO. 164-2111
LATENT CASE NO. [redacted]

June 28, 1979

b6
b7C

TO: SAC, Minneapolis

SUB G

RE: NORJAK

REFERENCE: Airtel 5/8/79
EXAMINATION REQUESTED BY: Minneapolis
SPECIMENS: Two letters, Q5 and Q7
Envelope, Q6

The listed Q specimens are further described in a separate Laboratory report.

The specimens were examined and six latent fingerprints of value for identification purposes were developed on Q5 and Q7.

The specimens are enclosed.

DB Cooper-27920

SUB G

Enc. (3)

2 - Seattle (164-81)

164-81-8129

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
JUL 3 1979
FBI

[redacted]

b6
b7C

UNITED STATES GOVERNMENT

Memorandum

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

TO : SAC, SEATTLE (164-81)(P) DATE: 6/11/79

FROM : SA CHARLES S. DUKE

SUB G

SUBJECT: NORJAK (A)
OO: SEATTLE

On 5/29/79, information was received from [redacted], Seattle Police Department, Identification Section, indicating that no identifications could be made on the latent fingerprints previously furnished to them. The latent prints, previously furnished on 7/25/78, to the Seattle Police Department, were returned to the FBI. b6 b7C

In view of the above, no further investigation being conducted in this matter.

CSD:ecf
(2)

SUB G
164-81-8120

SEARCHED ... INDEXED
SERIALIZED ... FILED
JUN 11 1979
FBI - SEATTLE

[redacted] b6 b7C

Laboratory Transmittal Form
7-72

LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Minneapolis (164-73) June 7, 1979

From: Director, FBI FBI FILE NO. 164-2111

LAB. NO. 90511012 D LL

NORJAK
Re: OO: Seattle

SUB G

Examination requested by: Minneapolis

Reference: Airtel dated May 8, 1979

Examination requested: Document - Fingerprint

Remarks:

Enclosures (2) (2 Lab report)
2 - Seattle (164-81) Enclosures (2) (2 Lab report)

rec'd 9

DB Cooper-27922

SUB G

164-81-~~8119~~

DO NOT INCLUDE ADMINISTRATIVE PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

SEARCHED
SERIALIZED
INDEXED
JUN 11 1978
FBI—SEATTLE

NISTRATIVE PAGE

7-1b

REPORT
of the

LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Minneapolis (164-73) June 7, 1979

FBI FILE NO. 164-2111

LAB. NO. 90511012 D LL

Re: NORJAK

b6
b7C

Specimens received May 10, 1979

Q55 One-page typewritten letter beginning "The Cricket Theater Minneapolis, Minnesota Dear Sirs I was in Chicago. . ."

Q56 Envelope postmarked "LOS ANGELES, CA [redacted] PM 23 APR 1979" bearing the typewritten address [redacted] The Cricket Theatre Minneapol Minnesota".

Q57 Accompanying one-page typewritten letter beginning "The Cricket Theatre Minneapolis, Minnesota Dear [redacted] I cannot believe that. . ."

b6
b7C

Result of examination:

Q55 through Q57 were not identified in the Anonymous Letter File. Representative copies of these specimens have been added to this file for future reference.

No watermarks, indented writing or other features were found on Q55 through Q57 which would be of value in determining the source of these specimens.

SUB-A
164-81-8118

SEARCHED INDEXED
SERIALIZED FILED (over)

JUN 11 1978

FBI-SEATTLE

DB Cooper-27923

The typewriting on Q55 through Q57 resembles a style of type manufactured by the Ransmayer-Rodrian Company of West Germany. This style of type may appear on typewriters under the brand names ABC, Adler as well as other brand names.

The submitted evidence was photographed and will be returned with the fingerprint report.

DB Cooper-27924

UNITED STATES GOVERNMENT

Memorandum

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

TO : SAC, MINNEAPOLIS (164-73)

DATE: 5/23/79

Sub A
Sub B
Sub P

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

SUBJECT: NORJAK (A)
OO: SEATTLE

Enclosed for Minneapolis is an airplane decal provided by the Skamania County Sheriff's Office, Washington. This decal was found by a logger in North Skamania County on 5/2/79.

LEAD:

MINNEAPOLIS DIVISION

At Minneapolis, Minnesota

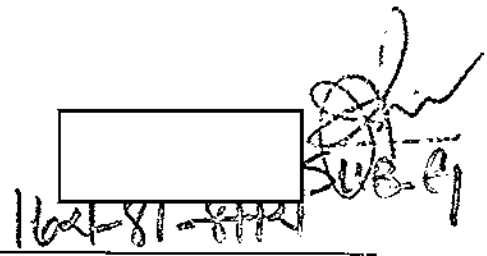
Will contact Northwest Orient Airlines to determine if the enclosed decal could have been from a 727 type aircraft, and returned the decal to Seattle, Washington.

ARMED AND DANGEROUS.

2 - Minneapolis (164-73) (Enc. 1)
2 - Seattle (164-81)
GMS/jmp
(4)

Searched
Serialized
Indexed
Filed

DB Cooper-27925



b6
b7C

164-81-8112

(Mount Clipping in Space Below)

No hunt set for skyjacker

SUB-B
SUB-G
SUB P

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: ~~9115~~
Submitting Office: Seattle
SUB-G

COPY SENT TO BUREAU

b6
b7C

FBI/DOJ

DB Cooper-27926

UNITED STATES GOVERNMENT

Memorandum

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

b6
b7C

TO : SAC, SEATTLE (164-81)(P) DATE: 9/22/78

FROM : SA CHARLES S. DUKE

SUBJECT: NORJAK (A)
OO: SEATTLE
BUfile 164-2111

Void [redacted]

Sub 4

Re memo of SA CHARLES S. DUKE, dated 7/26/78.

This is to advise that the photographs of the 78 latents and one latent impression, received from the Bureau, were furnished to the Seattle Police Department Identification Section for processing through their computerized system.

On 9/18/78, [redacted], Seattle Police Department, Identification Section, advised that there were several prints that were sufficient in detail for programming into their system but as yet, she has not received the results. She noted that the dictating Agent would be advised as soon as the prints were searched through the file.

b6
b7C

LEADS:

SEATTLE DIVISION

At Seattle, Washington

Maintain contact with the Seattle Police Department, Identification Section, for the results of the search of these impressions through their computerized file.

CSD/ecf
(2)

Sub 4
164-81-8043

SEARCHED ... INDEXED ...
SERIALIZED ... FILED ...
SEP 22 1978
FBI SEATTLE

[redacted]

b6
b7C

VOID

DB Cooper-27927

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

FBI/DOJ

UNITED STATES GOVERNMENT

memorandum

DATE: 7/26/78

REPLY TO ATTN OF: SA CHARLES S. DUKE

SUBJECT: NORJAK (A)
OO: SEATTLE
BUfile 164-2111

TO: SAC, SEATTLE (164-81 SUB G) (P)

RE: SUB G
EVIDENCE

Re meme of SA [redacted], 7/5/78. b6 b7C

Contact made with the Identification Staff at the King County Sheriff's Office revealed that no facility was available for searching a latent print through an established file of known criminals.

On 7/25/78, contact made with the Seattle Police Department, Seattle, Washington, determined that a computerized system is established at the Seattle Police Department whereby a latent print, containing sufficient detail, could be classified and compared with the impressions of known individuals in this file.

On this same date 7/25/78, the photographs of 78 latent prints and one latent impression were furnished to the [redacted] of the Seattle Police Department for search in their computerized file. She stated that she would notify the agent as to when the search was completed. b6 b7C

LEADS:

SEATTLE DIVISION

At Seattle, Washington

Maintain contact with Seattle Police Department, Identification Section, for the results of a search in their file and thereafter obtain all photographs of latents previously furnished so that they may be furnished another agency for search of a similar file.

CSD/dlb
(2)

SUB G
164-81-7992

JUL 26 1978
FBI-SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
(REV. 7-76)
GSA FPMR (41 CFR) 101-11.6
5010-112

☆U.S. GPO:1977-0-241-530/3360

UNITED STATES GOVERNMENT

memorandum

DATE: 7/5/78

REPLY TO ATTN OF: SA [redacted] b6 b7C

SUBJECT: NORJAK (A)
OO: SEATTLE
BUFILE 164-2111

TO: SAC, SEATTLE (164-81 SUB G)(P)

RE: SUB G
EVIDENCE

The Bureau Identification Division recently forwarded to the Seattle Division approximately 70 photographs of partial latent prints obtained from the NORJAK aircraft shortly after the captioned crime.

LEADS:

SEATTLE DIVISION

Throughout the State of Washington, will contact local law enforcement agencies that have identification bureaus capable of processing latent prints and request that they process the appropriate latent prints through their system for identification purposes.

ARMED AND DANGEROUS

RNN:arm
(3)

RNJ

PLS ASSIGN LEADS TO
C. Dinke

Sub G
164-81-7969

SEARCHED INDEXED
SERIALIZED FILED
JUL 5 1978
FBI — SEATTLE

[redacted] b6 b7C

DB Cooper-27929

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

☆U.S. GPO:1977-0-241-530/3360

OPTIONAL FORM NO. 10
(REV. 7-76)
GSA FPMR (41 CFR) 101-11.6
5010-112

1-336 (Rev. 2-2-78)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-81 (P)
FBI FILE NO. 164-2111
LATENT CASE NO. [redacted]

June 1, 1978

b6
b7C

TO: SAC, Seattle

RE: NORJAK

1 A (Exhibits)

REFERENCE: Airtel 5-16-78
EXAMINATION REQUESTED BY: Seattle
SPECIMENS:

Computer searches have previously been conducted with several of the latent fingerprints without effecting an identification. The computer searches were based on the fingerprint classification, finger sequence and available description of the unknown subject.

164-81-1A (659)

Photographs of seventy-eight unidentified latent fingerprints and one latent impression in this case are enclosed.

Enc. (51)

DB Cooper-27930

Robert E. Kent
Assistant Director, Identification Division

~~THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY~~

164-81-~~7945~~

FBI/DOJ

FD-36 (Rev. 3-24-77)

FBI

TRANSMIT VIA:
- [ ] Teletype
- [ ] Facsimile
- [X] AIRTEL

PRECEDENCE:
- [ ] Immediate
- [ ] Priority
- [ ] Routine

CLASSIFICATION:
- [ ] TOP SECRET
- [ ] SECRET
- [ ] CONFIDENTIAL
- [ ] E F T O
- [ ] CLEAR

Date 5/16/78

TO : DIRECTOR, FBI (164-2111)
(ATTN: LATENT FINGERPRINT SECTION)
FROM : SAC, SEATTLE (164-81)(P)

SUBJECT: NORJAK (A)
OO: SEATTLE

For the information of the Latent Fingerprint Section, approximately 80 partial latent prints were obtained from the aircraft in which captioned hijacking took place. To date, Seattle is not aware that these partials have been searched through the computer system.

REQUEST OF THE BUREAU

If deemed appropriate, the Latent Fingerprint Section will:

1. Review all latents in this case for the purpose of searching them through the computer system for possible identification.

2. Will also forward to Seattle a copy of each full impression or any classifiable impression. These impressions would be used by Seattle to search them through local files in the State of Washington.

ARMED AND DANGEROUS

2 - Bureau
3 - Seattle
RNN:arm
(5)

164-81-7972

DB Cooper-27931

Approved: _____ Transmitted _____ (Number) (Time) Per _____

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) DATE: 3/7/78

FROM : SAC, BUTTE (164-26) (RUC)

SUBJECT: NORJAK (A) [redacted] b6 b7C
OO: Seattle
Bufile #164-2111

G
1-1

Re Seattle letter to Butte, 1/20/78.

On 3/1/78, attempts to locate [redacted] at his residence in [redacted], Montana, met with negative results, as [redacted] was currently in travel status. b6 b7C

On 3/6/78, contact with [redacted] revealed that he had left NORTHWEST AIRLINES in 7/72, and that it was company policy at that time to go through the files periodically every six months and destroy old files. b6 b7C

[redacted] further advised [redacted] took over his job and his desk and that at the time he left, the folder with all the information on the captioned hijacking was kept in a large bookcase directly behind his desk in an open folder. b6 b7C

[redacted] stated he was returning to Minneapolis in two or three weeks, at which time he would personally go into NORTHWEST Headquarters and attempt to locate the notes which he had taken during the hijacking. [redacted] stated that he still recalled the chronological events which took place during the captioned hijacking and that if he was unable to locate the original notes he would be willing to sit down and give a statement as to the events which took place during the hijacking. b6 b7C

[redacted] is going to recontact the Billings Office of the FBI upon his return from Minneapolis with the results of his findings at NORTHWEST Headquarters. b6 b7C

ARMED AND DANGEROUS.

2 - Seattle
1 - Butte
WDJ/hgb
(3)

164-81-7820

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAR 9 1978
[redacted] LE

b6 b7C

Buy U.S. Savings Bonds Regularly on the Payroll Savings

5010-106-02

UNITED STATES GOVERNMENT

memorandum

DATE: 1/10/78

REPLY TO ATTN OF: [illegible] MINNEAPOLIS (164-73) (RUC)

SUBJECT: NORJAK (A)
OO: SEATTLE

[redacted] b6 b7C

TO: SAC, SEATTLE (164-81)

Re Butte airtel to Seattle, dated 10/13/77.

On 1/5/78, [redacted], Northwest Airlines, advised that he is not aware of any notes concerning the chronology of the hijacking made by [redacted], which are currently maintained at Northwest Airlines. b6 b7C

(2) - Seattle
1 - Butte (164-26) (Info)
1 - Minneapolis
JDH/wrl
(4)

Sub G
164-81-7761

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
JAN 13 1978
FBI — SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
(REV. 7-76)
GSA FPMR (41 CFR) 101-11.6
5010-112

FD-36 (Rev. 2-14-74)

FBI

Date: 11/26/76

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIRMAIL
(Precedence)

TO: DIRECTOR, FBI (164-2111)

Sub G GG 2

FROM: SAC, PORTLAND (164-41)(P)

SUBJECT: NORJAK
(OO: Seattle)

Re Portland teletype to Bureau, et al, 11/24/76.

Enclosed herewith for the Bureau and Seattle is one copy each of the indictment returned 11/24/76, by U. S. Grand Jury, Portland, Oregon, charging Unsub as JOHN DOE, aka DAN COOPER, with violations of Aircraft Piracy and Hobbs Act Statutes.

ARMED AND DANGEROUS

2 - Bureau (Enc. 1)
(2) - Seattle (164-81)(Enc. 1)
2 - Portland

RPH:lbn
(6)

Sub G
164-81-7212

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

GPO: 1975 O - 590-992

DB Cooper-27934

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

UNITED STATES OF AMERICA, Plaintiff,	)	CR 76-_____
v.	)	INDICTMENT
JOHN DOE, also known as DAN COOPER, and more particularly described below, Defendant.	)	(49 U.S.C. §1301(15) and (34), §1472(i) and 18 U.S.C. §1951)

THE GRAND JURY CHARGES:

COUNT I

On or about the 24th day of November, 1971, in the District of Oregon, JOHN DOE, also known as DAN COOPER, a male Caucasian, age mid-Forties; height 5'10"-6'; weight 170-180 lbs.; physical build average to well built; complexion olive, medium smooth; hair dark brown or black, parted on left, combed back, of greasy appearance; sideburns at low ear level; eyes brown or dark; voice low without particular accent using an intelligent vocabulary; and a heavy smoker of cigarettes, defendant, did knowingly commit and attempt to commit aircraft piracy

Sub G

164-81-7241

PD0916 3300826

PP HQ SE

DE PD012

P 250445 NOV 76

FR PORTLAND (164-41)(P)

TO DIRECTOR (164-2111) PRIORITY

SEATTLE (164-81) PRIORITY

BT

CLEAR

NORJAK; OO: SEATTLE

FOR INFORMATION BUREAU AND SEATTLE, U. S. GRAND JURY, PORTLAND, OREGON, RETURNED INDICTMENT APPROXIMATELY 5 P.M., NOVEMBER 24, 1976, CHARGING UNSUB AS "JOHN DOE, ALSO KNOWN AS DAN COOPER AND MORE PARTICULARLY DESCRIBED BELOW." INDICTMENT CHARGED TWO COUNTS, COUNT ONE BEING AIR PIRACY AND COUNT TWO BEING HOBBS ACT, EXTORTION. BOND FIXED AT $500,000. WARRANT REQUESTED BY AUSA [redacted] FOR DISTRICT OF OREGON.

ARMED AND DANGEROUS.

BT

Sub G
Sub Z
Sub GG

b6
b7C

asac [redacted] advised 7:30 A 11/25 - BJM
advised 9:35 A 11/25 - J.
advised 9:25 A 11/25 - [illegible]

Sub G

b6
b7C

164-81-7191

SEARCHED ... INDEXED
SERIALIZED ... FILED
NOV 24 1976
FBI - SEATTLE

DB Cooper-27938

OPTIONAL FORM NO. 10
JULY 1973 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) (P) DATE: 2/5/76

FROM : SA [redacted]

b6
b7C

SUBJECT: NORJAK
OO: SEATTLE
BUfile 164-2111

RE: SUB G - EVIDENCE;
SUB O - DAILY TELETYPES;
SUB GG - REPORTS

b5
b6
b7C

On 2/3/73, AUSA [redacted] was contacted concerning captioned case and he advised that [redacted] explained that [redacted] advised in the NORJAK matter, [redacted]

In addition to the above, AUSA [redacted] stated that [redacted] stated that [redacted]

ARMED AND DANGEROUS

b5
b6
b7C

RNN/jcb
(5)

jcb

Sub G
164-81-6844

SEARCHED ..... INDEXED
SERIALIZED ..... FILED
FBI-SEATTLE

5010-110

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

DB Cooper-27939

I-336 (Rev. 7-16-73)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-497
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

May 3, 1974

TO: SAC, Los Angeles [redacted] b6 b7C

Sub G

RE: NORJAK

REFERENCE: Airtel 3-27-74
EXAMINATION REQUESTED BY: Los Angeles.
SPECIMENS: Fingerprints and palm prints [redacted] b6 b7C

Previously reported unidentified latent prints in captioned case not identical submitted fingerprints and palm prints [redacted] b6 b7C

Fingerprints [redacted] retained in Identification Division files and a transcript of his identification record will be furnished separate.

Submitted palm prints enclosed.

Laboratory report separate.

DB Cooper-27940

Enc.

(2) - Seattle (164-81)

Sub G.

164-81-6238

Clarence M. Kelley
Director

SEARCHED ..... INDEXED
SERIALIZED ..... FILED
MAY 6 1974
FBI — SEATTLE

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FD-36 (Rev. 5-22-64)

FBI

Date: 1/31/74

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

[redacted] b6 b7C

TO : SAC, SEATTLE (164-81)

FROM : SAC, CHICAGO (164-297) (P)

SUBJECT: NORJAK
OO: SEATTLE

Re Seattle letter dated 12/5/73.

Numerous attempts to contact stewardess, [redacted] [redacted] at her residence, Schaumburg, Illinois, have been negative. It is noted that [redacted] travels quite extensively, and it has been determined that she is not due to return to the Schaumburg area for an extended period until the last week of February, 1974. b6 b7C

LEAD [redacted] b6 b7C

CHICAGO

AT SCHAUMBURG, ILLINOIS. Will contact [redacted] as requested by referenced communication. b6 b7C

(2) - Seattle
1 - Chicago

JJS/dcp
(3)

Sub G
164-81-6(20)

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
FEB 6 1974
FBI - SEATTLE

DB Cooper-27941

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U.S.Government Printing Office: 1972 — 455-574

Laboratory Transmittal Form
1-72

FBI
LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Los Angeles (164-497)

Date: April 19, 1974

[redacted] b6 b7C

Sub G
Sub Z

From: Director, FBI

Re: NORJAK
OO: Seattle

FBI File No. 164-2111

Lab. No. [redacted] b6 b7C

Examination requested by: Los Angeles, Las Vegas

Reference: Airtels 3/27/74 & 4/5/74

Examination requested: Microscopic Analyses - Fingerprint

Remarks:

It should be noted that the captioned crime was committed on November 24, 1971. Due to the amount of time that has passed since this date, the value of any further hair comparisons with the Q2 head hair clipping is very limited.

You are being advised of the result of the fingerprint examination and the disposition of the "Also Submitted" items by a separate report.

Specimen K7 is being returned to the Los Angeles field office as an enclosure to this report.

The "Resubmitted" glass microscope slide is being returned to the Las Vegas field office as an enclosure to their copy of this report.

Sub G
164-81-~~6219~~

Enclosures (3) (2 Lab report, K7)
2-SAC, Las Vegas (164-60) Enclosures (3) (2 Lab report, Q2 rec'd microscope slide)
(2) SAC, Seattle (164-81) Enclosures (2) (2 Lab report)

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
APR 23 1974
FBI — SEATTLE

ADMINISTRATIVE PAGE

REPORT
of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Los Angelas

Date: April 19, 1974
FBI File No. 164-2111
Lab. No. [redacted]

Re: NORJAK
OO: Seattle

[redacted]

Sub G
Sub V

b6
b7C

Specimens received 4/3/74 from SAC, Los Angeles under cover of airtel dated 3/27/74 [redacted]:

K7 Head hair sample from [redacted]

b6
b7C

Also Submitted: Finger and palm prints of [redacted]

Specimens received 4/11/74 from SAC, Las Vegas under cover of airtel dated 4/5/74 [redacted]:

Resubmitted from [redacted]:

One glass microscope slide containing hairs from specimen Q2.

Result of examination:

The head hair clipping of Caucasian origin previously found on Q2 is microscopically dissimilar to the hairs present in the K7 head hair sample from [redacted]. Accordingly the head hair clipping could not be associated with the same source as the K7 hairs.

b6
b7C

Sub G
164-81-6244

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
APR 22 1974
FBI—SEATTLE

1-336 (Rev. 7-16-73)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO.
FBI FILE NO.
LATENT CASE NO.

January 14, 1974

b6
b7C

TO: SAC, Dallas

b6
b7C

Sub 6

RE: TWABOM

REFERENCE: Airtel 12/11/73
EXAMINATION REQUESTED BY: Dallas
SPECIMENS:

Unidentified latent fingerprints in captioned case not identical fingerprints , .

b6
b7C

Unidentified latent prints in Norjak, Bufile #164-2111, latent case , Seattle file #164-81 and case entitled "Unsub., aka, ; , latent case , Portland file , compared fingerprints of , but no identification effected. Palm prints and impressions of the tips, sides and lower joints of the fingers of necessary for comparison in Norjak and cases.

b6
b7C

Laboratory report separate.

2 - Seattle (164-81)
2 - Portland
2 - New York

Sub H

b6
b7C

164-81-6077

Clarence M. Kelley, Director

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
JAN 16 1974
FBI — DALLAS

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b6
b7C

Laboratory Transmittal Form

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Dallas [redacted] Date: January 3, 1974 b6 b7C

Sub G

From: Director, FBI

Re: TWABOM FBI File No. [redacted] b6 b7C

Lab. No. D-731220011 JB

Examination requested by: Dallas

Reference: Airtel dated 12/11/73

Examination requested: Document - Fingerprint

Remarks:

CC 1

[redacted] b6 b7C

[redacted] case mentioned in the attached report has Bufile [redacted], Portland file [redacted] case mentioned in the attached report has Bufile [redacted], Seattle file [redacted]. b6 b7C

The results of the latent fingerprint comparisons requested will be handled separately. [redacted] b6 b7C

As stated in Laboratory report to Portland dated 11/30/72, in connection with [redacted] case, the lack of comparable writings prevented a definite opinion being reached as to whether any of the hand printing on Q15 in [redacted] case was or was not prepared by the same person or persons who prepared items in [redacted] case. Inasmuch as the material submitted in [redacted] case was not photographed, it will be necessary to resubmit this material should further comparisons be desired. b3 b6 b7C b7E

Enclosures (2) (2 Lab report)
1 - New York [redacted] - Enclosure (Lab report)
(1) - Seattle (164-81) - Enclosure (Lab report)
1 - Portland [redacted] - Enclosure (Lab report)
3 - Dallas (164-191) [redacted] - Enclosures (3) (2 Lab report)

Sub G

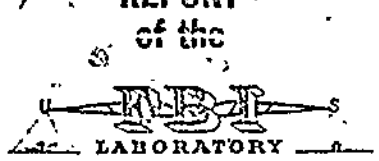
164-81-6052

SEARCHED ... INDEXED
SERIALIZED ... FILED
JAN 7 1974
[redacted] b6 b7C

ADMINISTRATIVE PAGE

DB Cooper-27945

REPORT
of the



FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Dallas [redacted]

Date: January 3, 1974

FBI File No. [redacted]

Re: TWABOM

Lab. No. D-731220011 JB

b6
b7C

xxxxxxxxxxxxRequest received 12/19/73

Request intercomparison of material in TWABOM case with material in [redacted] case and material in [redacted] case with material in [redacted], case

b6
b7C

Result of examination:

It was determined that the typewriting, paper, and envelope comprising the questioned evidence in the TWABOM case are different from the typewriting, paper, and envelopes comprising the questioned evidence submitted in [redacted] case.

b6
b7C

The material received in [redacted] case was previously compared with the material received in [redacted] case with negative results.

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: January 2, 1974

FROM: SAC, SAN FRANCISCO (164-220) (P)

Sub D Sub X
Sub G
Sub L

SUBJECT: NORJAK
OO: Seattle

For the information of Seattle, [redacted], [redacted], U. S. Parachute Association, Monterey, California, has in the past advised although he does not intend to be uncooperative with the FBI in this investigation, his office staff is rather small and his own work schedule usually crowded and therefore, he would prefer checks of his records be limited to those suspects on whom he might provide worthwhile information. b6 b7C

If any suspect has not been eliminated through other investigation, and should Seattle desire other specific information not otherwise obtained but which might be available from the U. S. Parachute Association, [redacted] will furnish same from his records. b6 b7C

Sub G
164-81-~~6049~~

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
JAN 5 1974
FBI - SEATTLE

2 - Seattle
2 - San Francisco
LLV:ert
(4)

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

5010-108

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81) DATE: 12/5/73

FROM : SAC, PORTLAND (164-41)(P)

SUBJECT: NORJAK

Enclosed herewith for Seattle is a parcel containing nylon cord.

For information of Seattle, "The Oregon Journal," Portland daily newspaper, has been publishing a series of articles concerning captioned matter. These articles have generated considerable public interest. As a result of this publicity, [redacted], Clackamas, Oregon, telephone [redacted], furnished the following information: b6 b7c

During approximately October, 1973, [redacted] went on a hike on Mt. Hood, approximately forty miles east of Portland, Oregon. Walking on an established trail, he spied a few pieces of what appeared to be nylon material in a small opening a short distance off the trail. He examined the material, which appeared to possibly be from a parachute. He cut off several pieces of the nylon cord and brought them home with him. b6 b7c

It is realized that this location is too far from the scene of the hijacker's jump to be logically related to this case. However, in view of the intense current public interest and the fact that [redacted] furnished his information first to "The Oregon Journal" which transmitted it to the Portland Office, it is felt further investigation should be conducted. b6 b7c

Recalling that the parachute rigger in this matter originally stated he would be able to identify any part of the missing parachutes, the enclosed material should be shown to him and definitely eliminated as being from the parachutes furnished the hijacker. In view of interest of the newspaper in resolution of any leads generated by them, it is requested results be furnished Portland.

164-83

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 7 1973
FBI - SEATTLE

(2) - Seattle (Enc 1)
2 - Portland

RPH:kdd
(4)

[redacted] b6 b7c

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

SAC, SEATTLE (164-81) 11/30/73

SAC, PORTLAND (164-41) (P)

NORJAK

As a matter of information for Seattle, a woman who identified herself as [redacted], Portland, telephone [redacted], contacted the Portland Division by telephone 11/23/73 and advised that she recalled at the time of the hijacking incident involved in this matter she had read in a newspaper that an elderly man had been found in critical condition at the edge of Lake Merwin in southern Washington. He apparently had nearly drowned in the lake. He was taken to the hospital and [redacted] did not know the outcome. b6 b7C

[redacted] said she just thought that this man might be D.B. COOPER or at least there might be some connection. She did not know the man's identity and could provide no further details. b6 b7C

2-Seattle (AM)
2-Portland

WSB:njm
(4)

164-81-5075

SAC, Seattle (164-81) 12/11/73

SAC, Portland (164-41)(P)

NORJAK

Being transmitted separately by Greyhound bus is a parachute recovered from the woods in the Gopher Canyon area north of Sheridan, Oregon.

LEAD:

SEATTLE

AT SEATTLE. Will display parachute to parachute rigger in effort to determine whether identical with parachute used by unsub.

2 Seattle
(1 - Package)
1 Portland

RPH:lam
(4)

SEARCHED INDEXED
SERIALIZED FILED
DEC 1 3 1973
SEATTLE

DB Cooper-27950

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 10/2/73

FROM : SAC, LOS ANGELES (164-497) (P)

SUBJECT: D NORJAK
OO: Seattle

Re Seattle report of SA CHARLES E. FARRELL dated 2/16/72, and Los Angeles tel call to Seattle 10/2/73.

On 10/1/73, [redacted] in Torrance, California who resides at [redacted], Hawthorne, California, advised the Los Angeles Division as follows: b6 b7C

On 9/26/73, he and [redacted] in Northern California in an area in the Pulmas Forest about 20 miles from Honey Lake, California. [redacted] had noticed a piece of orange material protruding from beneath a bush. Upon removing the material from beneath the bush they found it to be a portion of a parachute bound up with parts of a nylon cord line, so that it was about the size of a football. Other portions of the parachute as well as short pieces of nylon cord were also located under the bush. b6 b7C

[redacted] made available a portion of the parachute which they had found, which he described as about one fifth of the parachute. Examination of this portion of the parachute revealed it to have white and orange panels. He also made available several short pieces of white nylon cord appearing to be cut up sections of shroud. b6 b7C

A review of referenced Seattle report pages 229-230 reveals the two parachutes missing from the victim aircraft upon its arrival in Reno, Nevada, were described as white in color. Neither parachutes were described as having any orange panels.

2 - Seattle
2 - Los Angeles

CRS/cjk
(4)

SEARCHED ... INDEXED ...
SERIALIZED ... FILED ...
OCT 15 1973
FBI - SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : SAC, SEATTLE (164-81)

DATE: 8/21/73

FROM : SAC, CHICAGO (164-297) (P)

SUBJECT: NORJAK
CRIME ABOARD
AIRCRAFT
(OO: SEATTLE)

Sub H
Sub G.

Re Minneapolis airtel to Seattle, 7/5/73.

Numerous efforts to locate anyone at [redacted] X, [redacted], Schaumburg, Illinois, have been negative. b6 b7C

On August 14, 1973, an individual identifying himself as [redacted] telephonically contacted the DesPlaines Resident Agency and advised that he is currently [redacted]. Also advised that [redacted], who is a stewardess travels quite extensively but would be at her residence in Schaumburg during the week of September 1, 1973. X b6 b7C

[redacted] X

LEAD

CHICAGO

AT SCHAUMBURG, ILLINOIS. Will during week of September 1, 1973, contact Stewardess [redacted] as requested by referenced communication. b6 b7C

2-Seattle
1-Chicago

DB Cooper-27953

JJS/gr
(3)

Sub G

164-81-4897

SEARCHED ____ INDEXED ____
SERIALIZED 14 FILED 14
AUG 23 1973
FBI - CHICAGO

[redacted] b6 b7C

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

5010-108-02

FD-36 (Rev. 5-22-64)

F B I

Date: 2/28/73

Transmit the following in _____
(Type in plaintext or code)

Via A I R T E L _____
(Priority)

Sub E
Sub F
Sub G
Sub X

TO: SAC, SEATTLE (164-81)

FROM: SAC, ALEXANDRIA (164-72)(P)

NORJAK
(OO: SEATTLE)

ReSEairtel to Alexandria, 2/15/73.

Transmitted under separate cover for Seattle are the following fourteen items:

1) One copy of Seattle Sectional Aeronautical Chart on scale 1:500,000.

2) One copy of U. S. Department of Interior Geological Survey Index of Topographic Maps of Washington.

3) Two copies each of fifteen-minute quadrangle maps (scale 1:62,500 or one inch equals approximately one mile) of the Pigeon Springs, La Center, Yacolt, and Cougar areas of Washington.

4) Two copies each of maps (scale of 1:250,000) of the Vancouver and Hoquiam area of Washington.

The following investigation was conducted by SA [redacted] on 2/27/73. b6 b7C

[redacted]

Aeronautical Information Division (FDAS-AI), U. S. Army Aeronautical Services Office, Building #2, Cameron Station,

Sub G

4-Seattle (Enc. 14)
(1-Package Copy)
2-Alexandria
FL/krl
(6)

164-81-~~4503~~

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
5
FBI—SEATTLE

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U.S.Government Printing Office: 1972 — 455-574

DB Cooper-27954

Alexandria, Virginia, advised flight crews normally carry sectional aeronautical charts on the scale of 1:500,000 and that larger charts on the scale of 1:250,000 are used only by training crews. [redacted] stated his office only maintains the 1:500,000 scale charts and furnished one of the Seattle area which includes the area in question which is encircled in black magic marker pencil located by the coordinates of 122 degrees and 30 minutes longitude and 46 degrees and zero minutes latitude. [redacted] stated additional charts of Seattle area on the scale of 1:500,000 as well as charts on the scale of 1:250,000 can be obtained at Post Headquarters, G-2, Fort Lewis Army Base, Tacoma, Washington. b6 b7C

[redacted], Map Distribution District - Washington, Department of Interior, 1200 South Eads Street, Arlington, Virginia, furnished a copy of the U. S. Department of Interior Geological Survey Index of Topographic Maps of Washington. She advised the area in question is located in their Vancouver and Hoquiam, Washington, maps in the scale of 1:250,000. In addition, a larger scale of the area is contained in the fifteen-minute (scale 1:62,500 or one-inch equals approximately one mile) quadrangle maps of the Pigeon Springs, La Center, Yacolt, and Cougar, Washington, areas. These latter maps are the largest scale available except that the southern half of the La Center map can be obtained on a larger scale (seven and a half-minute maps of the Ridgefield and Battleground, Washington, areas on scale of 1:24,000 or one-inch equals 2,000 feet). [redacted] furnished copies of the maps for the above-mentioned Pigeon Springs, La Center, Yacolt, Cougar, Vancouver, and Hoquiam, Washington, areas. b6 b7C b6 b7C

[redacted] was very cooperative and apologized several times because some of the fifteen-minute quadrangle maps were dirty and soiled around the borders. This condition exists she stated because her office basically handles only the maps for the Eastern States (east of the Mississippi) and thus the few Western State maps on her shelves linger on the shelf and become dirty. She stated copies of the maps of the Western States are basically furnished by the Distribution Section, U. S. Geological Survey, Federal Center, Denver, Colorado.

DB Cooper-27955

FBI

Date: 2/15/73

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIRMAIL
(Priority)

TO: SAC, ALEXANDRIA (164-72)

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

SUBJECT: NORJAK
OO: SEATTLE

Sub E
Sub F
Sub G
~~Sub~~ X
Sub 2

An attempt is being made to obtain larger scale maps of the area it is thought UNSUB parachuted into. This area is in the southeast portion of the State of Washington and is located approximately halfway between Woodland, Washington, and Lake Merwin.

On February 13, 1973, [redacted] b6 b7C
Mc Chord Air Force Base, made available an address for the U. S. Army Aeronautical Service. [redacted] advised maps could be obtained from this office of the area desired.

The full address is United States Army Aeronautical Service Office, HQDA (FDAS-A1), Cameron Station, Alexandria, Virginia, 22314, telephone Area Code 202/274-7773, Autovon phone 284-7773.

LEADS

ALEXANDRIA DIVISION
At Alexandria, Virginia

Will contact appropriate personnel of the U. S. Army Aeronautical Service Office and attempt to obtain blown up maps of the area located between Woodland, Washington, and Lake Merwin. Note: This area is described in the United States Department of Interior Geological Survey under the following four names: Pidegon Springs, Cougar La Center, and Yacolt.

2 - Alexandria
(3) - Seattle
RNN:bgw
(5)

Searched
Serialized
Indexed
Filed

Sub G
164-81-~~4427~~

DB Cooper-27956

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U.S.Government Printing Office: 1972 — 455-574

FD-36 (Rev. 5-22-64)

F B I

Date: 2/8/73

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

Sub E
Sub F
Sub G
Sub X
Sub Z

TO: SAC, SEATTLE (164-81)

FROM: SAC, ALEXANDRIA (164-72) (P)

NORJAK
(OO:SE)

Re WFO letter to Alexandria, 11/20/72; and Seattle airtel to Alexandria, 2/5/73.

Continuous investigation has been conducted at the Pentagon, Arlington, Virginia, during the months of December, 1972, and January, 1973, in an attempt to determine who would have authority to re-route military training missions in visual aerial phtography flown within the continental United States. To date no one has been located who could positively state that this could be done, however, [redacted] was contacted and he advised that he had made inquiry into this matter and stated that in the event Seattle wished to have military assistance in this matter than Seattle should request the Director to submit a letter of request to the Special Assistant to the Secretary of Defense, Office of the Secretary of Defense, Pentagon, Washington, D. C. 20301. In this letter the full particulars of the matter should be set forth as well as whether or not the Bureau or Department of Justice is willing to observe the additional cost if any to the Air Force. [redacted] advised that he

b6
b7C

b6
b7C

Sub G
164-81-~~4426~~

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
FEB 12 1973
FBI—SEATTLE

b6
b7C

(2) Seattle
2-Alexandria
KRF:mew
(4)

ASAC

DB Cooper-27957

Approved: CDB/HL Sent _____ M Per _____
Special Agent in Charge

U.S.Government Printing Office: 1972 — 455-574

1/5/73

AIRTEL AIRMAIL

Sub G
Sub X
Sub O

TO: SAC, LOUISVILLE (164-71)

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

SUBJECT: NORJAK
OO: Seattle

Unknown subject, aka Dan Cooper, allegedly a heavy smoker of Raleigh filter-tip cigarettes. Search of plane involved in NORJAK conducted at Reno, Nevada, revealed eight Raleigh cigarette butts found near unsub's location. Unsub was on the plane eight hours under extremely tense and nervous conditions. A normal "two pack-a-day" smoker consumes 2.5 cigarettes per hour average. Unsub, under stress conditions, consumed 1 cigarette per hour average.

On the possibility that unsub may save Raleigh coupons and redeem them regularly, the following lead is set forth:

LEAD

LOUISVILLE

AT LOUISVILLE, KENTUCKY Will contact appropriate personnel of the Brown and Williamson Tobacco Company and obtain a list of Raleigh coupon redemption centers throughout the United States.

2. Louisville will thereafter forward this list to the Seattle Division.

2 - Louisville
2 - Seattle
RNN:bfr
(4)

DB Cooper-27959

Sub G
164-81-~~4279~~

11/1/72

AIRTEL AIRMAIL

TO: ACTING, DIRECTOR, FBI (164-2111) AND
SAC, NORFOLK (164-41)

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

SUBJECT: NORJAK
(OO:SE)

Sub E Sub X
Sub F
Sub G

The following background information is being provided to the Norfolk Division: Unsub had with him prior to the time he jumped the following:

A. Parachute Back Pack
B. Parachute Chest Pack
C. Briefcase or attache case
D. Dark overcoat
E. A 4x12x14 paper bag
F. A pair of dark slip-on shoes.
G. Wrap around sunglasses with dark rims.
H. 10,000 $20 bills.

Since none of the above was found when the plane was searched at Reno, Unsub must have taken them with him, or discarded some of them prior to jumping.

The above-described attache case supposedly contained a bomb. It is believed Unsub threw this attache case from the plane prior to his jumping, because of the numerous other items he had to carry. If he did throw it prior to jumping, it would fall almost directly in the path of the aircraft. The 727 air stairs were lowered sometime after 7:42 p.m. and Unsub jumped prior to 8:15 p.m. on November 24, 1971. The plane covered a distance of approximately 87 miles during this time.

b6
b7C

2-Bureau
2-Norfolk
2-Seattle
RNN/rmh
(6)

Searched
Serialized
Indexed
Filed

Sub-D

164-81-4053

DB Cooper-27961

[redacted] b6
Fort Lewis, Washington, advised on August 22, 1972, that b7C
[redacted], Langley Air Force Base, Virginia, telephone [redacted], would be able to provide expert information concerning the feasibility of using high resolution infrared or regular photographic equipment in a low flying aircraft to locate the attache case or any other of the above-described items Unsub may have discarded prior to jumping.

The items could possibly be lodged in thickly wooded, mountainous terrain. The search area would cover a strip of land approximately 87 miles long by one-half mile wide. It has been suggested that infrared photography might possibly indicate non-living material, such as an attache case, in a darker shade than living material, thereby enabling the case to be found using infrared high resolution photography.

Since Unsub possibly discarded the attache case prior to jumping, he could not have buried or hidden it. The case would have dropped directly in the flight path of the plane and could possibly be visible from the air. The length of time Unsub would have to throw the case or any other item is limited to 33 minutes, and therefore the area covered is relatively small when compared to the entire flight path.

Since NORJAK is the only aircraft hijacking in which the subject has not been identified and apprehended nor the ransom money recovered, the following lead is being set forth as a method of possibly obtaining new evidence that might identify Unsub or indicate his whereabouts:

LEAD

NORFOLK

AT LANGLEY AIR FORCE BASE, VIRGINIA. Will expeditiously contact [redacted] and determine from him b6
the feasibility and cost of conducting the above-described b7C
photographic air search.

ARMED AND DANGEROUS.

DB Cooper-27962

1-336 (Rev. 5-24-72)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-497
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

October 6, 1972

Sub G

TO: SAC, Los Angeles

RE: NORJAK

REFERENCE: Airtel 9-25-72
EXAMINATION REQUESTED BY: Los Angeles
SPECIMENS: Envelope, Q49
Two-page letter, Q50 and Q51

Enclosed Q specimens further described separate Laboratory report.

One latent fingerprint of value developed Q50 and one latent fingerprint of value developed Q51. No latent prints of value developed Q49.

On basis of information furnished, no fingerprints located Identification Division files for [redacted]

b6
b7C

Enc. (3)
2 - Seattle (164-81)

(Continued on next page)

Sub G

164-81-3977

L. Patrick Gray, III, Acting Director

SEARCHED ___ INDEXED ___
SERIALIZED ___ FILED ___
OCT 10 1972
FBI — SEATTLE

~~THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY~~

SAC, Los Angeles October 6, 1972

Latent prints Q50 and Q51 compared previously reported latent prints this case, but no identification was effected.

DB Cooper-27964

Laboratory Transmittal Form
7-72

LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Los Angeles (164-497) Date: October 4, 1972

From: Director, FBI

Re: NORJAK; FBI File No. 164-2111

OO: Seattle Lab. No. D-720928050 LL

Examination requested by: Los Angeles

Reference: Airtel 9/25/72

Examination requested: Document - Fingerprint

Remarks:

Sub R
Sub G
Sub X

The submitted evidence will be returned with the fingerprint report.

Enclosures (2) (2 Lab report)
(2) - Seattle Enclosures (2) (2 Lab report)

Sub G
164-81-3972

DO NOT INCLUDE ADMINISTRATIVE PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

ADMINISTRATIVE PAGE

OCT 3 1972

DB Cooper-27965

7-1b

REPORT of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Los Angeles (164-497)

Date: October 4, 1972
FBI File No. 164-2111
Lab. No. D-720928050 LL

Re: NORJAK

Sub R
Sub B
Sub X

Specimens received 9/28/72

Q49 Envelope bearing hand printed address "Los Angeles Times Times-Mirror Square Los Angeles, Calif."

Q50 Accompanying two-page hand printed letter, first page beginning "Dear Sirs, [redacted] Dead. "D. B. Cooper"..."

Q51 Second page beginning "Everything I've said here is..." and signed [redacted]

b6
b7C

Result of examination:

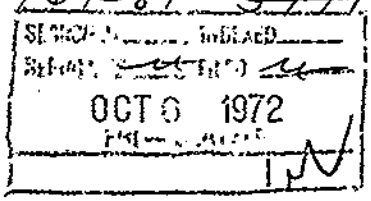
It was not determined whether the questioned writing on Q49 through Q51 was prepared by any of the persons involved in the preparation of the questioned material previously received in this matter. A conclusion could not be reached in this regard because of a lack of comparable writing and distortion in portions of the questioned material previously received; however, nothing of particular significance was noted in the limited comparison which could be conducted.

Q49 through Q51 were not identified in the Anonymous Letter File. Copies of these specimens have been added to this file for future reference.

No watermarks, indented writing, or other features were found on Q49 through Q51 which would be of value in determining the source of these specimens.

The submitted evidence was photographed and will be returned separately.

Sub B
164-81-3971



1-336 (Rev. 5-24-72)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-81
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

August 3, 1972

TO: SAC, Seattle

Sub G

[redacted] b6 b7C

RE: NORJAK

REFERENCE: Telephone call from General Investigative Division on 7/26/72
EXAMINATION REQUESTED BY: Bureau
SPECIMENS:

Eight latent fingerprints, (tips, sides and lower joints of the fingers) and one latent impression (fingerprint or partial palm print) previously reported and remaining unidentified this case compared with available inked prints of [redacted], FBI [redacted], but no identification effected. Conclusive comparisons of these latent prints could not be conducted as the tips, sides and lower joints of the fingers are not recorded. No palm prints Identification Division files for this individual. Remaining unidentified latent fingerprints not identical fingerprints of [redacted]. b6 b7C

Sub G
164-81-3734

L. Patrick Gray, III, Acting Director

SEARCHED — INDEXED —
SERIALIZED — FILED —
AUG 7 1972
FBI — SEATTLE

~~THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY~~ [redacted] b6 b7C

DB Cooper-27967

SAC, SEATTLE (164-81 SUB G) 7/26/72

SA CHARLES E. FARRELL

NORJAK

RE: FILM OF RANSOM MONEY

During the investigation of the story appearing in the "Seattle Flag" the microfilm of the ransom money was sent to the FBI Lab via pilot courier on Northwest Airlines flight 78 leaving Seattle at 9:15 a.m. on May 4, 1972 and was to be picked up on arrival at Dulles Airport at 5 p.m. by the Alexandria Office (See 164-81-3181 - daily summary).

The original communication to Alexandria is Seattle teletype dated May 4, 1972, serial 164-81-3076.

In view of the fact that the case against [redacted] will be going to trial, the Bureau is not being requested at this time to return the film inasumch as certain exhibits might be requested of the Laboratory concerning the $20. bills in the [redacted] case. b6 b7C

CEF:set
(3)

Sub. G.
164-81-3667

SEARCHED ____ INDEXED ____
SERIALIZED MJ FILED ____
FBI - SEATTLE

DIRECTOR, FBI 11/26/71
ATTENTION: FBI LABORATORY

SAC, LAS VEGAS (164-60)(P)

UNKNOWN SUBJECT;
NORTHWEST AIRLINES FLIGHT 305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

Enclosed for the Laboratory are eleven latents lifted from certain areas of the highjacked aircraft.

It is requested that these latents be examined to determine whether any of these have any value for identification purposes.

Advise Las Vegas, Seattle and Portland of the results.

rec'd by L.V. letr to SE 7/20/72 Ser. 3616

Sub. G
164-81-3615

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
JUL 25 1972
FBI—SEATTLE

2-Bureau (Encs. 11)
1-Portland (Info)
1-Seattle (164-81)(Info)
1-Las Vegas
WES:ffs
(5)

DB Cooper-27969

SAC, LAS VEGAS (164-60) 7/13/72

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

NORJAK

Re Las Vegas letter to the Bureau dated 11/26/71 and report from the Identification Division dated 11/29/71, copies of which were furnished to Seattle and Portland.

The report from the Identification Division made reference to 11 transparent lifts apparently submitted to the Identification Division by Las Vegas letter of 11/26/71. This report indicated that the latent prints on the submitted lifts were of no value. If Seattle was furnished a copy of Las Vegas letter 11/26/71, submitting latents, we are unable to locate it at this time.

Las Vegas is therefore requested to submit to Seattle, three Xerox copies of Las Vegas letter dated 11/26/71.

2 - Las Vegas (164-60)
2 - Seattle (164-81)
CEP:klb
(4)

lee/164-81-387

DB Cooper-27970

Sub

164-81-3600

NR001 SE PLAIN

9:20AM URGENT 6/30/72 VAB

TO ACTING DIRECTOR (164-2111)
FROM SEATTLE (164-81 (P)

Sub D

NORJAK. WEEKLY SUMMARY

Sub 330

REBULET TO SEATTLE JUNE TWENTYSEVEN LAST.

INVESTIGATION ALONG THE LINES SUGGESTED IN REBULET ARE BEING UNDERTAKEN IN AN EFFORT TO IDENTIFY SUBJECT.

THE BLACK SNAP ON TIE MENTIONED IN REBULET HAS BEEN EXAMINED BY THE LABORATORY AND THEIR LETTER OF MARCH EIGHT, SEVENTYTWO, SET FORTH THE RESULTS INDICATING THAT NO STAINS HAVING THE APPEARANCE OF BODY FLUIDS WERE FOUND EITHER ON THE TIE OR TIE CLIP. FURTHER, REPORT STATED THAT NO HAIRS OR FOREIGN TEXTILE FIBERS WERE FOUND ON EITHER. NO IDENTIFYING MARKS WERE FOUND ON THE TIE CLIP WHICH WOULD INDICATE EITHER THE OWNER OF THE MANUFACTURER OF THIS ITEM. IN VIEW OF THE ABOVE, THE TIE AND CLIP WILL NOT AGAIN BE FORWARDED TO THE LABORATORY, UACB.

END PAGE ONE

Sub G

sub 330

164-81-~~3572~~

164-81

THE UNITED STATES ATTORNEY'S OFFICE, SEATTLE, ADVISED THAT ALTHOUGH HE DID ANTICIPATE THAT [redacted] AND [redacted] [redacted] WOULD ENTER A PLEA OF GUILTY, HE NOW IS OF THE IMPRESSION, BASED ON THE ATTITUDE OF THE DEFENSE ATTORNEYS, THAT THEY WILL GO TO TRIAL. AN INFORMATION IS PRESENTLY BEING DRAWN CHARGING BOTH SUBJECTS.

b6
b7C

END

LNG FBI WA CLR

SAC, SEATTLE (164-81) 6/30/72

SAC, ALEXANDRIA (164-72)(RUC)

NORJACK
(OO: SEATTLE)

Re Seattle teletype to Alexandria, 5/4/72.

Enclosed for Seattle is an executed receipt regarding the transmission of evidence of captioned case which was forwarded on 5/4/72 by pilot courier, Northwest Airlines Flight 78, to the FBI Laboratory.

2 - Seattle
1 - Alexandria
BAM:pka
(3)

Sub. G.
164-81-3646

SEARCHED INDEXED
SERIALIZED FILED
JUL 07 1972
FBI - SEATTLE

3/20/72

AIRTEL [redacted] b6 b7C

TO: DIRECTOR, FBI (164-2111) Sub - G.

FROM: SAC, NEW YORK (164-627)

SUBJECT: NORJAK

Re Seattle teletype to New York, 4/29/72.

For information of Atlanta, subpoena duces tecum issued [redacted] Washington, on 4/29/72, requesting [redacted] surrender all records and materials in his possession [redacted] b3 b6 b7C

[redacted] b3 b6 b7C

2 - Bureau
2 - Atlanta
2 - Seattle (164-81) (one via mail)
1 - New York

JJS:lfp
(8)

Sub G.
164-81-3340

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
APR 25 '72
FBI—SEATTLE

ABOVE PICKED UP AT UAC BY SA [redacted] 4/30/72 b6 b7C

3C2 being submitted

DB Cooper-27974

[redacted] on 4/30/72 advised that a [redacted] b3 b6 b7C

Items obtained from [redacted] are being forwarded via [redacted] to arrive Seattle [redacted] 4/30/72. b3 b6 b7C

LEAD

ATLANTA

At Atlanta, Georgia

Will await contact from [redacted], American Civil Liberties Union (ACLU), 52 Fairlie Street NW, Atlanta, Georgia, and immediately forward receipt by courier to FBI Laboratory for latent print and signature examination. Any latents developed should be compared with fingerprints and known handwriting of [redacted], FBI Number [redacted]. Do not initiate contact with [redacted]. b6 b7C

DB Cooper-27975

FD-36 (Rev. 5-22-64)

FBI

Date: 5/4/72

Transmit the following in _____
(Type in plaintext or code)

Via TELETYPE URGENT
(Priority)

TO : SAC, ALEXANDRIA (164-72)

FROM: SAC, SEATTLE (164-81)

NORJAK.

SEATTLE HAS FORWARDED TODAY BY PILOT COURIER ONE REEL OF MICROFILM WHICH IS EVIDENCE IN CAPTIONED CASE AND IS BEING DIRECTED TO THE LABORATORY.

THE FILM IS BEING FORWARDED ON NORTHWEST AIRLINES FLIGHT SEVEN EIGHT, [redacted]. FLIGHT LEFT SEATTLE AT NINE FIFTEEN A.M., AND IS DUE TO ARRIVE AT DULLES AIRPORT AT FOUR FORTYFIVE P.M. b6 b7C

ALEXANDRIA IS REQUESTED TO BE ON HAND WHEN THE PLANE ARRIVES AND PERSONALLY CONTACT [redacted]; EXECUTE THE RECEIPT WHICH IS ON THE ENVELOPE. THE PACKAGE SHOULD THEN BE DELIVERED TO THE LABORATORY AND THE RECEIPT RETURNED TO SEATTLE. b6 b7C

CEF:klb
(3)

Sub. G
164-81-3076

DB Cooper-27976

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U. S. GOVERNMENT PRINTING OFFICE: 1971—413-135

5/2/72 [redacted] b6 b7C

AIRTEL AIRMAIL

TO : DIRECTOR, FBI (164-2111) ATTN: IDENTIFICATION DIVISION, LATENT FINGERPRINT SECTION AND FBI LABORATORY
FROM : SAC, SEATTLE (164-81)(-P-)

SUBJECT: MORJAK

Enclosed are major case prints of subject [redacted]. b6 b7C

Bureau requested to compare enclosed major case prints with any unidentified latents in this case.

It is further requested that Bureau compare the signature of [redacted] with the signature on the questioned receipts in this case. b6 b7C

4 - Bureau (Encl 1)
3 - Seattle
FPD:klb
(7)

DB Cooper-27977

Sub. G
164-81-~~3101~~

0-9 (Rev. 5-18-71)

FBI

Transmit in _____ Via Airtel _____
(Type in plaintext or code) (Priority)

Date 4-28-72

[redacted] b6 b7C

To: SAC, Seattle (164-81)

From: Director, FBI (164-2111)

G

NORJAK

Re telephone call from SA [redacted] on 4-27-72.

Previously reported unidentified latent fingerprints captioned case not identical fingerprints [redacted], FBI [redacted]. No palm prints located here for [redacted]. b6 b7C

(This line for LEFT MARGIN.)

(Do not type below this line.)

Dub. G
164-81-3063

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAY 1 1972
FBI — SEATTLE

DB Cooper-27978

[redacted] b6 b7C

KKNR 043 WA PLAIN

700 PM URGENT 4/28/72 KAC

TO SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

G

NORJAK.

REURTEL APRIL TWENTYSEVEN.

PREVIOUSLY REPORTED LATENT FINGERPRINTS COMPARED, INSOFAR AS POSSIBLE, AVAILABLE FINGERPRINTS OF [redacted] b6 b7C [redacted], BUT NO IDENTIFICATION EFFECTED. MAJOR CASE PRINTS NEEDED FOR CONCLUSIVE COMPARISON ALL LATENT PRINTS.

END

MG FBISEATTLE CLR

DB Cooper-27979

Sub. G.

164-81-3058

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
APR 28 1972
FBI - SEATTLE

Airtel

4-27-72

To: SACs, Las Vegas (164-60)
Seattle (164-81)

Sub - G.
Sub - 386

From: Director, FBI (164-2111)

NORJAK;
RICHARD FLOYD MC COY, JR.

ReLVairtel April 21, 1972, resubmitting eleven cards bearing thirteen transparent lifts.

Latent prints on lifts lack sufficient characteristic ridge detail to be of value for identification purposes.

Results of laboratory examinations and disposition other submitted items subjects separate Laboratory report.

Lifts enclosed to Las Vegas.

Enc. (13)

1 - Portland (164-41)

Record for Seattle

Sub. G.
164-81-2965

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAY 10 1972
FBI — SEATTLE

7-1b

REPORT of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Seattle (164-81)

Date: May 1, 1972
EBI File No. 164-2111
Lab. No. D-720427098 LL

Re: NORJAK

~~Specimens received~~ Available at the Bureau:

Q43 Photocopy of three U. S. twenty-dollar bills bearing serial numbers L 54904730 A, L 33529797 A and L 20168977 A

Specimens received from FBI, Seattle 4/27/72:

K4 One roll of microfilm of ransom money

ALSO SUBMITTED: Three photocopies made from microfilm of ransom bills bearing serial numbers L 54904730 A, L 33529797 A and L 20168977 A

Result of examination:

The bills represented by Q43 were compared with corresponding bills represented by K4. In the comparison, photographic overlays of the Q43 bills showed the serial numbers on these bills to be out of register with the serial numbers on the K4 bills.

The examination definitely determined that the Q43 bills are not a part of the ransom money represented by the K4 microfilm.

K4 is returned herewith. Appropriate photographs made from K4 and the ALSO SUBMITTED items are retained.

DB Cooper-27981

Sub: G.
164-81-2962

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAY 10 1972
FBI — SEATTLE

Laboratory Transmittal Form
7-32

FBI LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Seattle (164-81)

Date: May 1, 1972

[redacted] b6 b7C

Re: NORJAK

J. Edgar Hoover
John Edgar Hoover, Director

FBI File No. 164-2111
Lab. No. D-720427098 LL

Examination requested by: Seattle

Reference: Airtel 4/26/72

Examination requested: Document

Remarks:

MICROFILM REC'D 5/1/72
& ~~PLACED~~ PLACED IN
OWR

Enclosures (3) (K4, 2 Lab report)
2 - Portland (164-41) Enclosures (2) (2 Lab report)
2 - Los Angeles Enclosures (2) (2 Lab report)
2 - New York Enclosures (2) (2 Lab report)

Sub. G.
164-81-2963

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAY 1 1972
FBI — SEATTLE

ADMINISTRATIVE PAGE

4/26/72

AIRTEL AIRMAIL

TO: DIRECTOR, FBI (164-2111)
ATTENTION: FBI LABORATORY

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

SUBJECT: NORJAK
OO: SEATTLE

Being sent to the Bureau by pilot courier is one roll of microfilm listing the ranson paid in the captioned case.

Making reference to the xerox copies of three $20 bills which allegedly were in the possession of person identified as "D. B. COOPER" and given to [redacted] located on the microfilm and marked with a small piece of tape. These $20 bills are as follows: b6 b7C

L54904730A, series 1969

L33529797A, series 1969

L20168977A, series 1969

It was noted that only the right half of the bill was microfilmed. When these bills were located on the microfilm, a print was made and a copy was included.

It is presumed the Bureau already has a xerox copy of the three bills with the corner folded over as originally made available to Seattle.

The above film is being sent via Northwest Airlines Flight 78, departing Seattle at 9:15 a.m. April 27, 1972, Pacific Standard Time, and arriving Dulles International Airport, 4:55 p.m. Eastern Standard Time, April 27, 1972.

3 - Bureau (1 - package copy)
2 - Seattle
CEF/slb
(5)

DB Cooper-27983

164-81-~~2929~~ Sub. G

comparison of the bills on the microfilm with the bills on the Xeroxed copy to determine, if possible, whether or not the Xeroxed copy is a picture of authentic $20.00 bills.

Results should be furnished to Los Angeles and New York.

SAC, SEATTLE (164-81) 4/27/72

ASAC PAUL R. BIBLER

NORJAK

SA [redacted] called from the airport and said he put the microfilm on Flight #78, arriving Dulles Airport at 4:55 PM, EST. [redacted]. b6 b7C

I called WFO and talked to Relief Supervisor [redacted] who said they would meet the plane. b6 b7C

PRB:klb
(4)

Sup. 2
164-81-2926
SEARCHED, INDEXED
SERIALIZED, FILED
APR 27 1972
FBI - SEATTLE

4/13/72

AIRTEL AIRMAIL

TO : SAC, SALT LAKE CITY (164-24)

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

SUBJECT: NORJAK

Re Portland teletype to Seattle 4/12/72.

Enclosed for Salt Lake City are three colored photographs.

The photographs were taken with Polaroid film of a tie clasp and necktie found in the search of the plane in captioned case at Reno, Nevada, and believed left behind by UNSUB.

Salt Lake requested to utilize these photos in connection with their case on MC COY.

2 - Salt Lake City (164-24)(Encl 3)
1 - Las Vegas (164-60)(Info)
1 - Portland (164-41)(Info)
3 - Seattle (164-81)
TASH:klb
(7)

DB Cooper-27986

Sub. G
164-81-~~2766~~

4/13/72

AIRTEL AIRMAIL

SUB - 330
386
G,

TO : SAC, SALT LAKE CITY (164-24)

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

SUBJECT: HORJAK

Re Portland teletype to Seattle 4/12/72.

Enclosed for Salt Lake City are three colored photographs.

The photographs were taken with Polaroid film of a tie clasp and necktie found in the search of the plane in captioned case at Reno, Nevada, and believed left behind by UNSUB.

Salt Lake requested to utilize these photos in connection with their case on MC COY.

2 - Salt Lake City (164-24) (Encl 3)
1 - Las Vegas (164-60) (Info)
1 - Portland (164-41) (Info)
3 - Seattle (164-81)
TASH:klb
(7)

Searched
Serialized
Indexed
Filed

DB Cooper-27987

G
Sub 330
164-81-2766

NR 006 PD PLAIN

11:45 PM NITEL 4-12-72 AJW

TO: SEATTLE (164-81)

SALT LAKE CITY (164-24)

LAS VEGAS (164-60)

FROM: PORTLAND (164-41) (P) 1P

NORJAK

RE LAS VEGAS TELETYPE TO PORTLAND APRIL TWELVE, SEVENTYTWO.

RETEL ADVISED SALT LAKE CITY HAS REQUESTED COLOR PHOTOS OF TIE AND TIE CLASP FOUND IN SEARCH OF PLANE IN RENO, NEVADA, IN INSTANT CASE, AND BELIEVED WORN AND LEFT BEHIND BY UNSUB. LAS VEGAS FURNISHED ITEMS TO PORTLAND BY AIRTEL FEBRUARY NINE SEVENTYTWO, PORTLAND FORWARDED SAME TO BUREAU LABORATORY BY LETTER FEBRUARY TWENTY FOUR SEVENTYTWO, AND LAB RETURNED ITEMS TO SEATTLE AS ENCLOSURES TO LAB REPORT MARCH EIGHT SEVENTYTWO.

SEATTLE REQUESTED TO FURNISH SALT LAKE CITY WITH COLOR PHOTOS OF TIE AND CLASP FOR INVESTIGATION.

END

Sub. 330

164-81-2743

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
APR 12 1972
FBI - SEATTLE

DB Cooper-27988

NRØ1Ø WA PLAIN

1Ø:49 AM URGENT 4-12-72 GXC

TO SEATTLE SALT LAKE CITY

PORTLAND MINNEAPOLIS

FROM DIRECTOR (164-2111)

Sub 386

330

NORJAK.

RE SALT LAKE CITY TELETYPE APRIL ELEVEN LAST SETTING OUT SIMILARITIES EXISTING BETWEEN NORJAK AND HIJACKING OF UNITED AIR LINES FLIGHT EIGHT FIVE FIVE APRIL SEVEN LAST, BY RICHARD FLOYD MC COY.

THERE APPEARS TO BE LITTLE DOUBT THAT MC COY CAPITALIZED ON THE MO UTILIZED IN NORJAK. IT IS IMPERATIVE THAT IMMEDIATE AND INTENSIVE INVESTIGATION BE CONDUCTED TO ESTABLISH MC COY'S WHEREABOUTS UNEQUIVOCALLY ON NOVEMBER TWENTY-FOUR LAST, DATE OF NORJAK. THIS PORTION OF NORJAK INVESTIGATION IS TO BE COORDINATED BY THE SALT LAKE CITY OFFICE AND ALL LEADS ARE TO BE HANDLED BY TELEPHONE, CONFIRMED BY TELETYPE TO THE BUREAU, OFFICE OF ORIGIN, AND INTERESTED OFFICES. THE SEATTLE OFFICE IS TO IMMEDIATELY DISSEMINATE COPIES OF THE REPORT OF SA CHARLES E. FARRELL AT SEATTLE DATED FEBRUARY SIXTEEN LAST TO THE WEST COAST OFFICES IN ORDER TO FACILITATE

END PAGE ONE

Sub 330

Done 4/12/72

164-81-2673

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
APR 12 1972
FBI - SEATTLE

DB Cooper-27989

THIS INVESTIGATION.

SALT LAKE CITY OFFICE SHOULD IMMEDIATELY INTERVIEW ALL ASSOCIATES OF MC COY NOTING HE HAS FREELY DISCUSSED HIS HIJACKING INTERESTS OVER A PERIOD OF TIME AND COULD HAVE DISCUSSED NORJAK PRIOR TO ITS OCCURRENCE. IMMEDIATELY FURNISH PERTINENT INFORMATION FOR A REVIEW OF MC COY'S BANK RECORDS AND TELEPHONE CALLS. DETERMINE WHAT CREDIT CARDS MC COY HAS AND HAVE THE RECEIPTS EXAMINED TO DETERMINE IF CHARGES WERE MADE IN PERTINENT AREAS AT TIME OF NORJAK. DETERMINE IF MC COY HAD NATIONAL GUARD DUTY AROUND THANKSGIVING, SEVENTY ONE, PARTICULARLY NOTING IF HE COULD HAVE FLOWN OR BEEN FLOWN IN NATIONAL GUARD AIRCRAFT TO THE PORTLAND-SEATTLE AREA. ADVISE BUREAU RESULTS OF CHECKS BEING MADE CONCERNING POSSIBLE DRY RUN MADE BY MC COY PRIOR TO NORJAK.

INFORMATION CONCERNING MC COY'S ALLEGED LEG INJURY SHOULD BE FULLY EXPLORED INCLUDING INTERVIEW OF DOCTOR TREATING SAME, AND DETERMINE CAUSE, DATE AND EXTENT OF INJURY. FOR INFORMATION OF SALT LAKE CITY, SEARCH OF NORJAK AIRCRAFT BY BUREAU AGENTS AT RENO, NEVADA, LOCATED IN SEAT NUMBER EIGHTEEN E, SEAT UTILIZED BY UNSUB, BLACK CLIP-ON TIE WITH TIE CLASP DESCRIBED AS YELLOW GOLD IN COLOR WITH WHITE PEARL CIRCULAR STONE IN THE CENTER. PRINCIPAL WITNESS ADVISES THIS POSSIBLY BELONGED TO THE UNSUB. THIS TIE WAS AN INEXPENSIVE TIE WHICH BORE THE LABEL "TOWN CRAFT" WHICH ARE SOLD AT J. C. PENNY DEPARTMENT STORES. INVESTIGATION DETERMINED THIS TIE HAD BEEN PURCHASED ABOUT A YEAR OR ONE-HALF AGO. TIE AND CLASP BEING MAINTAINED AS EVIDENCE BY LAS VEGAS OFFICE. SALT LAKE CITY

DB Cooper-27990

IMMEDIATELY INSTITUTE INVESTIGATION COORDINATED WITH LAS VEGAS TO DETERMINE IF THE TIE AND CLASP COULD BELONG TO MC COY.

SALT LAKE CITY DETERMINE IF MC COY HAS EVER BEEN EMPLOYED IN THE AIRCRAFT INDUSTRY OR WITH ANY SUB-CONTRACTOR IN THIS INDUSTRY. BECAUSE THE KNOWLEDGE DEMONSTRATED BY THE HIJACKERS CONCERNING BOEING SEVEN TWO SEVEN AIRCRAFT, IT IS POSSIBLE THAT NORJAK SUBJECT IS A FORMER EMPLOYEE IN THE AIRCRAFT INDUSTRY.

THIS MATTER IS TO RECEIVE CONTINUOUS AND VIGOROUS ATTENTION UNTIL FULLY RESOLVED. KEEP BUREAU IMMEDIATELY ADVISED OF PERTINENT DEVELOPMENTS.

END

JFK FBI SEATTLE

CLR

Laboratory Transmittal Form
7-72

FBI LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Portland (164-41)

Date: March 8, 1972

SUB - G
Sub - 330

Re: NORJAK

J. Edgar Hoover
John Edgar Hoover, Director

FBI File No.
Lab. No. 164-2111
PC-H5141 MC GX

Examination requested by: Portland

Reference: Letter 2/24/72

Examination requested: Microscopic Analyses - Chemical Analyses

Remarks:

Specimens Q40 and Q41 are being returned to the Seattle Office as an enclosure to their copy of this report.

Enclosures (2) (2 Lab report)
1-FBI, Seattle (164-81) Enclosures (3) (Q40, Q41, Lab report)

Rec'd

SNAP ON TIE & TACK
1B(7)

DO NOT INCLUDE ADMINISTRATIVE PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

Sub. G
164-81-~~2455~~

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAR 10 1972
FBI — SEATTLE

ADMINISTRATIVE PAGE

7-1b

REPORT of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Portland

Re: NORJAK

Date: March 8, 1972
FBI File No. 164-2111
Lab. No. PC-H5141 MC GX

Specimens received 2/28/72

Q40 Tie
Q41 Tie clip

Result of examination:

No stains having the appearance of body fluids were found on Q40 or Q41.

No hairs or foreign textile fibers were found on Q40 or Q41.

No identifying marks were found on Q41 that would indicate either the owner or the manufacturer of this item.

Sub. G
164-81-~~2454~~

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
MAR 10 1972
FBI — SEATTLE

AIRTEL

2/15/72

TO: SAC, SEATTLE (164-81)

FROM: DIRECTOR, FBI (164-2111)

NORJAK

1B(8)

Attached is the 16 mm movie film taken by the U. S. Air Force of a simulated drop made 1/6/72 in captioned matter. This film was forwarded to the Bureau by Seattle letter dated 1/10/72. This film is being returned to the Seattle Office in accordance with request in referenced letter. Still photographs forwarded by Seattle are being retained in Bureau files.

Enclosure

Sub. G
164-81-2436

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
FEB 17 1972
FBI — SEATTLE

DIRECTOR, FBI (164-2111)
ATTENTION: LABORATORY

2/24/72

SAC, PORTLAND (164-41)(P)

NORJAK

Enclosed herewith for the Laboratory is the man's narrow black necktie with attached tie clip which was found by Las Vegas Agents in hijacked aricraft in this matter and which was believed worn by Unsub.

Enclosures have been displayed to J.C. Penney Co., store personnel at Las Vegas, Nevada, and Portland, Oregon. All personnel contacted uniformly agree that the tie, which bore the "Towncraft" label, exclusive with Penney's, could not have been sold at any time in the recent past. At Las Vegas, the most recent sales of such ties were estimated at one and one-half years ago, and at Portland, three years ago. None of the persons contacted were able to offer any suggestions as to how the purchaser of the tie might possibly be traced.

REQUEST OF THE BUREAU

FBI LABORATORY

Enclosure should be examined to determine whether it bears any traces of identifiable body secretions, hairs, stains, etc., which may be of help in this investigation. Upon conclusion of the examination, enclosure should be forwarded to Seattle by registered mail.

3 - Bureau (Enc. 2)(AM)(RM)
2 - Seattle (164-81)
2 - Portland

RPH:lbt
(7)

Sub. G
164-81-2349

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
FEB 26 1972
FBI - SEATTLE

2/9/72

AIRTEL

Sub 330

TO: SAC, PORTLAND (164-41)

FROM: SAC, LAS VEGAS (164-60)(P)

NORJAK

ReSEtel tp PD and LV 2/8/72.

Enclosed herewith for Portland is one black tie with tie clasp, tie labeled "Towncraft" and number 3 Penneys; one copy of FD 302 by SA FRANCIS J. SCHMIDT dated 12/1/71, reflecting investigation in Penneys Store Number 44, Las Vegas, Nevada; one copy of FD 302 of SAs FRANCIS J. SCHMIDT, [redacted] dated 11/26/71, reflecting examination of Northwest Orient Airlines Flight 305 on 11/24/71. b6 b7C

Portland will conduct investigation set forth in referenced teletype.

2 - Portland (Enc. 3)
1 - Seattle (164-81)(Info)
1 - Las Vegas

FJS:lad
(4)

G

Sub. 330

164-81 - ~~2239~~

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
FEB 14 1972
FBI - SEATTLE

NRØØ7 SE PLAIN

8:16 PM NITEL 2/24/72 VAB

TO DIRECTOR (164-2111)

MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (-P-) WEEKLY SUMMARY 2P

NORJAK.

RE SEATTLE WEEKLY SUMMARY FEBRUARY THREE LAST.

SACRAMENTO ADVISES SEVERAL FLIGHTS OVER DROP AREA MADE BY SR-SEVENTY ONE, HOWEVER, DUE TO WEATHER, PHOTOGRAPHING WAS IMPOSSIBLE. PLANS FOR PHOTOGRAPHING WITH SR-SEVENTYONE, DISCONTINUED, AS AIRCRAFT COMMITTED FOR MILITARY MISSIONS.

ARRANGEMENTS HAVE BEEN MADE WITH U.S. NAVY AT WHIDBEY ISLAND NAVAL AIRSTATION TO PHOTOGRAPH DROP AREA ON A GRATIS BASIS, AT FIRST OPPORTUNITY THAT WEATHER PERMITS.

INVESTIGATION AT PORTLAND CONCERNING TIE FOUND ON AIRCRAFT, DETERMINED IT IS TYPE OF TIE WHICH HAS NOT BEEN SOLD FOR SEVERAL

END PAGE ONE

DB Cooper-27997

Sub. G

164-81-~~2337~~

164-81

YEARS. TIE IS BEING FORWARDED BY PORTLAND, TO LABORATORY FOR EXAMINATION.

INVESTIGATION CONTINUES TO BE RECEIVED CONCERNING ADDITIONAL SUSPECTS AND THIS INFORMATION IS BEING PROMPTLY CHECKED OUT.

PLANNING FOR SEARCH OF DROP AREA CONTINUES, HOWEVER, PLANS AS YET, HAVE NOT BEEN FINALIZED.

END

WDC HOLD (+5+)

NRØ1Ø SE PLAIN

7Ø1 PM NITEL 2/8/72 VAB

TO LAS VEGAS

PORTLAND

FROM SEATTLE (164-81) 2P

NORJAK.

RE LAS VEGAS AIRTEL TO SEATTLE, DEC. THREE, SEVENTYONE.

LAS VEGAS REQUESTED TO SEND TO PORTLAND THE BLACK SNAP ON TIE WITH A TIE PIN IN IT BEARING TOWNCRAFT LABEL. LAS VEGAS ALSO SHOULD SEND COPIES OF FD THREE ZERO TWO REFLECTING THE FINDING OF THIS EVIDENCE ON BOARD THE AIRCRAFT AND ALSO THE THREE ZERO TWO BY SA FRANCIS J. SCHMIDT, DATED DEC. ONE, SEVENTYONE REFLECTING INVESTIGATION AT PENNEY'S AT LAS VEGAS.

THESE ITEMS SHOULD BE SENT VIA REGISTERED MAIL AND HANDLED AS EVIDENCE, BEING CAREFUL TO PRESERVE THE CHAIN OF EVIDENCE.

PORTLAND, ON RECEIPT OF THE TIE AND THE TIE PIN, CONTACT PENNEY'S AT PORTLAND AND MAKE EVERY EFFORT TO DETERMINE, IF POSSIBLE, THE SOURCE OF THESE ITEMS.

END PAGE ONE

DB Cooper-27999

Sub. G

164-81-~~2205~~

164-81

IN CONTACTING PENNEY'S EXPLORE ALL POSSIBILITY OF CHECKING WITH THEIR PURCHASING DEPARTMENT, ETC. TO NARROW DOWN, AGAIN, IF POSSIBLE, WHERE THESE ITEMS MIGHT HAVE BEEN PURCHASED.

END

SGT FBI LAS VEGAS CLR

1015 Second Avenue
Seattle, Washington 98104
February 4, 1972

Mr. Stan Pitkin
United States Attorney
United States Court House
Seattle, Washington 98104

Attention: [redacted] b6
Asst. U.S. Attorney b7C

Re: HIJACKING OF NORTHWEST AIRLINES
FLIGHT #305,
NOVEMBER 24, 1971

Dear Sir:

This will confirm an opinion given on February 3, 1972, by Assistant United States Attorney [redacted] b6 to Special Agent CHARLES E. FARRELL of this office, concerning b7C parachutes which were involved in this case.

The hijacker of Northwest Airlines Flight #305 was given four parachutes while the plane was on the ground at Seattle-Tacoma International Airport. Two of these parachutes were apparently used by the hijacker when he parachuted from the plane. The remaining two parachutes were still on the plane when it landed at Reno, Nevada. One of the parachutes was intact, but the other had been opened and three of the shroud lines had been cut.

[redacted], Northwest Airlines, Minneapolis, b6 contacted the Seattle Office on February 3, 1972, to inquire b7C as to the disposition of the two parachutes which had been left on the plane. [redacted] advised he has been receiving inquiries from the person who supplied the parachutes either to have the parachutes returned to him, or have Northwest Airlines pay for them.

[redacted], when the above facts were discussed b6 with him, advised that no evidence, which includes both b7C of the parachutes, should be returned at this time, as this

2 - Addressee
3 - Seattle (164-81)
CEF:klb
(5)

DB Cooper-28001

Sub. G.
164-81-2752

FILE (164-81) 2/3/72

ASAC PAUL R. BIBLER

NORJAK

[redacted] called today. He said the owner of the two parachutes which were recovered in Reno, had been in touch with Northwest Airlines and wants his chutes back or wants to be paid for them. b6 b7C

They want to know from us if we still have their chutes and when they will be returned to them (NWA).

I told him that I was sure we still had them and that we would discuss with the United States Attorney the propriety of releasing them at this point and would advise him as soon as possible.

LEAD

SEATTLE DIVISION

At Seattle, Washington

USA should be contacted as well as the Bureau before we return them.

PRB:klb
(3)

Sub. G
164-81-2151
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
FBI—SEATTLE

DB Cooper-28003

NRØ1Ø SE PLAIN

8:46 PM NITEL 2/3/72 DCA

TO DIRECTOR, FBI (164-2111) AND SAC, MINNEAPOLIS (164-73)

FROM SEATTLE (164-81) (P) 1P WEEKLY SUMMARY

NORJAK

SEATTLE'S FUTURE INVESTIGATION IS EXPECTED TO INVOLVE A DETAILED SEARCH OF THE SUSPECTED DROP AREA WHICH WILL BEGIN AT SUCH TIME AS THE WEATHER CONDITIONS PERMIT. TO FACILITATE THIS SEARCH, SEATTLE IS EXPLORING THE POSSIBILITY OF HAVING AN UP-TO-DATE AERIAL MAP MADE OF THE AREA WHICH COULD THEN BE USED FOR LAYING OUT THE SEARCH AREA.

SEATTLE OFFICE WAS CONTACTED TODAY BY [redacted], NWA, MINNEAPOLIS, WHO REQUESTED HE BE ADVISED OF THE DISPOSITION OF THE PARACHUTES FOUND ON THE PLANE AT RENO, AS NWA HAS BEEN CONTACTED BY THE OWNER OF THE PARACHUTES FOR THEIR RETURN OR FOR PAYMENT BY NWA. b6 b7C

AUSA [redacted], SEATTLE, ADVISED TODAY THAT THE PARACHUTES SHOULD NOT BE RETURNED AT THIS TIME, NOTING THE IMPORTANCE OF THIS CASE. b6 b7C

MINNEAPOLIS SHOULD CONTACT [redacted] AND ADVISE OF THE AUSA'S OPINION. b6 b7C

E N D

(ACK THEN HOLD)

MRF FBI WA DC

ACK FOR TWO

DB Cooper-28004

Sub. G.

164-81-~~2142~~

FILE (164-81) 1/31/72

SA CHARLES E. FARRELL

NORJAK

Re: RANSOM MONEY

The ransom money obtained by Northwest Airlines was microfilmed by the [redacted]. The original roll of film contained on one reel, was picked up by SA [redacted] and sent to the Laboratory by United Airlines courier. Since the above roll of film contained the serial numbers of $230,000, it was necessary to furnish the serial numbers of the $30,000 which was not included in the ransom (the ransom being $200,000). b6 b7C

Because the Laboratory was having difficulty with eliminating the serial numbers, they requested we obtain the complete list of serial numbers which were deleted from the original listing of the $230,000.

In the meantime, the [redacted] had prepared another amount of ransom money of $230,000 and included in that, the $30,000 which had been taken from the first ransom money as mentioned in paragraph one above. b6 b7C

The [redacted] then loaned to us, two reels of microfilm which contains their current ransom money and which included the bills which had been taken from the first ransom money. These two rolls of microfilm were sent to the Laboratory and were used to compile an accurate list of the ransom money given to the hijacker. b6 b7C

All three reels of film returned by the Bureau with the following dispositions:

The reel containing the ransom money given to the hijacker is being maintained in the Seattle Office as evidence

CEF:klb
)3)

Sub. G
164-81-~~8105~~
SEARCHED ____ INDEXED
SERIALIZED ____ FILED
FBI—SEATTLE

DB Cooper-28005

and is designated as 164-81-1B(3). Since the bank has no further need for this list, this film may be maintained by the FBI indefinitely and as such time as it is no longer needed, may be disposed of at the discretion of the FBI, per [redacted]. b6 b7C

The two rolls of film obtained on the second occasion and which contain the [redacted] current ransom money were returned by SA CHARLES E. FARRELL on 1/27/72 to [redacted] building. A receipt was obtained for these films and will be maintained as a 1A serial in this file. b6 b7C

1A (191)

OPTIONAL FORM NO. 10
MAY 1962 EDITION
GSA FPMR (41 CFR) 101-11.6

UNITED STATES GOVERNMENT

Memorandum

TO : FILE (164=81) DATE: 1/25/72

FROM : SAC, SEATTLE

Sub M G

SUBJECT: NORJAK

Re Bureau routing slip 11/29/71 attaching 2 rolls of microfilm.

On 1/25/72 SA MAURICE F. ROW at the Bureau advised that copies of the bills contained in this microfilm were retained at the Bureau. In view of this, these films should be returned to [redacted] at the [redacted]. b6 b7C

Two Rolls of Microfilm Ret'd 1-27-72 to [redacted] b6 b7C

JEM:eon
(1)

See Serial # 164-81-58
1069
1266.

b6
b7C

Sub. G
164-81-2104

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
JAN 25 1972
FBI—SEATTLE

Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan
5010-108

11/29/71

Attached is the microfilm received in the Seattle Hijacking Case. It will be noted from the 11/26/71 airtel that the [redacted] requested return of at least part of this film. The two boxes with the Bureau's "EVIDENCE" stickers attached are the rolls of film received last with the airtel 11/26 and the box without any such sticker is the original microfilm received with airtel 11/25.

b6
b7C

M. F. ROW

Bulky Exhibit - Inventory of Property Acquired as Evidence
FD-192 (Rev. 10-6-65)

Date 12/21/71

Title and Character of Case

NORJAK

Sub. G
D

Date Property Acquired	Source From Which Property Acquired
11/24/71	On board Northwest Airlines Flight #305 on landing at Reno, Nevada

Location of Property or Bulky Exhibit	Reason for Retention of Property and Efforts Made to Dispose of Same
BER - Basement	Evidence in captioned case

Description of Property or Exhibit and Identity of Agent Submitting Same

One back parachute with a sage green nylon container Model NB6 (Navy back pack 6) with sage green nylon harness. This parachute which is white in color has a 26 foot nylon flat circular spread with padded cushon. The pilot chute is also white.

This chute is identified officially as Pioneer Parachute Company, 26 foot rip stop conical type 226, SN 9/57. This chute was inspected and repacked 5/21/71, Riggers License #1579638, bearing the signature "E.J. COSSEY, Issaquah, Wn." Also an integral part of this chute is a 24 foot rip stop made by Steinthal Mfg. Company, type 60-9707, SN 7/60. This also was packed by "E.J. COSSEY" on 5/21/71.

The identification cards for this chute are contained in a packet on the back of the chute pocket labelled "Inspection and Packing Data."

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

Sub. G.

164-81-HB (4)

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 3 1971
FBI—SEATTLE

Field File #

DB Cooper-28009

Bulky Exhibit - Inventory of Property Acquired as Evidence
FD-192 (Rev. 10-6-65)

Date 12/21/71

Title and Character of Case

NORJAK

SUB — G.
D.

Date Property Acquired	Source From Which Property Acquired
11/24/71	On board Northwest Airlines Flight #305, on landing at Reno, Nevada

Location of Property or Bulky Exhibit	Reason for Retention of Property and Efforts Made to Dispose of Same
BER. Basement	Evidence in captioned case

Description of Property or Exhibit and Identity of Agent Submitting Same

One (1) orange or salmon-pink chest parachute.

This chute was found on board the hijacked Northwest Airlines 727 jet Flight #305, in an opened condition. It is salmon or orange-pink in color; has no pilot chute and the shrouds have been cut away from the canvas pack and three of the lines had been cut out.

The inspection card for this chute identified it as a 24 foot rip stop Type SN DA5853912, date of manufacture 10/59, owner Seattle Sky Sports, Issaquah; date inspected and repacked 9/16/71 by Rigger E.J. COSSEY, #1579638.

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

Sub. 12
164-81-1B(5)

Field File #

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 1971
FBI—SEATTLE

DB Cooper-28010

I-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D.C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-41
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 22, 1971

Sub B
130

TO: SAC, Portland

RE: NORJAK

REFERENCE: Airtels 12-3-71 and 12-8-71
EXAMINATION REQUESTED BY: Portland
SPECIMENS: Two envelopes, Q19 and Q21
Two accompanying letters, Q20 and Q22

No latent prints of value developed on enclosed specimens, which are further described in separate Laboratory report.

This report supplements and confirms Butel 12-21-71.

Enc. (4)

DB Cooper-28011

2 - Seattle (164-81)
1 - Las Vegas (164-60)
1 - Sacramento

164-81-~~1559~~ Sub. B.

John Edgar Hoover, Director

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 27 1971
FBI — SEATTLE

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I-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-60
FBI FILE NO. 164-2111
LATENT CASE NO. A-46410

December 22, 1971

TO: SAC, Las Vegas

RE: NORJAK

REFERENCE: Airtel 12-8-71
EXAMINATION REQUESTED BY: Las Vegas
SPECIMENS: Envelope, Q17
Accompanying message, Q18

No latent prints of value developed on enclosed specimens, which are described in separate Laboratory report.

This report supplements and confirms Butel 12-21-71.

DB Cooper-28012

Enc. (2)

2 - Seattle (164-81)
1 - Portland (164-41)

164-81-Sub. G 1560

John Edgar Hoover

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 27 1971
FBI — SEATTLE

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NR041 WA PLAIN

11:50 PM URGENT 12/23/71 TRC

TO SEATTLE (164-81)

PORTLAND (164-41)

LOS ANGELES (164-497)

NEW YORK (164-627)

WASHINGTON FIELD (164-169)

FROM DIRECTOR (164-2111) 2P

G-
Sub = 130

NORJAK

See 1164 also Sub 130

RE SEATTLE LET DECEMBER THIRTEEN, WASHINGTON FIELD AIRTEL DECEMBER FIFTEEN LOS ANGELES AIRTEL DECEMBER FOURTEEN SUBMITTING THREE ENVELOPES AND THREE LETTER COPIES, Q TWENTYTHREEE THROUGH Q TWENTYEIGHT. ELEVEN LATENT FINGERPRINTS, ONE LATENT IMPRESSION EITHER FINGERPRINT OR PALM PRINT AND TWO LATENT PALM PRINTS DEVELOPED ON TWO ENVELOPES Q TWENTYTHREE AND Q TWENTYSEVEN AND TWO LETTER COPIES Q TWENTYFOUR AND TWENTYEIGHT. TEN LATENT FINGERPRINTS NOT IDENTICAL FINGERPRINTS OF [redacted], FBI [redacted], FBI NUMBER [redacted] [redacted], FBI NUMBER [redacted]

b6
b7C

END PAGE ONE

#1 ADV. 12/23 (DUR)

164-81-~~1524~~ Sub. G.

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 23 1971
FBI - SEATTLE

DB Cooper-28013

[redacted], FBI NUMBER [redacted] b6 b7C

[redacted], FBI NUMBER [redacted]

[redacted]

[redacted], DOB [redacted] IN CHESHIRE

ENGLAND, [redacted], FBI NUMBER [redacted]

[redacted]. REMAINING LATENT FINGERPRINTS WHICH IS TIP IMPRESSION AND LATENT IMPRESSION COMPARED INSOFAR AAE POSSIBLE WITH FINGER-PRINTS OF ABOVE NAMED INDIVIDUALS BUT NO IDENTIFICATION EFFECTED. NO PALM PRINTS HERE FOR NAMED INDIVIDUALS. FINGERPRINT REORD FOR

[redacted], FBI NUMBER [redacted] b6 b7C

[redacted] TEMPORARILY NOT AVAILABLE. COMPARISONS WILL BE CONDUCTED WHEN RECORD LOCATED AND YOU WILL BE ADVISED SSEPARATELY IF IDENTIFICATION EFFECTED.

CONFIRMING.

END

DCA

FBI SEATTLE

FD-36 (Rev. 5-22-64)

FBI

Date: 12/15/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIR MAIL
(Priority)

SUB - Q

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)(P)

SUBJECT: NORJAK
BUFILE 164-2111
OO: Seattle

Re Las Vegas airtel to Seattle dated 12/3/71, and Seattle airtel to Las Vegas dated 12/8/71.

SUB - D

Enclosed herewith for Seattle are two copies of FD-302 interview of [redacted], two copies of interview of [redacted], 11/24/71, and two copies of FD-302 interview of [redacted], on 11/24/71, all of should have been enclosed with referenced Las Vegas airtel.

b6
b7C

SUB - F, G.

In addition, enclosed are two copies of FD-302 search of Boeing Aircraft on 11/24/71, by Las Vegas Agents and also interview of [redacted] on 12/2/71, for completion of Seattle files.

b6
b7C

Investigation continuing Las Vegas.

SUB - F.

SUB - E. - G.

2 - Seattle (Encl. 10)
1- Las Vegas
HEH:kmc
(3)

Sub 130
Sub G
164-81-1449

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 20 1971
FBI — SEATTLE

DB Cooper-28015

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U. S. GOVERNMENT PRINTING OFFICE : 1969 O - 346-090 (11)

FEDERAL BUREAU OF INVESTIGATION

1

Date 11/26/71

[redacted], Reno International Airport, Reno, Nevada, advised the Northwest Airlines 727 Flight 305 would park on the ramp approximately 150 yards east of the airport terminal building. He said no vehicles other than service vehicles would be permitted on the ramp or runway except for FBI vehicles or those authorized on the airport by the FBI. b6 b7C

Sub. G.
164-81-4467
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 0 1971
FBI — S...

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

by SA [redacted] - tlw Date dictated 11/26/71 b6 b7C

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

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

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

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

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

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

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

164-81-1465

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

SA FRANCIS J. SCHMIDT: SA [redacted] b6 b7C

by [redacted] FJS:jd Date dictated 11/26/71

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

DEC 20 1971
Fed — S...

NNR013 WA PLAIN

3:14 PM URGENT 12-21-71 GXC

TO PORTLAND (164-41)

SACRAMENTO

LAS VEGAS (164-60)

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

Sub: G

Surv 130

NORJAK.

12-8-71

RE PORTLAND AIRTELS DECEMBER THREE AND DECEMBER EIGHT SUBMITTING TWO ENVELOPES AND ACCOMPANYING LETTERS.

NO LATENT PRINTS DEVELOPED.

CONFIRMING.

END

164-81-Sub. G.
1453

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 21 1971
FBI - SEATTLE

12/21/71

AIRTEL AIRMAIL

TO : SAC, SACRAMENTO (164-50)

FROM : SAC, SEATTLE (164-81)

SUBJECT: NORJAK

Re Sacramento airtel to Seattle dated 11/30/71.

Being returned to Sacramento under separate cover is the opaque polyethylene bag forwarded to Seattle.

The bag was closely examined by appropriate maintenance and management personnel at Northwest Airlines and they have advised that it is not any part of their plane.

The bag is being returned at your request.

3 - Sacramento (Encl 1)
(1 - package)
2 - Seattle (164-81)
(164-81-Sub G)

CEF:klb
(5)

DB Cooper-28020

Sub. G
164-81-~~1443~~

I-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-73
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 15, 1971

TO: SAC, Minneapolis

RE: NORJAK

REFERENCE: Airtel 12-8-71
EXAMINATION REQUESTED BY: Minneapolis
SPECIMENS: Northwest Airlines ticket

No latent prints of value developed enclosed ticket.

This report supplements and confirms Butel of 12-14-71.

Enc.

2 - Seattle (164-81)
2 - Portland (164-41)

Sub. G.
164-81-1322

SEARCHED ___ INDEXED ___
SERIALIZED ___ FILED ___
DEC 17 1971
FBI — SEATTLE

John Edgar Hoover, Director

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DB Cooper-28021

0-9 (Rev. 5-18-71)

FBI

Transmit in _____ Via Airtel _____
(Type in plaintext or code) (Priority)

Date 12/14/71

To: SAC, Seattle

From: Director, FBI (164-2111)

SUB- G.
D.

UNSUB; AKA DAN COOPER;
NORTHWEST AIRLINES FLIGHT
THREE ZERO FIVE, PORTLAND TO
SEATTLE, NOVEMBER TWENTYFOUR,
SEVENTYONE;
CAA - HIJACKING; EXTORTION

Re Las Vegas airtel 12/7/71, and teletype 12/13/71.

The referred-to parachute is being forwarded under separate cover by registered airmail to your office.

(Do not type below this line.)

Sub. G.
164-81-1274

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 6 1971
FBI — SEATTLE

Laboratory Transmittal Form
7-72

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535 SUB - G.

To: SAC, Portland (164-41)

Date: December 14, 1971

Sub 130

Re: NORJAK

J. Edgar Hoover
John Edgar Hoover, Director

FBI File No. 164-2111
Lab. No. D-711210079 LL
D-711213033 LL

Examination requested by: Portland, Las Vegas

Reference: Airtels 12/6/71

Examination requested: Document - Fingerprint

Remarks:

The submitted evidence will be returned with the fingerprint report.

DO NOT INCLUDE ADMINISTRATIVE PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

Enclosures (2) (2 Lab report)
2-Seattle (164-81) Enclosures (2) (2 Lab report)
2-Las Vegas (164-60) Enclosures (2) (2 Lab report)

Sub. G
164-81-1279

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 16 1971
FBI — SEATTLE

ADMINISTRATIVE PAGE

DB Cooper-28023

7-1b

REPORT
of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Portland (164-41)

Re: NORJAK

Date: December 14, 1971
FBI File No. 164-2111
Lab. No. D-711210079 LL
D-711213033 LL

Specimens received 12/10/71 from Portland

Q13 Envelope postmarked "U.S. POSTAL SERVICE 970 PM 3 DEC 1971" bearing hand printed address "OREGONIAN 1320 SW BROADWAY PORTLAND, ORE."

Q14 Slip of paper bearing hand printed message beginning "I AM RIGHT HERE IN PORTLAND! AND..."

ALSO SUBMITTED: Portion of newspaper clipping beginning "Letter may hold clue..."

Specimens received 12/10/71 from Las Vegas

Q15 Envelope postmarked "U. S. POSTAL SERVICE, CA 956 PM 1 DEC 1971," bearing hand printed address "RENO GAZETTE RENO NEVADA"

Q16 Accompanying sheet of paper bearing cutout words with message "Plan Ahead for Retirement Income D. B. Cooper."

ALSO SUBMITTED: Fingerprint card for [redacted] b6 b7C

Result of examination:

No watermarks, indented writing or other features were found on Q13 through Q16 which would be of value in determining the source of these specimens.

It is noted in this regard that Q15 bears a U. S. Postal watermark, which indicates that this envelope was sold by the U. S. Postal Service.

Lab. S

164-81-1276

SEARCHED Cover INDEXED
SERIALIZED m FILED
DEC 16 1971
FBI — SEATTLE

DB Cooper-28024

The questioned hand printing on Q13 through Q15 was not identified with any of the questioned hand printing on the specimens submitted previously in this matter and no connection could be established between Q13 through Q16 and the other questioned items in this case.

The submitted evidence was photographed and will be returned separately.

DB Cooper-28025

NR033 WA PLAIN

6:45PM URGENT 12-15-71 DRL

Sub: G
130

TO LAS VEGAS (164-80)

SEATTLE (164-81)

PORTLAND (164-41)

SACRAMENTO

FROM DIRECTOR (164-2111) 1P

MORJAK.

RE LAS VEGAS AIRTEL DECEMBER SIX, SUBMITTING ENVELOPE, ACCOMPANYING MESSAGE AND FINGERPRINTS [redacted]. b6 b7C

LATENT PRINTS ENVELOPE IDENTICAL ELIMINATION PRINTS. NO ADDITIONAL LATENT PRINTS.

CONFIRMING.

END

ALL OFFICES PLS RETURN TO TALK TKS

DB Cooper-28026

Sub. G.
164-81-1252

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 16 1971
FBI - SEATTLE

B

1-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-60
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 13, 1971

TO: SAC, Las Vegas

RE: NORJAK

REFERENCE: Airtel 12-3-71
EXAMINATION REQUESTED BY: Las Vegas
SPECIMENS: Contents of ashtray, Q1
Elimination fingerprints of [redacted] b6 b7C
and seven other individuals

No latent prints of value developed contents of ashtray.

Latent fingerprint previously reported message, Q2, not identical submitted elimination fingerprints.

Q1 enclosed. Elimination prints being retained Latent Fingerprint Section for use in possible future submissions this case.

Results of laboratory examination and disposition other specimen subjects separate report. sub A 164-81-1205
Enc.
2 - Seattle (164-81)

John Edgar Hoover, Director

SEARCHED INDEXED
SERIALIZED FILED
DEC 13 1971
FBI — SEATTLE

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DB Cooper-28027

(Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-41
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 13, 1971

TO: SAC, Portland

RE: NORJAK

REFERENCE: Airtel 12-2-71
EXAMINATION REQUESTED BY: Portland
SPECIMENS: Envelope, Q5
Letter, Q6

Four latent fingerprints of value developed Q5 and five latent fingerprints of value developed Q6.

Latent fingerprints not identical fingerprints following persons:

[redacted]

b6
b7C

(Continued on next page)

Enc. (2)

2 - Seattle (164-81)

John Edgar Hoover, Director

sub G
164-81-1204

SEARCHED
SERIALIZED
FILED
DEC 15 1971
FBI — SEATTLE

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6 (Rev. 12-10-63) FEDERAL BUREAU OF INVESTIGATION
Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-627
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 13, 1971

TO: SAC, New York

RE: NORJAK

REFERENCE: Airtel 12/4/71
EXAMINATION REQUESTED BY: New York
SPECIMENS: Envelope, Q7
Four-page article, Q9 through Q12
Letter, Q8

Enclosed specimens described in separate Laboratory report.

Two latent fingerprints of value developed Q12, fourth page of four-page article. No latent prints of value developed other specimens.

Latent fingerprints not identical previously reported latent prints this case or with fingerprints following persons:

Enc. (6)
2 - Seattle (164-81)
1 - Portland (164-41)

(Continued on next page)

sub a
164-81-1803

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 15 1971
FBI — SEATTLE

John Edgar Hoover, Director

~~THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY~~

DB Cooper-28030

SAC, New York December 13, 1971

b6
b7C

Specimens enclosed.

This report supplements and confirms Butel 12/10/71.

DB Cooper-28031

NR063 WA PLAIN

9:00PM URGENT 12-14-71 BJM

TO MINNEAPOLIS (164-73)

SEATTLE (164-81)

PORTLAND (164-41)

FROM DIRECTOR (164-2111) 1P

NORJAK

RE MINNEAPOLIS AIRTEL DECEMBER EIGHT.

NO LATENT PRINTS OF VALUE AIRLINES TICKET.

CONFIRMING.

END

FEE

FBI SEATTLE CLR

sub B

164-81-1192

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 14 1971
FBI - SEATTLE

Laboratory Transmittal Form
7-72

FBI LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Las Vegas (164-60)

Date: December 9, 1971

Re:
"NORJAK"

J. Edgar Hoover
John Edgar Hoover, Director

FBI File No.
Lab. No. 164-2111
PC-H3225 MC

Sub G

Examination requested by: Las Vegas

Reference: Airtel 12/3/71

Examination requested: Microscopic Analyses - Fingerprint

Remarks:

The hairs on specimen Q2 have been mounted on a glass microscope slide. Should you desire future microscopic comparisons between the head hair clipping and a known head hair sample, resubmit the glass microscope slide containing the hair clipping so that direct microscopic comparisons may be made.

You are being advised of the result of the fingerprint examination and the disposition of Q1 and the "Also Submitted" items by a separate report.

Specimen Q2 is being returned as an enclosure to this report.

Enclosures (3) (Q2, 2 Lab report)

1 - Seattle Enclosure (Lab report)

DO NOT INCLUDE ADMINISTRATIVE PAGE (S) INFORMATION IN INVESTIGATIVE REPORT

Sub G
164-81-H90

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

ADMINISTRATIVE PAGE

DB Cooper-28033

7-1b

REPORT of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Las Vegas

Re: "NORJAK"

Date: December 9, 1971
FBI File No. 164-2111
Lab. No. PC-H3225 MC

b6
b7C

Specimens received 12/7/71

Q1 Contents of ashtray
Q2 Towel

Also Submitted: Fingerprint card from [redacted]
Fingerprint card from
Fingerprint card from
Fingerprint card from
Fingerprint card from
Fingerprint card from
Fingerprint card from
Fingerprint card from

Result of examination:

Specimen Q1 contains eight cigarette butts. Seven of these are Raleigh 85mm filter-tipped cigarette butts. The eighth cigarette butt has the same design and composition as Raleigh 85mm cigarettes and, accordingly, is probably a Raleigh 85mm cigarette. This type of cigarette is sold in a "soft pack."

FBI HQ [redacted]

b6
b7C

A brown head hair clipping and a brown limb hair both of Caucasian origin were found on Q2. The head hair clipping is suitable for significant comparison results; however, the limb hair possesses too few unique microscopic characteristics to be of value for this purpose.

Foreign textile fibers of various types and colors removed from Q2 have been placed in a pillbox.

sub G
164-81-H88

SEARCHED ____ INDEXED ____
SERIALIZED 4 FILED 9
DEC 1 0 1971
FBI — SEATTLE

DB Cooper-28034

1-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-133
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 10, 1971

TO: SAC, Philadelphia

RE: UNSUB.;
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION

REFERENCE: Airtel 12/3/71
EXAMINATION REQUESTED BY: Philadelphia
SPECIMENS: Envelope, Q3
Letter, Q4

Enclosed specimens described separate Laboratory report.

Five latent fingerprints of value developed Q4. No latent prints of value developed Q3.

Two latent fingerprints identical elimination fingerprints [redacted]. Three latent fingerprints not identical fingerprints [redacted] or following persons: b6 b7C

[redacted] b6 b7C

Sub C
164-81-1196

Enc. (2)

(Continued on next page)

2 - Seattle (164-81)
1 - Minneapolis (164-73)

John Edgar Hoover, Director

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 13 1971
FBI — SEATTLE

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FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT

of the

IDENTIFICATION DIVISION

LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-60
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 10, 1971

TO: SAC, Las Vegas

Sub - G.

[redacted] b6 b7C

UNSUB.;
RE: NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION

REFERENCE: Airtel 11/30/71
EXAMINATION REQUESTED BY: Las Vegas
SPECIMENS: Envelope, Q1
Message, Q2

Enclosed specimens described separate Laboratory report.

One latent fingerprint of value Q2. No latent prints of value developed Q1.

Latent fingerprint not identical fingerprints following persons:

[redacted] b6 b7C

Enc. (2)

(Continued on next page) sub G

164-81-495

2 - Seattle (164-81)
1 - Sacramento
1 - Portland

John Edgar Hoover, Director

SEARCHED ___ INDEXED ___
SERIALIZED ___ FILED ___
DEC 13 1971
FBI — SEATTLE

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DB Cooper-28037

SAC, Las Vegas December 10, 1971

b6
b7C

This report supplements and confirms Butel 12/8/71.

DB Cooper-28038

FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

[redacted], residing at the home of [redacted] [redacted] provided the following information: b6 b7C

On November 24, 1971, while employed as a stewardess for Northwest Airlines, she flew on Flight 305 which originated in Washington, D. C., arrived at Minneapolis, Minn., about 10 a.m., and she boarded shortly thereafter. She said the crew for her flight were Pilot WILLIAM SCOTT, [redacted], Senior Stewardess [redacted], B Stewardess [redacted], and C Stewardess [redacted]. b6 b7C

[redacted] advised that her flight departed Minneapolis, Minn., at 10:35 Central Standard Time, with a light load, less than half, and flew to Great Falls, Montana, then to Missoula, Montana, then to Spokane, Washington, and Portland, Oregon. She said that the aircraft departed Portland, Oregon at 2:53 Pacific Time, and arrived two hours and fifty-three minutes later at Seattle which is normally a 36 minute flight. b6 b7C

Just before the [redacted] gave the word for take off from Portland, [redacted] took a beverage form to the aft jump seat. There was a man in seat 18 E, middle right aft passenger seat, and as she, [redacted], faced the barrier strip, she observed [redacted] dropping a note, stand up, and unfasten the barrier strip and sit down next to the man in seat 18 E. [redacted] appeared emotional in that she was trying to speak to her, was moving her lips, but other than [redacted] no other words came out. b6 b7C

[redacted] picked up the note lying at her feet and read it which, to the best of her recollection, is as follows: b6 b7C

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

The aircraft lifted off the runway at 2:58 and [redacted] used the interphone to advise the pilot the ship was being b6 b7C

On 12/1-2/71 at [redacted] File # Philadelphia 164-133 b6 b7C

SA [redacted] 164-81-409

by SA [redacted] JWC/lss Date dictated 12/3/71 Sub. G.

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SEARCHED INDEXED SERIALIZED FILED DEC 1 4 1971 FBI — SEATTLE

1
SE 164-81
EJA/slb

The following personnel at Northwest Airlines, SeaTac International Airport, were interviewed on December 6, 1971, by SA EDWARD J. ANDERSON, regarding the Opaque polyethylene bag alluded to in the Sacramento airtel to Seattle, November 29, 1971. Each stated that the type bag displayed is not the standard type used by Northwest Airlines nationwide. It is possible that this bag may have been substituted aboard #305 on November 24, 1971, by airline personnel somewhere along the line, but it is highly improbable:j

[redacted], Transportation b6
Service; [redacted] b7C

164-81

DEC 1 1971

FILE (164-81) 12/14/71

SAC, SEATTLE

NORJAK

Re Seattle letter 12/13/71 transmitting copy of a letter received by the managing editor of the SEATTLE TIMES on 12/13/71, signed "D. B. COOPER."

On 12/14/71 SA [redacted] called from the Bureau. He advised that the UPI carried an article today concerning a letter received by the LOS ANGELES TIMES, and wanted to know where the original of this letter could be located since Los Angeles advised they had a copy. b6 b7C

I told him that the SEATTLE TIMES likewise received a copy, as did the WASHINGTON POST and the NEW YORK TIMES, and that we had sent a wire to Los Angeles, New York and WFO to get the copy received by them.

While talking to SA [redacted], I called [redacted] at the SEATTLE TIMES, who had furnished the letter originally and he said he had given us everything they received. b6 b7C

I advised [redacted] that I suspected that very likely the original was still in the hands of the writer. b6 b7C

JEM:eon
(3)

DB Cooper-28048

164-81-~~1462~~ Sub a

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 14 1971
FBI—SEATTLE

DIRECTOR, FBI (164-2111) 12-13-71
Attention: FBI Laboratory

SAC, SEATTLE (164-81)(P)

NORJAK

Enclosed is one copy of a letter and the envelope in which it was mailed, received this date by the Managing Editor of the Seattle Times Newspaper, Seattle, Washington.

Instant letter is signed D. B. COOPER and indicates that copies of that letter were sent to the Washington Post, the New York Times and the Los Angeles Times.

The writer of the letter claims, among other things, that he is not a boasting man; that he left no fingerprints; that he wore a toupee; and that he wore putty make-up.

The letter itself was possibly handled by [redacted] the Seattle Times. They are [redacted] b6 b7C

The Laboratory is requested to make an examination of the enclosed letter, in order to determine any similar letters that have been forwarded. The Laboratory is also requested to determine if the paper on which the letter is written could conceivably be from Government stock, noting that it resembles the carbon copy of the airtel material used by the Field Offices.

It is also requested that the enclosed letter and envelope be processed for latent fingerprints.

WFO, New York and Los Angeles have also been requested to obtain the copies of these letters sent to the indicated newspapers and forward them to the Bureau.

2 - Bureau (Enclosures 2)
3 - Seattle

CEF/ksw
(5)

sub G
164-81-HH9

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

sub G

164-81-~~1150~~

FD-36 (Rev. 5-22-64)

FBI

Date: 12/8/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____
(Priority)

TO: SAC, SEATTLE (164-81)

FROM: SAC, PHILADELPHIA (164-133) (P)

SUBJECT: UNSUB; aka Dan Cooper
Northwest Airlines, Flight 305
Portland to Seattle, 11/24/71
CAA - HIJACKING; EXTORTION
(OO: SEATTLE)

Sub - D.
- E.
- G.
H
Q

Enclosed for Seattle are seven copies of an FD 302 reflecting interview of stewardess [redacted]. Enclosed for Minneapolis are two copies of same FD 302.

b6
b7C

[redacted] advised on 12/2/71 that she would be [redacted].

b6
b7C

ARMED AND DANGEROUS

164-81-Sub. G
~~1110~~

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 0 1971
FBI - SEATTLE

(2) - Seattle (164-81) (Enc. 7)
2 - Minneapolis (164-73) (Enc. 2)
2 - Philadelphia (164-133)

JWC/ljw
(6)

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

DB Cooper-28051

FBI

Date: December 7, 1971

Transmit the following in _____
(Type in plaintext or code)

Via Airtel _____
(Priority)

To: SAC, Seattle

From: Director, FBI

NORJAK

SUB — M
G
C
H

Reurairtel 11/25/71. 1B(3)

Enclosed are the films forwarded the Bureau in connection with captioned matter. Seattle should insure these films are protected as evidence. If it is necessary to return any of this material to the source, insure that they are appropriately advised of the evidentiary nature of this material and take appropriate precautions to insure its return if needed. Consider contact with the U. S. Attorney's Office prior to returning the films for his guidance.

P 11

In accordance with Section 66, Volume III, Manual of Instructions dealing with photographing ransom or loot, immediately submit a letter suitable for dissemination to U. S. Secret Service Headquarters in Washington, D. C.

Enclosures (3)

Airtel to Bu.

Seb. G.

164-81-~~4266~~

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 8 1971
FBI — SEATTLE

Sent Via _____ M Per _____

DB Cooper-28052

FD-36 (Rev. 5-22-64)

FBI

Date: 12/3/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL AIRMAIL
(Priority)

Sub F
E.
Cowise
G.

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)

UNSUB, aka
Dan Cooper
HIJACKING NORTHWEST FLIGHT #305,
11/24/71;
CAA - HIJACKING; EXTORTION new SUB. MAPS.
OO: Seattle

Re Sacramento teletype, 12/2/71, requesting routing of hijacked plane from California to Nevada.

Enclosed, herewith, for Sacramento and Seattle are two copies of insert of investigation concerning same by SA [redacted] and one copy for each office of a map of the radar tracking on Northwest Flight #305 from Frenchmen's Reservoit, California, to Municipal Airport, Reno, Nevada.

b6
b7C

0 - Seattle (Enc.2)
2 - Sacramento(Enc.2)
1 - Las Vegas
HEH:jr
(5)

Sub G
164-81-408

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 07 1971
FBI - SEATTLE

DB Cooper-28053

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

U. S. GOVERNMENT PRINTING OFFICE: 1971—413-135

LV 164-60 Period November 25-26, 1971
MTB:jhp
1

On November 25, 1971, [redacted] FAA, Tower Supervisor, Municipal Airport, Reno, Nevada, furnished SA [redacted] a map of the Radar Tracking of Northwest Flight Number 305, November 24, 1971, from Frenchmen's Reservoir California, to Municipal Airport, Reno, Nevada. This plane entered the State of Nevada at a point approximately twenty-five miles north and fourteen miles west of Reno, Nevada, aiport.

b6 Per FAA
b7C Per FAA

On November 26, 1971, SAs THOMAS G. DEMPSEY and [redacted] with Washoe County [redacted] conducted an air search over the above flight pattern area of Nevada. Nothing pertient in this case was found.

b6
b7C

DB Cooper-28054

164-81-409 Sub. G

SEARCHED ..... INDEXED
SERIALIZED ..... FILED
DEC 1971
FBI - SEATTLE

164-60-53

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

1

Date 12/1/71

[redacted] residence [redacted] b6 b7C
[redacted], was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He [redacted] on Northwest Airlines Flight 305.

[redacted] advised that according to some notes he had made concerning the incident, it was at 2759 Zulu time or 3:59 p.m. Pacific Standard Time that he received an emergency signal from hostess [redacted] on the intercom with a series of bells signaling that they had trouble on board. They had a pre-arranged flight signal for such emergencies and he made a notation in his book of the time of this notification. b6 b7C

Almost immediately thereafter, he received a note from [redacted] advising she thought they were being hijacked and added she was not kidding. b6 b7C

Subsequently, hostess [redacted] brought a note on what appeared to be a standard 6 x 9 tablet written with a felt pen as well as an envelope that had notations also containing the figure $200,000, two back parachutes, two chest packs and under it a time of 5:00 p.m. b6 b7C

Hostess [redacted] then went back to the compartment and sat with the hijacker at which time he insisted that all of the above items be physically present and waiting for them at the Seattle Airport upon their arrival and prior to their landing. b6 b7C

[redacted] received the impression that the above hijacking had been carefully thought out in advance in that the hijacker specified that the money was to be furnished in a knapsack and even insisted that a discarded match cover be returned to him. He also insisted on the return of the original note and the envelope and appeared especially careful to see that nothing of his was left behind. b6 b7C

See G
164-81-1035

SEARCHED ____ INDEXED ____
SERIALIZED M FILED ____
DEC 1 3 1971
FBI — SEATTLE

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

by SAC HAROLD E. CAMPBELL, JR., and SA H. E. HINDERLITER, JR. HEH/skh Date dictated 11/30/71

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FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted], residence [redacted] b6
[redacted], telephone [redacted], was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971 and early morning hours of November 25, 1971. He [redacted] b7C
[redacted] on Northwest Airlines Flight 305.

[redacted] noted that he was present during the interviews of hostess [redacted] and third officer [redacted] [redacted] and concurred with the information as supplied by them. b6 b7C

He recalled that the hijacker had indicated the bomb had an electrical fuse and instructed the hostess that radio transmissions be limited as much as possible so that they would not set it off.

He advised that the landing at Seattle was made at 5:45 P.M., Pacific Standard Time, and that the hijacker had indicated that once the money and parachutes were brought on board and that re-fueling was simultaneously taking place, the passengers would be permitted to depart.

[redacted] also stated that there was a delay on the ground in securing the chest-type parachutes and when they did not arrive as quickly as had been hoped for, the crew, through hostess [redacted], requested permission to land anyway without them and the hijacker refused permission for same. At some point in negotiations with the hijacker, he indicated an awareness that parachutes would be obtained from McChord Air Force Base and indicated that it was only 20 miles away from the Seattle Airport. b6 b7C

[redacted] added that after take-off at 7:36 P.M., they received a call from the hijacker around 7:42 P.M., at which time he indicated that he was unable to get the stairs lowered in flight. They then slowed down the aircraft air speed and subsequently observed the cockpit signal light that the rear stairs were down. At that time the Captain instructed the hijacker to sound the bell on the intercom in the event he wished to make any further contact with them, which he agreed to do. b6 b7C

164-81-1034

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

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

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 1971
FBI — SEATTLE

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DB Cooper-28060

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

[redacted], residence [redacted] b6
[redacted], was interviewed at the b7C
Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.

Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated [redacted], b6
gave a note to Hostess [redacted] showed b7C
the note to Hostess [redacted], who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted $200,000.00. [redacted] stated she went back to the male passenger seated [redacted] with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time [redacted] sat down alongside the individual in seat [redacted] and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was

Sub. G
164-81-1036

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

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

BA H. E. HINDERLITER, JR.
BA HAROLD E. CAMPBELL, JR. (HEC:tlw) Date dictated 11/26/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted] advise [redacted], Nevada, [redacted], Nevada, [redacted] b6 b7C

[redacted] further advised [redacted] had telephone number [redacted] Nevada. b6 b7C

Sub G
164-81-1026
DEC 10

On 11/30/71 at [redacted], Nevada File # LV 164-60 b6 b7C

by SA THOMAS J. WILLIAMS:kmc Date dictated 11/30/71

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FD-202 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date ~~12/2/71~~

[redacted] Sheriff's Office, [redacted] Nevada, advised his department under file number [redacted] has records reflecting that [redacted] b6 b7C

[redacted] stated that fingerprints of [redacted] were returned from the FBI Identification Division with a notation to the effect there was no criminal arrest records on file with the FBI. b6 b7C

Background data on [redacted] reflects that he is a white male, born [redacted] five feet [redacted] inches, 160 pounds, brown hair, brown eyes, [redacted]. b6 b7C

He listed the following residences:

[redacted] b6 b7C

164-81-1004

DEC 2

Fingerprints records returned by California State Bureau of Criminal Identification and Investigation, Sacramento, California under number [redacted] reflect [redacted] was fingerprinted by [redacted] Sheriff's b6 b7C

On ~~11/30/71~~ at [redacted], Nevada File # ~~LV 164-60~~ b6 b7C

by SA [redacted] :mtc Date dictated 12/2/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

1

Date 12/1/71

[redacted] b6 b7C

advised her files reflect [redacted] Nevada, worked [redacted]

She stated he has Social Security Number [redacted] b6 b7C

164-81 = 1025

DEC

On 11/30/71 at [redacted] Nevada File# LV 164-60 b6 b7C

by SA THOMAS J. WILLIAMS/sf Date dictated 11/30/71

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FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted] Division of Drivers License, Department of Motor Vehicles, [redacted] Nevada, advised that Nevada drivers license [redacted] is a valid Nevada drivers license issued to [redacted] number unknown.

b6
b7C

[redacted] was described as:

Race:
Sex:
Date of Birth:
Height:
Weight:
Hair:
Eyes:
Social Security Number:

[redacted]

b6
b7C

Sub. A
164-81-1029
DEC

On 11/30/71 at [redacted] Nevada File # LV 164-60

b6
b7C

by SA [redacted] :jr Date dictated 12/1/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

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

Seb. G

164-81-1030

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 13 1971
FBI — SEATTLE

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

by SA JOHN F. RICKS: jd Date dictated 11/26/71

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

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

On this date [redacted] b6
and [redacted] Penneys Store b7C
Number 44 located on Maryland Parkway, were interviewed by the reporting agent. They were shown a black snap-on tie with a Towncraft label and #3 Penneys also on the label.

[redacted] advised that to his knowledge b6
it would be impossible to tell at what store or location b7C
same was purchased. He stated that the #3 signified that the tie sold for one dollar and a half. He advised that the tie was of polyester material and washable and as such was a favorite item worn by waiters or busboys or bartenders.

[redacted] checked the tie counter of that b6
store and exhibited the same type of tie, as to color b7C
and material and snap on, but this tie was approximately two and one half times the width of the one shown to him by the reporting agent. He stated that it has been at least a year, and probably a year and a half, since that store handled the narrow type. He advised that these ties are not a dress-type tie but usually worn by working people. He advised that these ties are usually purchased by that store in bulk orders of thirty to forty dozen at a time.

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

Sub. G.
164-81-1032

SEARCHED ____ INDEXED ____
SERIALIZED M FILED
DEC 1 3 1971
FBI — SEATTLE

On 11/29/71 at Las Vegas, Nevada File # LV 164-60

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

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

FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted] Department of Motor Vehicles, [redacted], Nevada, advised that Nevada license [redacted] is listed to a 1968 Volkswagen, 2-door Stationwagon, Vehicle Identification Number (VIN) [redacted] Registered and legal owner was shown as [redacted], Nevada.

b6
b7C

This vehicle was [redacted] Nevada.

b6
b7C

164-81-1022 Sub G

On 11/30/71 at [redacted] Nevada File # LV 164-60

b6
b7C

by SA [redacted] :jr Date dictated 12/2/71

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

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

[redacted]

Division of Driver's License, Department of Motor Vehicles, [redacted] Nevada, furnished the attached copies of application for driver's license, road test score, record of examination, inquiry regarding renewal of driver's license, and record of [redacted]

b6
b7C

164-81-1023

DEC

On 11/30/71 at [redacted] Nevada File # LV 164-60

b6
b7C

by SA THOMAS J. WILLIAMS:lmc Date dictated 11/30/71

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

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

1

[redacted] Reno Evening Gazette, Reno, Nevada, advised that the head office of that newspaper had opened an envelope on November 27, 1971, between 8:00 a.m. and 8:30 a.m. and had found a note composed from words cut from a newspaper and pasted to a plain white sheet of paper. The note said, "Attention! Thanks for Hospitality_ was in a rut_ D. B. Cooper, ". The envelope in which the note was mailed was a white envelope postmarked, "Oakdale, Ca., 95361, November 27, 1971, PM". It was addressed to "Reno Newspaper", "Reno, Nevada." The address was printed in pencil. b6 b7C

[redacted] advised that at least eight employees of the newspaper had handled the note. b6 b7C

Sub. G.

164-81-1046

DEC 1 3 1971

On 11/29/71 at Reno, Nevada File # LV 164-60

by SA [redacted] :mtc Date dictated 11/30/71 b6 b7C

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

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

On November 30, 1971, observation of [redacted] [redacted] reflected 1971 Datsun two-door sedan, color brown, Nevada license [redacted], parked in driveway.

b6
b7C

Sub G
164-8L-1021
DEC 2 1971

On 11/30/71 at [redacted] Nevada File# LV 164-60

b6
b7C

by SA THOMAS J. WILLIAMS/sf Date dictated 11/30/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

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

b6
b7C

164-81-1029 Sub. G

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

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

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

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

FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

1 Date 11/29/71

On this date, the reporting Agent made available to [redacted] of Nellis Air Force Base, a parachute which had been opened and abandoned on a Boeing 727 Northwest Orient airplane, at Reno, Nevada, on the night of November 24, 1971. [redacted] at Nellis Air Force Base and [redacted] In the presence of the reporting Agent, these men examined said parachute, and announced that prior to its having been released from its container by someone pulling the rip cord, it was in operational condition and could have been utilized for a parachute jump. They advised that someone had cut the lines attaching the chute itself to the canvas pack it was originally packed in. They also noted that while the nylon chute itself was in good condition, two of the 24 nylon lines attaching same to the canvas pack had been cut and removed. They advised that this type of parachute was generally used by sky jumpers inasmuch as the pilot chute had been removed and removal was noted on the inspection card contained in a pocket of the canvas pack. This card identified the parachute as a 24 foot Ripstock type; DA-58-53912 as the serial number; manufactured in October 1959; owned by the [redacted] Issaquah, Washington., This card showed that the parachute had been inspected and repacked on September 16, 1971, at Issaquah, Washington, by Rigger E. S. COSSEY, Riggers License Number 1579638.

b6
b7C

[redacted] stated that his expert opinion that said parachute was in operational condition prior to its release from its canvas pack by the pulling of the rip cord was contingent on the fact that no one had opened and repacked said parachute subsequent to its having been inspected and repacked by Rigger E. S. COSSEY as noted on the inspection card record contained in the canvas pack at time of his examination. He advised that all riggers of parachutes are licensed and when they sign the inspection card they are certifying that said parachute is packed so as to be in a life saving condition. Therefore, he is of the opinion that whoever pulled the rip cord and released the chute from its canvas pack, then proceeded to cut the shroud lines free of the canvas pack and also cut and removed two of the shroud lines.

b6
b7C

164-81-1031 G

COLOR OF CHUTE SNOW PINK ORANGE PINK

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

On 11/26/71 at Nellis Air Force Base, Nevada File # LV 164-60

by SA FRANCIS J. SCHMIDT - tlw Date dictated 11/26/71

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

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted] Department of Motor Vehicles, [redacted] Nevada, advised that Nevada license [redacted] was listed to a 1971 Datsun, 2-door sedan, Vehicle Identification Number (VIN) [redacted]. Registered owner is [redacted].

b6
b7C

On June 9, 1971, the title was issued to the [redacted]

b6
b7C

164-81-1020 Sub, H
DEC 0

On 11/30/71 at [redacted] Nevada File # LV 164-60

b6
b7C

SA [redacted] :jr Date dictated 12/1/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

Deputy [redacted], Sheriff's Office, [redacted], Nevada, advised that on November 29, 1971, he was called to the residence of a person who identified himself to him as [redacted]. This person, [redacted] b6 b7C

[redacted] stated that this person is positively identical to [redacted] Sheriff's Office number [redacted]. b6 b7C

Sub. G
164-81-1019
DEC

On 12/2/71 at [redacted] Nevada File # LV 164-60 b6 b7C

by SA [redacted] :mtc Date dictated 12/2/71

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FD-302 (Rev. 4-15-64)

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

[redacted] Sheriff's Office, [redacted] Nevada, advised that [redacted] b6 b7C

[redacted] He stated that the records of the Sheriff's Office indicate she is described as follows:

Race	White
Sex	Female
Date of Birth	[redacted]
Height	
Weight	
Eyes	
Hair	
Complexion	
Build	
Place of Birth	
Occupation	
Social Security Number	

b6 b7C

[redacted] further related that their records indicate [redacted] b6 b7C

He further related that she [redacted] b6 b7C

Sub. G

[redacted] continued that [redacted] 164-81-1018 b6 b7C

On 12/2/71 at [redacted] Nevada File # LV 164-60 b6 b7C

by SA [redacted] :mtc Date dictated 12/2/71

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

FEDERAL BUREAU OF INVESTIGATION

Date 12/2/71

2
LV 164-60 [redacted] Sheriff's Office,
[redacted] Nevada, raised that [redacted]
[redacted] b6 b7C

[redacted] and no disposition
is known. [redacted] b6 b7C

Height
Eyes
Hair
Complexion
Build
Place of Birth
Occupation
Social Security
Number

[redacted] further related that their records
indicate [redacted] b6 b7C

He further related that she [redacted] b6 b7C

[redacted] indicated that [redacted] b6 b7C

12/2/71 at [redacted] File # LV 164-60 b6 b7C

SA [redacted] Date dictated 12/2/71

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DB Cooper-28095

LV 164-60
TJW:kmc
1.

ADMINISTRATIVE DATA:

A well placed source advised [redacted]

[redacted] The source stated [redacted]

b6
b7C
b7D

DB Cooper-28096

164-81-1077
DEC 2 1977

FD-302 (REV. 3-17-69)

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

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

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

Sub. G
164-81-1028

SEARCHED INDEXED
SERIALIZED FILED
DEC 1 3 1971
FBI — SEATTLE

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

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

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

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

[redacted], Chief, Reno Tower, Federal Aviation Administration, Reno, Nevada, 1900 National Guard Way, Reno, Nevada 89502, made available a transcript of the taped radio conversations between Reno Tower and Northwest Airlines, flight 305, which had been hijacked while enroute from Portland, Oregon and Seattle, Washington. b6 Per FAA b7C Per FAA

[redacted] stated that all times appearing on the transcript are Greenwich Mean Time and that this can be converted to Pacific Standard Time by subtracting eight hours. He also stated that the "31" referred to in the conversation is the transponder code "3100" indicating that the aircraft has been hijacked. The Code 11 is a standard transponder code for an aircraft on instruments. The C 130 referred to is an Air Rescue aircraft in the vicinity of the Northwest Airlines aircraft. b6 Per FAA b7C Per FAA

Sub. G.
164-81-1033
SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 1 3 1971
FBI — SEATTLE

On 11/29/71 at Reno, Nevada File # LV 164-60

by SA [redacted]:mtc Date dictated 11/30/71 b6 b7C

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

12/6/71

AIRTEL AIR MAIL

TO : SAC, SEATTLE

FROM : SAC, LAS VEGAS (164-60) (P)

SUBJECT: UNSUB;
HIJACKING OF NORTHWEST AIRLINES
FLIGHT 305
11/24/71
CAA - HIJACKING
EXTORTION

Under separate cover Las Vegas is forwarding directly from the Reno Resident Agency one Pioneer Parachute, 26 feet, Ripstop Conical, type 226 manufactured September, 1957.

Sub. G.
164-81-1039

2 - Seattle
2 - Las Vegas
JAN:mtc
(4)

12/8/71

AIRTEL

TO: DIRECTOR, FBI
ATTN: IDENTIFICATION DIVISION-LATENT FINGERPRINT SECTION

FROM: SAC, MINNEAPOLIS (164-73) (P)

SUBJECT: UNSUB aka
Dan Cooper;
NORTHWEST AIRLINES
FLIGHT 305, PORTLAND
TO SEATTLE, 11/24/71
CAA - HIJACKING; EXTORTION

OO: Seattle

Re Minneapolis teletype to Bureau, 12/7/71 and Portland teletype to Minneapolis, 12/6/71.

Enclosed for Bureau is ticket purchased by hijacker.

[redacted] Northwest Airlines, Minneapolis International Airport, Minneapolis, Minnesota, furnished the original of NWAL ticket number 012-144406773-0 dated 11/24/71 and issued to DAN COOPER for passage on NWAL flight 305 from Portland to Seattle. This ticket was purchased by hijacker of captioned flight. b6 b7C

[redacted] advised this ticket has been handled by many NWAL employees and may be of little value in developing latent fingerprints. b6 b7C

Sub. G
164-81-1099

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 8 1971
FBI - SEATTLE

3 - Bureau (Enc. 1) (RM)
3 - Seattle (164-81)
2 - Portland (164-41)
2 - Minneapolis
MEL:dja
(9)

DB Cooper-28115

Request of Latent Fingerprint Section conduct latent fingerprint exam on this flight coupon to attempt to develop any latent prints of value.

ARMED AND DANGEROUS

DB Cooper-28116

NR050 WA PLAIN

753 PM URGENT 12-10-71 EJF

TO NEW YORK (164-627)

SEATTLE

PORTLAND

FROM DIRECTOR (164-2111) 1P

NORJAK.

RE NEW YORK AIRTEL DECEMBER FOUR.

TWO LATENT FINGERPRINTS DEVELOPED FOURTH PAGE ARTICLE, Q TWELVE. LATENT FINGERPRINTS NOT IDENTICAL PREVIOUSLY REPORTED LATENT FINGERPRINTS THIS CASE OR FINGERPRINTS

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER

[redacted] FBI

[redacted]

[redacted] FBI NUMBER [redacted]

[redacted] BORN [redacted]

[redacted] BORN [redacted]

[redacted]

FBI NUMBER [redacted]

CONFIRMING.

END.

PLS CONFIRM [redacted] FBI NUMBER GA

b6
b7C

b6
b7C

Sub
164-81-1076

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 10 1971
FBI - SEATTLE

DB Cooper-28117

12/8/71

AIRTEL AIRMAIL

Sub G
Susp 130

TO: DIRECTOR, FBI (164-2111)

FROM: SAC, PORTLAND (164-41) (P)

SUBJECT: UNSUB, aka
Dan Cooper,
Northwest Airlines Flight #305,
Portland to Seattle,
11/24/71
CAA-HIJACKING; EXTORTION
(OO: Seattle)

Re Portland airtel to Director, 12/6/71.

Enclosed for Seattle is copy of referenced airtel which was inadvertently not forwarded to Seattle.

Bureau is requested to furnish Seattle a copy of the D. B. COOPER letter postmarked 12/3/71.

2-Bureau
2-Seattle (164-81) (Enc. 1)
2-Portland

NBB:smp
(6)

Sub G.
164-81-1067

DB Cooper-28118

12/6/71

AIRTEL AIR MAIL

TO: DIRECTOR, FBI (164-2111)
(ATTN: FBI LABORATORY)

FROM: SAC, PORTLAND (164-41) (P)

SUBJECT: UNSUB;
Northwest Airlines Flight 305
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE

Enclosed for Bureau is one letter for examination from D. B. COOPER, postmarked 12/3/71.

REQUEST OF BUREAU

The FBI Laboratory is requested to conduct fingerprint examination of the envelope and the letter and compare with other latent fingerprints of unknown subject. Elimination prints have not been obtained from those individuals handling the documents, but if such prints would be of any value, Portland will obtain same upon request of FBI Laboratory.

Bureau requested return letter and envelope to Portland when examination has been completed.

3 - Bureau (Enc. 1)(AM-RM)
(2) - Portland

BHY:pah
(5)

Sub G.
164-81-1066
Imp. Cy.
71.

164-41-257

Searched
Indexed
Filed

12/10/71

AIRTEL AIRMAIL

TO : DIRECTOR, FBI (164-2111)

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

SUBJECT: NORJAK

ReBureau airtel 12/7/71.

Enclosed are three copies of a letter addressed to the U.S. Secret Service Headquarters in Washington, D.C., explaining the photographing at Seattle, of the ransom money in captioned case.

For the Bureau's information, the Seattle-First National Bank, who provided the film of the ransom money, advises that the film may be maintained by the FBI, Seattle, to be preserved as evidence in this case.

3 - Bureau (Encl 3)
3 - Seattle
CEF:klb
(6)

DB Cooper-28120

Sub. G
164-81-1069

1015 Second Avenue
Seattle, Washington 98104
December 10, 1971

Mr. James J. Rowley,
Director,
U.S. Secret Service,
Room 921,
1800 G Street Northwest,
Washington, D.C., 20226

Re: UNKNOWN SUBJECT;
Northwest Airlines Flight #305,
Portland to Seattle,
November 24, 1971
CAA - HIJACKING; EXTORTION

Dear Sir:

Northwest Airlines Flight #305 enroute from Portland, Oregon, to Seattle, on November 24, 1971, was hijacked and a ransom demand made of Northwest Airlines for $200,000.

The hijacker instructed that the $200,000 as well as four parachutes be ready by 5:00 PM, on November 24, 1971.

Northwest Airlines then arranged with Seattle-First National Bank, Seattle, to make the $200,000 available and the same was microfilmed for later evidentiary use. The film is now in possession of the Seattle Office of the Federal Bureau of Investigation.

Very truly yours,

J.E. Milnes,
Special Agent in Charge

3 - Addressee
3 - Seattle (164-81)
CEF:klb
(6)

Sub - G
- E.

NR063 WA PLAIN

10:46 PM URGENT 12-9-71 EJF

TP LAS VEGAS (164-50)

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

NORJAK

Sec. 794

RE LAS VEGAS AIRTEL DECEMBER [illegible] SEVENTYONE.

NO LATENT PRINTS CONTENTS OF ASH TRAY.

LATENT PRINT PREVIOUSLY REPORTED MESSAGE, 0 TWO, NOT IDENTICAL ELIMINATION PRINTS.

CONFIRMING.

END.

DCA

FBI SEATTLE CLR

Sub. G.
164-81-1054

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 0 1971
FBI - SEATTLE

FD-36 (Rev. 5-22-64)

003

FBI

Date: 12/9/71

Transmit the following in _____ (Type in plaintext or code)

Via TELETYPE URGENT (Priority)

SUB - LEADS.

TO : SAC, PORTLAND (164-41)

FROM: SAC, SEATTLE (164-81)

NORJAK

IF NOT ALREADY INSTITUTED BY PORTLAND, THE FOLLOWING INVESTIGATION SHOULD BE CONSIDERED IN AN EFFORT TO BACKTRACK ON THE HIJACKER IN THIS CASE.

ONE. A CANVAS OF THE MOTELS IN THE VICINITY OF THE AIRPORT, DISPLAYING THE ORIGINAL ARTIST'S SKETCH IN WHICH HE WORE GLASSES AND THE REVISED SKETCH WHICH WILL BE FURNISHED TO THE FIELD SHORTLY, SHOWING THE HIJACKER WITHOUT GLASSES. IT IS POSSIBLE THAT THE SUBJECT STAYED AT ONE OF THE MOTELS BEFORE THE FLIGHT.

TWO. CONTACT THE AUTO RENTAL AGENCIES, SUCH AS HERTZ AND AVIS, AND DISPLAY THE SKETCHES TO THEM ON THE OFF CHANCE THAT THE SUBJECT MIGHT HAVE TURNED IN A RENTAL UNIT ON NOVEMBER TWENTYTHREE OR TWENTYFOUR LAST, OR IN THE IMMEDIATE TIME AREA.

THREE. CHECK WITH AIRPORT SECURITY FOR ANY POSSIBLE CARS PARKED AT THE AIRPORT THAT HAVE BEEN THERE FOR SUCH A PERIOD OF TIME AS THEY MIGHT BE CONSIDERED AS A SUSPECT VEHICLE IN THE HIJACK.

Sub. H
164-81-1053

CEF:klb
(1)

Approved: _____ Sent 12:53 pm M Per _____

DB Cooper-28123

NR010 WA PLAIN

4:18AM URGENT 12-9-71 DCW

TO LAS VEGAS (164-60)

PORTLAND

SACRAMENTO

SEATTLE (164-81)

FROM DIRECTOR (164-2111) 1P

NORJAK

RE LAS VEGAS AIRTEL NOVEMBER THIRTY SEVENTYONE.

ONE LATENT FINGERPRINT DEVELOPED MESSAGE, Q TWO. NO LATENT PRINTS ENVELOPE Q ONE.

LATENT PRINT NOT IDENTICAL FINGERPRINTS FOLLOWING PERSONS:

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI [redacted]

[redacted] DOB [redacted]

[redacted]

[redacted] BORN [redacted]

[redacted] FBI NUMBER

[redacted]

CONFIRMING.

END

b6
b7C

Sub. G

164-81-924

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 9 1971
FBI — SEATTLE

DB Cooper-28125

NR009 WA PLAIN

4:20AM URGENT 12-9-71 DCW

TO PHILADELPHIA (164-133)

SEATTLE (164-81)

MINNEAPOLIS (164-73)

FROM DIRECTOR (164-211) 1P

NORJAK

RE PHILADELPHIA AIRTEL DECEMBER THREE SEVENTYONE.

FIVE LATENT FINGERPRINTS DEVELOPED LETTER, Q FOUR. NO LATENT PRINTS ENVELOPE, Q THREE.

TWO LATENT PRINTS IDENTICAL ELIMINATION PRINTS [redacted] OTHER LATENT PRINTS NOT IDENTICAL PRINTS [redacted] OR PRINTS FOLLOWING PERSONS: [redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] FBI NUMBER [redacted]

[redacted] DOB [redacted]

[redacted]

[redacted] BORN [redacted]

[redacted]

[redacted] FBI NUMBER [redacted]

b6
b7C

CONFIRMING.

END

ACK NR009 010 KK

SWD FBI SEATTLE RECEIVED NR009 & XXXXXX NR010 FBI SE CLR

Sub. G.

164-81-923

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 9 1971
FBI — SEATTLE

DB Cooper-28126

I-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-81
FBI FILE NO. 164-2111
LATENT CASE NO. A-45410

December 7, 1971

TO: SAC, Seattle

RE: UNSUB.;
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11-24-71
CAA - HIJACKING; EXTORTION

REFERENCE: Letter 11-29-71 - See Sec 275
EXAMINATION REQUESTED BY: Seattle
SPECIMENS: Three paper items

Twenty-four latent fingerprints and five latent palm prints of value developed specimens. One latent fingerprint made by tip area of finger and one latent fingerprint made by lower joint area of finger.

Twenty-three latent fingerprints not identical fingerprints following persons, whose palm prints are not contained Identification Division files:

[redacted] Sec. G. b6 b7C

164-81-946

Enc. (3)

(Continued on next page)

1 - Portland
1 - Minneapolis
1 - Las Vegas (164-60)

SEARCHED INDEXED
SERIALIZED
DEC 28 1971
FBI - SEATTLE

John Edgar Hoover, Director

~~THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY~~

Bulky Exhibit - Inventory of Property Acquired as Evidence
FD-192 (Rev. 10-6-65)

Date 12/9/71

Title and Character of Case

NORJAK

b6
b7C 1-CC, G.

Date Property Acquired	Source From Which Property Acquired
11/25/71	[redacted] Northwest Airlines based at headquarters in Minneapolis, but who was in SE on 11/25/71 to examine instant airplane after hanging

Location of Property or Bulky Exhibit	Reason for Retention of Property and Efforts Made to Dispose
164-81-Cabinet 3rd Floor	Possible evidence in hijacking case

Description of Property or Exhibit and Identity of Agent Submitting Same

Parts of a magazine as well as the cover which was torn from the magazine and a piece of notebook paper torn out with printing thereon made by a felt marking pen. The above material was found pushed down behind a seat on captioned aircraft but there is no known connection between these papers and the hijacker. Exactly what seat they were found in is not stated but is believed they did not come from the seat used by the hijacker. The Bureau has examined the papers and has found 24 latent fingerprints and 5 latent palm prints of value.

SA CHARLES E. FARRELL

SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

164-81-G
~~164-81-1B(9)~~

Field File #

DEC 9 1971

DB Cooper-28129

SAC (164-81)(P) 12/8/71

SA [redacted] b6 b7C

UNSUB, aka
Dan Cooper;
NORTHWEST AIRLINES
FLIGHT 305
PORTLAND TO SEATTLE,
11/24/71
CAA-HIJACKING;
EXTORTION
OO: SE

RE: Boeing Technical Data

RE: [redacted]

On 12/2/71, [redacted], Seattle, Washington, furnished the following information: b3 b6 b7C

He was [redacted] testing of this aircraft.

It is physically impossible to make a take-off in the 727 with the rear stairs extended. He explained that if this were attempted the stairs would strike the runway at the point of rotation just prior to liftoff. b6 b7C

[redacted] b3 b6

[redacted]

JCN/djs
(3)

164-81-1050 Sub. G
SEARCHED ..... INDEXED
SERIALIZED ..... FILED
DEC 8 1971
FBI-SEATTLE

SAC, SEATTLE (164-81) 12/6/71

SAC, PORTLAND (164-41)(P)

UNSUB, aka
Dan Cooper
Northwest Airlines Flight 305
Portland to Seattle
11/24/71
CAA-HIJACKING; EXTORTION
OO: SEATTLE

Re Portland teletype to Seattle, 12/6/71, and Seattle teletype to Portland, 12/3/71.

On 12/6/71, [redacted], Federal Aviation Administration, Security Division, Portland International Airport, Portland, Oregon, provided the enclosed copy of subject's ticket stub.

b6 Per FAA
b7C Per FAA

ARMED AND DANGEROUS.

2 - Seattle (Enc 1)(AM)(RM)
2 - Portland

DGM:pjb
(4)

Sub. G
164-81-1052

NORTHWEST ORIENT

PASSENGER TICKET AND BAGGAGE CHECK
SUBJECT TO CONDITIONS OF CONTRACT ON PASSENGER TICKET AND BAGGAGE CHECK
FLIGHT COUPON NO. 1

If the passenger's journey involves an ultimate destination or stop in a country other than the country of departure, the Warsaw Convention may be applicable and the Convention governs and in most cases limits the liability of carriers for death or personal injury and in respect of loss of or damage to baggage.

NAME OF PASSENGER: DAN Cooper

NOT TRANSFERABLE

NOT VALID BEFORE

NOT VALID AFTER

ISSUED BY

DATE OF ISSUE: 11 24 71

ORIGIN

DESTINATION

TICKET DESIGNATOR/TOUR CODE

ISSUED IN EXCHANGE FOR

DATE AND PLACE OF ORIGINAL ISSUE

AIRLINE CODE 012 FORM SERIAL NUMBER 144406773

PORTLAND

X/O	GOOD FOR PASSAGE BETWEEN POINTS OUTLINED	FARE BASIS	CARRIER	CLASS	DATE	TIME	STATUS	ALLOW.
FROM X PTLND CRE 91852	Y1	NW	305 Y	11/24	1:15 PM	OK		
TO SEATTLE								

BAGGAGE CHECKED UNCHECKED

PCS. WT.

VALID THRU

FARE

CONJUNCTION TICKETS

FORM OF PAYMENT: USED NOV 24 '71 305

ENDORSEMENTS (CARRIER)

FARE 18 52

TAX 1 48

TOTAL 20.00

ROUTE CODE 18302P2

CPN. 1

TICKET NUMBER 1 012 144406773 0

THIS DOCUMENT IS NOT VALID UNLESS PURCHASED OR RESELL THIS TICKET

DB Cooper-28133

16 81

ATTACHED
CANCELLED
DEC 0 371
FBI - SEA

Laboratory Transmittal Form
7-72

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Las Vegas (164-60) Date: December 7, 1971

J. Edgar Hoover
John Edgar Hoover, Director

Re: UNSUB;
NORTHWEST AIRLINES FLIGHT 305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

FBI File No. 164-2111
Lab. No. D-711206032 LL
D-711206033 LL
D-711203049 LL

Examination requested by: Las Vegas, Philadelphia, Sacramento

Reference: Airtels 11/30/71, 12/3/71, 11/30/71

Examination requested: Document - Fingerprint

Remarks:

DO NOT INCLUDE ADMINISTRATIVE PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

Q1 through Q4 will be returned with the fingerprint report.

Sacramento is referred to Las Vegas teletype to the Bureau, dated 11/30/71, requesting photographs of Q1 and Q2 for CII, Sacramento. These photographs are enclosed for Sacramento and are to be delivered to [redacted], Supervisory Special Agent, CII, for comparison with the Zodiac case. The hand printing on Q1 is disguised and nothing of significance was noted in the comparison with the questioned hand printing in the case "Zodiac; Extortion, OO: Sacramento," Sacramento file 9-68, Bureau file 9-49911. No connection could be established by the Laboratory between Q1 and Q2 in captioned case and the Zodiac case. b6 b7C

Enclosures (2) (2 Lab report)
2-Philadelphia (164-133) Enclosures (2) (2 Lab report)
2-Sacramento (164-50) Enclosures (5) (Photographs of Q1 and Q2, K1, 2 Lab report)
2-Seattle (164-81) Enclosures (2) (2 Lab report) 164-81-880 Sub. G
2-Portland Enclosures (2) (2 Lab report)
2-Minneapolis (164-73) Enclosures (2) (2 Lab report)

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 8 1971
FBI — SEATTLE

ADMINISTRATIVE PAGE

7-1b

REPORT
of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Las Vegas (164-60)

Date: December 7, 1971
FBI File No. 164-2111
Lab. No. D-711206032 LL
D-711206033 LL
D-711203049 LL

Re: UNSUB;
NORTHWEST AIRLINES FLIGHT 305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION

Specimens received 12/4/71 from Las Vegas

Q1 Envelope postmarked "OAKDALE, CA NOV 27 PM 1971 95361," addressed "RENO NEWSPAPER RENO NEV."

Q2 Accompanying piece of paper with cutout words forming the message "ATTENTION Thanks for Hospitality was IN A RUT D. B. Cooper,"

Specimens received 12/4/71 from Philadelphia

Q3 Envelope postmarked "U. S. POSTAL SERVICE, MN 553 26 NOV PM 1971" addressed [redacted] b6 b7C

Q4 Accompanying one-page handwritten letter dated Nov. 25, 1971, beginning [redacted] b6 b7C

Specimen received 12/2/71 from Sacramento

K1 One copy of the final edition of the 11/26/71 issue of the MODESTO BEE

Result of examination:

Q1 through Q4 were not identified in the Anonymous Letter File. Appropriate copies of these specimens have been added to this file for future reference.

Sub. G.

164-81-879

Page 1

(over)

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 8 1971
FBI — SEATTLE

FD-36 (Rev. 5-22-64)

FBI

Date: 12/3/71

Transmit the following in _____
(Type in plaintext or code)

Via AIRTEL _____ AIRMAIL
(Priority)

SUB - D E F G H

TO: SAC, SEATTLE (164-81)

FROM: SAC, LAS VEGAS (164-60)

UNSUB, aka
Dan Cooper
HIJACKING NORTHWEST FLIGHT #305
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

Enclosed, herewith, for Seattle are two copies each of FD-302s and inserts of all investigation conducted to date by the Las Vegas Division, copies of which have not previously been forwarded to Seattle:

INTERVIEW OF CREW:

11/24/71 SA H.E. HINDERLITER, JR.
SAC HAROLD E. CAMPBELL, JR.

Hostess [redacted] b6 b7C

11/24/71 SAC HAROLD E. CAMPBELL, JR.
SA H. E. HINDERLITER, JR.

[redacted] b6 b7C

11/24/71 SAC, HAROLD E. CAMPBELL, JR.
SA H. E. HINDERLITER, JR.

[redacted] b6 b7C

164-81-1037 Sub. G

RECEIVED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 6 1971
FBI - SEATTLE

2 - Seattle
1 - Las Vegas
HEH:jr
(3)

Approved: _____ Sent _____ M Per _____
Special Agent in Charge

DB Cooper-28137

☆ U. S. GOVERNMENT PRINTING OFFICE: 1971—413-135

12/3/71

SUB - G. Evid.

" - E.

AIRTEL AIRMAIL

TO: DIRECTOR, FBI (164-2111)
(ATTN: FBI LABORATORY)

FROM: SAC, LAS VEGAS (164-60) (P)

UNSUB, aka
Dan Cooper
HIJACKING NORTHWEST FLIGHT #305
11/24/71
CAA - HIJACKING; EXTORTION
OO: Seattle

Transmitted, under separate cover, is one towel containing hair or fiber obtained from seat 18-E where the hijacker was sitting, and contents of ashtray near seat occupied by hijacker and elimination fingerprints of employees of the Reno Evening Gazette known to have handled first letter received by that newspaper from D. R. COOPER, which was determined to contain no latent prints.

The FBI Laboratory is requested to conduct appropriate examination of the towel and hair fiber and such evidence as available which could be utilized in possible future identification or elimination of potential suspect when and if same is taken into custody. The Laboratory is also requested to examine the ashtray contents and specifically process any Raleigh filter tip cigarette butts for possible fingerprint identification or comparison, it being noted that hostess [redacted] recalled that subject smoked same almost incessantly. b6 b7C

3 - Bureau
(1oc Package)
(1) - Seattle
1 - Las Vegas
HEH:jr
(5)

sub G

164-81-799

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 1971
FBI - SE

DB Cooper-28141

The Laboratory is requested to make appropriate disposition of the elimination fingerprints, either filing same in civilian section of Bureau for future comparison of retaining in event of future receipt of anonymous letters by the Reno Evening Gazette.

The Bureau should furnish any pertinent information obtained as a result of above examinations to Seattle and Las Vegas Divisions.

All of the above enclosures may be destroyed at the Bureau upon completion of examination.

DB Cooper-28142

10

SUB — TICKET
" — EVIDENCE

NR 007 MP PLAIN

5:41 PM NITEL 12/7/71 CMH

TO DIRECTOR (164-2111)

~~KANSAS CITY~~

LAS VEGAS

NEWARK

NEW YORK (164-627)

NORFOLK

PORTLAND

RICHMOND

SEATTLE (164-81)

SPRINGFIELD (164-31)

WFO

HOUSTON

FROM MINNEAPOLIS (164-73)

b6
b7c

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

RE NEW YORK TELETYPE TO DIRECTOR DECEMBER THREE LAST, NORFOLK TELETYPE TO DIRECTOR DECEMBER THREE LAST, SEATTLE NITEL NOVEMBER THIRTY LAST AND SPRINGFIELD TELETYPE TO DIRECTOR DECEMBER ONE LAST.

END PAGE ONE

DB Cooper-28143

Sub C

164-81-790

SEARCHED INDEXED
SERIALIZED FILED
DEC 7 1971
FBI - SEATTLE

7

PHOTOGRAPH OF SUSPECT [redacted] b6 b7C
[redacted] DISPLAYED TO STEWARDESS [redacted] WITHOUT IDENTIFICATION. PHOTOGRPAHS OF [redacted] DEVELOPED BY SPRINGFIELD DIVISION DISPLAYED TO STEWARDESSES [redacted] [redacted] WITH NEGATIVE RESULTS. BOTH STEWARDESSES ADVISED PHOTOS OF [redacted] DEVELOPED BY KANSAS CITY AND [redacted] NOT IDENTICAL WITH UNSUB.

WITH REGARD TO SUSPECT [redacted] SUBMITTED BY b6 b7C NEW YORK, A SEARCH OF FLIGHT LEFT ENVELOPES FOR NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE FOR NOVEMBER TWENTYTWO, TWENTYTHREE, AND TWENTYFOUR SEVENTYONE FAILED TO DISCLOSE ANYONE BY NAME OF COOPER USED THIS FLIGHT BETWEEN WASHINGTON, D.C. AND PORTLAND, OREGON.

STEWARDESSES ON FLIGHT THREE ZERO FIVE DURING HIJACK ADVISED THEY OBSERVED NO ENGLISH OR SCOTTISH ACCENT DURING CONVERSATION WITH HIJACKER.

END PAGE TWO

NWA, MINNEAPOLIS, HAS LOCATED UNSUB'S TICKET LIFT

~~COUPON FOR FLIGHT THREE ZERO FIVE AND COUPON IS BEING~~ Ticket

SUBMITTED TO IDENTIFICATION DIVISION BY MINNEAPOLIS.

THE FOLLOWING PHOTOGRAPHS WERE ALSO SHOWN TO STEWARDESS [redacted] WITH NEGATIVE RESULTS: [redacted] DEVELOPED BY PORTLAND OFFICE; [redacted] DEVELOPED BY HOUSTON OFFICE; AND [redacted] DEVELOPED BY SEATTLE OFFICE.

b6
b7C

PENDING.

END

VAB

FBI SEATTLE CLR

SUB

D
E
F
G
H

12/2/71

AIRTEL AIRMAIL

MEMBERSHIP LIST IN DRAWER

TO: DIRECTOR, FBI

FROM: SAC, SAN FRANCISCO (164-220)

MAP 1-A (62)

(63)

SUBJECT: UNSUB, aka
Dan Cooper
Northwest Orient Airlines
11/24/71
CAA - AIR PIRACY

FAA-LOG 1-A

ee-F
G

3

Re Seattle teletype, 11/29/71; San Francisco tel, 11/29/71; and San Francisco tel, 12/1/71.

In accordance with the request of the Seattle Office, one copy of the affiliated clubs of the U.S. Parachutists Association (USPA) is enclosed for the Bureau and Seattle Office. In addition, there is also enclosed for the Seattle Office an index of the members of the affiliated clubs of this association for the states of California, Washington, Oregon, Idaho, Nevada, and Arizona. There is also enclosed for the Bureau and Seattle one copy of the transcription of communications dealing with the control of aircraft NW305 on 25 November, 1971. This transcription was furnished by Federal Aviation Administration, Fremont, California. One copy of this transcription was delivered to Agents in the Sacramento Office with a map of the route of this aircraft on 12/1/71. A copy of this map is also enclosed for the information of Seattle Office.

ARMED AND DANGEROUS

Lists filed in bottom drawer of 164-81 cab.

Sub. G.

164-81-860

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 2 1971
FBI - SEATTLE

2 - Bureau (Encls. 2) (AMREG)
2 - Seattle (164-81) (Encls. 4)
2 - San Francisco
MMD/cad
(6)

NR 008 PD PLAIN

4:38 PM URGENT 12-6-71 LJQ

TO: SEATTLE (164-81)

MINNEAPOLIS

FROM: PORTLAND (164-41) (P) 1P

UNSUB; AKA DAN COOPER; NORTHWEST AIRLINES FLIGHT NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE; CAA-HIJACKING; EXTORTION; OO: SEATTLE; BUFILE ONE SIX FOUR - TWO ONE ONE ONE.

RE SEATTLE TELETYPE TO PORTLAND DATED DECEMBER THREE, SEVENTYONE.

[redacted], NORTHWEST AIRLINES, PORTLAND, OREGON, ADVISED ON DECEMBER SIX, SEVENTYONE, THAT SUBJECT'S TICKET STUB RETAINED BY NORTHWEST AIRLINES HAS BEEN FORWARDED TO NORTHWEST AIRLINES HEADQUARTERS, MINNEAPOLIS, MINNESOTA. b6 b7C

COPY OF SUBJECT'S TICKET STUB BEING FORWARDED TO SEATTLE.

MINNEAPOLIS REQUESTED TO OBTAIN TICKET STUB AND FORWARD TO IDENTIFICATION DIVISION.

ARMED AND DANGEROUS.

END

VAB

FBI SAEATTLE F CLR

sub G
~~711~~
164-81-~~769~~

CLASSIFIED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 6 1971
FBI - SEATTLE

NR010 WA PLAIN

4:40AM URGENT 12-4-71 DCW

TO SEATTLE (164-81)

PORTLAND

MINNEAPOLIS

LAS VEGAS (164-60)

FROM DIRECTOR 2P

UNSUB, NORTHWEST AIRLINES FLIGHT THREE NAUGHT FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA - HIJACKING; EXTORTION.

RE SEATTLE LETTER NOVEMBER TWENTYNINE SEVENTYONE SUBMITTING THREE PAPER ITEMS.

TWENTYFOUR LATENT FINGERPRINTS AND FIVE LATENT PALM PRINTS DEVELOPED.

LATENT FINGERPRINTS NOT IDENTICAL FINGERPRINTS FOLLOWING, WHOSE PALM PRINTS NOT AVAILABLE: [redacted], FBI NUMBER [redacted], FBI NUMBER [redacted]

[redacted], FBI NUMBER [redacted]

b6
b7C

END PAGE ONE

Sub. S.

164-81-600

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
DEC 2 1971
FBI - SEATTLE

DB Cooper-28157

[redacted], FBI NUMBER [redacted]

[redacted], FBI NUMBER [redacted],

[redacted], FBI NUMBER [redacted]

[redacted], BORN [redacted]

[redacted]

FINGERPRINTED [redacted]

[redacted]

[redacted],

CONFIRMING.

END

b6
b7C

11/30/71

AIRTEL AIRMAIL - REGISTERED

TO: SAC, SEATTLE (164-81)

FROM: SAC, SACRAMENTO (164-50)(P)

UNSUB; Northwest Airlines Flight #305,
11/24/71, Portland, Oregon
CAA - HIJACKING; EXTORTION

ReSCtel to Seattle, 11/29/71.

1B(1)

Enclosed for Seattle is opaque polyethylene bag alluded to in retel.

Inasmuch as no connection has been made between captioned incident and enclosed bag, this bag is being forwarded to Seattle in order that it may be displayed to Northwest Airlines personnel to determine if there is any possible connection.

It is being left to Seattle's discretion as to whether or not this bag will be sent to the FBI Laboratory for fingerprint examination. It is noted that the bag has been turned inside out to protect the exterior from handling. The bag is known to have been handled by the contributor, [redacted], and one [redacted], both of [redacted], California, whose fingerprints can be obtained if necessary. b6 b7C

Sub. G

3 - Seattle (Enc. 1)(RM)
1- Package
2 - Sacramento
DNN:epg
(5)

164-81-504

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
DEC 20 1971
FBI - SEATTLE

DB Cooper-28159

11/30/71

AIRTEL AIRMAIL - REGISTERED

Copy [redacted] b6 b7C

TO: SAC, PORTLAND

FROM: SAC, SACRAMENTO (26-5087)(P)

UNSUB; 1965 Plymouth Station Wagon,
Oregon License [redacted] b6 b7C
ITSMV
OO: SC

ReSCtel to Seattle, 11/29/71, captioned "UNSUB; Northwest Airlines Flight #305, 11/24/71, Portland, Oregon; CAA - Hijacking; Extortion".

Enclosed for Portland are two straps alluded to in retel, which were found upon examination of captioned vehicle.

LEADS:

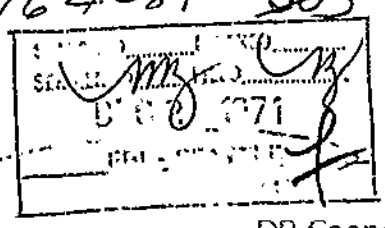
PORTLAND:

AT [redacted] OREGON: b6 b7C

Will display straps to vehicle owner, [redacted], to determine whether they were located in vehicle at time of theft and if so, will return to [redacted]. If not identifiable by [redacted], will forward to Seattle. b6 b7C

3 - Portland (Enc. 2)(RM)
1- Package
1 - Seattle (164-81)(RM)
2 - Sacramento
1- 26-5087 1- 164-50
DNN:epg
(6)

164-81 - Sub. G
503



DB Cooper-28160

SAC, SEATTLE (164-81) 12/2/71

ASAC PAUL R. BIBLER

UNSUB, aka Dan Cooper;
NORTHWEST AIRLINES FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE

Evidence

An individual named [redacted] b6
[redacted], Washington, telephoned on 12/1/71. He said that b7C
[redacted] two parachutes to Northwest Airlines which they in turn, had placed on board and one of these, the back pack shute, had been recovered by our Las Vegas office when the plane landed in Reno. He said this chute had a "pioneer harness" of a type which was no longer made and [redacted] b6
[redacted] b7C
[redacted] new chutes but this would not be the same.

I told him that these chutes were being maintained as possible evidence at this point and I did not see how they could be returned to [redacted] b6
[redacted] write a letter. I told him when the letter b7C
was received we would discuss it with the USA and give him an answer.

PRB:klb
(2)

Sub. 8
164-81-396

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
DEC 0
FBI—SEATTLE

FD-302 (REV. 11-27-70)

FEDERAL BUREAU OF INVESTIGATION

1

Date of transcription 12/1/71

On November 25, 1971, [redacted] b6 b7C
[redacted], Seattle-First National Bank, the head office being in Seattle, Washington, provided the following information:

[redacted], upon being advised of the identity of the writer, handed the writer a film canister containing a microfilm, upon which the serial numbers of $250,000 worth of notes were recorded. He advised that of the $250,000 worth of notes, the Federal Bureau of Investigation should only be concerned with the $20 bills, that is the serial numbers of the $20 bills, because the hijacker received only $20 bills. [redacted] stated that there are $230,000 worth of $20 bills recorded on the microfilm. [redacted] advised that in order for the Federal Bureau of Investigation to determine the serial numbers of the $20 bills which the hijacker actually received, we must subtract serial numbers which he provided me from the total list of serial numbers on the microfilm. b6 b7C

[redacted] provided a list of serial numbers of $20 totaling $30,000 worth of notes, which, although they were on the microfilm itself, were not part of the $200,000 worth of $20 bills which the hijacker received. [redacted] stated that the bank packs $20 bills in packages of 100. Each packet therefore contains $2,000 worth of $20 bills. [redacted] provided the first and last serial number in each of these $20 bill packets and advised that we should subtract both of these numbers, as well as the 98 serials numbers between each of these groups of numbers in order to determine the actual serial numbers of the bills which the hijacker received. These groups of numbers are as follows: b6 b7C

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

Seb. G.

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

[redacted]/mlc Date dictated 12/1/71 b6 b7C

Contains neither recommendations nor conclusions of the FBI. It is the property of the FBI and is loaned to your agency; contents are not to be distributed outside your agency.

DB Cooper-28162

2
SE 164-81

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

I-336 (Rev. 12-10-63)

FEDERAL BUREAU OF INVESTIGATION

Washington, D. C. 20537

REPORT
of the
IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION

YOUR FILE NO. 164-60 November 29, 1971
FBI FILE NO.
LATENT CASE NO. A-45410

TO: SAC, Las Vegas

RE: UNKNOWN SUBJECT;
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11-24-71
CAA - HIGHJACKING; EXTORTION

REFERENCE: Letter 11-23-71
EXAMINATION REQUESTED BY: Las Vegas
SPECIMENS: Eleven transparent lifts

This report confirms and supplements Butel of 11-28-71.

Latent prints on submitted lifts of no value.

Lifts and identifying envelope enclosed.

Enc. (12)

2 - Seattle (164-81)
1 - Portland

Sub. G.
164-81-382

John Edgar Hoover, Director

SEARCHED ___ INDEXED ___
SERIALIZED ___ FILED ___
DEC 1 1971
FBI — SEATTLE

~~THIS REPORT IS FURNISHED FOR OFFICIAL USE ONLY~~

DB Cooper-28164

11/30/71

SUB - EVIDENCE

CC - WITNESSES

AIRTEL AIRMAIL

TO : DIRECTOR, FBI (164-2111)

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

SUBJECT: UNKNOWN SUBJECT;
NORTHWEST AIRLINES
FLIGHT #305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE

Enclosed for the Bureau is a 13-page copy of notes taken by Stewardess [redacted] aboard captioned hijacked flight. Original notes have been secured as evidence in Seattle. [redacted] advised these notes were taken by her while she was in the cabin of the aircraft in flight. b6 b7c

2 - Bureau (Enc. 1)
2 - Seattle
DSJ:mlc
(4)

DB Cooper-28165

Sub. G

164-81-~~361~~

b6
b7C

PHOTO

SUSP: [redacted]

" : [redacted]

SUSP; ILLUMINATED object
BENTON, AIRPORT
REDDING, CALIF

[redacted]

CC - Evidence

NR 010 SC PLAINTEXT

643PM URGENT 11-29-71 LCH

TO SEATTLE (164-81)

PORTLAND

FROM SACRAMENTO (164-50) (5P)

UNSUB; NORTHWEST ORIENT AIRLINES FLIGHT THREE ZERO FIVE, NOVEMBER TWENTY FOUR LAST, CAA - HIGHJACKING; EXTORTION. OO: SEATTLE.

b6
b7C

RE SACRAMENTO TELETYPE TO SEATTLE, NOVEMBER TWENTY SIX LAST; AND SACRAMENTO TELEPHONE CALL TO SEATTLE, NOVEMBER TWENTY NINE INSTANT.

ON NOVEMBER TWENTY SIX LAST, [redacted]

CALIFORNIA, REPORTED HAVING OBSERVED WHAT HE BELIEVED TO BE AN ILLUMINATED OBJECT DRIFTING IN THE AREA OF BENTON AIRPORT, REDDING, AT APPROXIMATELY TEN TEN P.M., NOVEMBER TWENTY FOUR LAST, AFTER WHICH THE OBJECT DESCENDED RAPIDLY AS IF FALLING TO THE GROUND. [redacted] STATED THAT HE OBSERVED THIS AFTER BEING ALERTED TO THE SKY BY NOISES FROM AN AIRPLANE.

b6
b7C

END PAGE ONE

Sub. 2
164-81-324

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
NOV 29 1971
FBI - SEATTLE

DB Cooper-28166

SC 164-50

ON NOVEMBER TWENTY NINE INSTANT, [redacted]

[redacted]

b6
b7C

REDDING, CAME TO THE REDDING RESIDENT AGENCY AND RELEASED TO SA [redacted] ONE OPAQUE POLYETHYLENE BAG APPROXIMATELY TWENTY THREE INCHES BY FIFTY INCHES WHICH BAG WAS RECOVERED BY HIM ON NOVEMBER TWENTY SEVEN LAST, AT A POINT IMMEDIATELY WEST OF BENTON AIRPORT ON THE SIDE OF A SANITARY LAND FILL. [redacted], WHO CLAIMS TO HAVE OBSERVED THE SEVEN TWO SEVEN AIRCRAFT INVOLVED IN INSTANT MATTER FLY OVER REDDING AT APPROXIMATELY TEN P.M., NOVEMBER TWENTY FOUR LAST, ADVISED THAT HE HAS MADE INQUIRY CONCERNING

THIS BAG WITH EMPLOYEES OF HIGHES DASH AIRWEST, INC., REDDING, AND HAS OBTAINED THE OPINION FROM THEM THAT THIS BAG IS SIMILAR TO AND COULD BE A DISPOSAL

END PAGE TWO

SC 164-50

CAN LINER FROM A SEVEN TWO SEVEN PASSENGER AIRCRAFT.

ON NOVEMBER TWENTY FIVE LAST, A SIXTY FIVE PLYMOUTH STATION WAGON REPORTED STOLEN AT ROSEBURG, OREGON, ON NOVEMBER TWENTY FOUR LAST, WAS RECOVERED ABANDONED NEAR BENTON AIRPORT WHERE VEHICLE HAD BEEN DRIVEN APPROXIMATELY SEVENTY FIVE FEET INTO HEAVY MANZANITA BRUSH IN AN OBVIOUS ATTEMPT TO CONCEAL ITS LOCATION. A SEARCH OF THIS VEHICLE DISCLOSED THE PRESENCE OF TWO STRAPS, ONE OLIVE DRAB CANVAS MATERIAL AND THE OTHER OF YELLOW NYLON MATERIAL NOT UNLIKE MATERIAL USED IN THE CONSTRUCTION OF PARACHUTES. SEVERAL LATENT FINGERPRINTS WERE LIFTED FROM THE INTERIOR OF THIS VEHICLE.

ON NOVEMBER TWENTY NINE INSTANT, [redacted], [redacted], TELEPHONICALLY ADVISED THAT HE HAD OBSERVED THE COMPOSITE DRAWING OF UNSUB AND HE CONSIDERS THE COMPOSITE TO BE

b6
b7C
b7D

END PAGE THREE

SC 164-50

SIMILAR IN MANY RESPECTS TO THE APPEARANCE OF [redacted] WHEN LAST OBSERVED IN NINETEEN [redacted]. b6 b7C b7D

ON NOVEMBER TWENTY NINE INSTANT, [redacted], [redacted], APPEARED AT THE REDDING RESIDENT AGENCY AND NAMED [redacted], AS A SUSPECT IN INSTANT MATTER. NO SPECIFIC REASONS EXCEPT THAT [redacted], RESEMBLED DESCRIPTIONS AND WAS [redacted] b6 b7C b7D

ON NOVEMBER TWENTY NINE INSTANT, [redacted], [redacted], OREGON, APPEARED IN REDDING AND RECOVERED b6 b7C

END PAGE FOUR

SC 164-50

A SIXY FIVE PLYMOUTH STATION WAGON REFERRED TO ABOVE AT WHICH TIME HE ADVISED THAT THE VEHICLE WAS STOLEN FROM THE PARKING LOT OF A HOSPITAL IN ROSEBURG, OREGON, ON THE NIGHT OF NOVEMBER TWENTY THREE DASH TWENTY FOUR, LAST, [redacted], TENTATIVELY IDENTIFIED THE STRAPS AS HAVING BEEN IN THE VEHICLE PRIOR TO ITS THEFT. b6 b7C

AS REQUESTED BY SEATTLE, WILL FORWARD POLYETHYLENE BAG TO FBI IDENTIFICATION DIVISION FOR COMPARISON WITH OTHER MATERIAL SUBMITED IN INSTANT MATTER.

WILL CONTACT OWNER OF SIXY FIVE PLYMOUTH TO DETERMINE IF STRAPS WERE IN VEHICLE PRIOR TO THEFT OF SAME, AND IF NOT, WILL FORWARD TO SEATTLE.

E N D

FEE

FBI SEATTLE HOLD

DIRECTOR, FBI
ATTN: IDENTIFICATION DIVISION
LATENT FINGERPRINT SECTION
SAC, SEATTLE (164-81)

11/29/71

EVIDENCE

UNSUB:
NORTHWEST AIRLINES FLIGHT 305
PORTLAND TO SEATTLE
11/24/71
CAA - HIJACKING; EXTORTION
OO: SEATTLE

[redacted] Northwest Airlines based at headquarters in Minneapolis, who was in Seattle, has advised that when he examined the plane on 11/25/71 at Seattle-Tacoma Airport, he found the enclosed papers in the plane. They were pushed down behind a seat. b6 b7C

There is no apparent connection between these papers and the hijacker; however, so they may be properly examined the Bureau is requested to process these papers for any latent fingerprints and return them for future use if needed.

PALM PRINTS OF VALUE DEVELOPED SEE LAB LETTER 9 12-7-71.

3 - Bureau (Encl.-1)
1 - Seattle
JEM:eon
(4)

Papers picked up by SA [redacted] b6 b7C

Searched
Serialized
Indexed
Filed

DB Cooper-28172

Side 2

164-81-295

NR029 WA PLAIN

4:16PM URGENT 11-29-71 LRS

TO SEATTLE PORTLAND

LAS VEGAS SACRAMENTO

FROM DIRECTOR (164-2111) 1P

UNKNOWN SUBJECT, NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, NOVEMBER TWENTY FOUR LAST, CAA DASH HIJACKING.

RECEIVING OFFICES PROMPTLY ALERT HOSPITALS, CLINICS AND DOCTORS IN THE EVENT UNKNOWN SUBJECT ATTEMPTS TO OBTAIN MEDICAL AID IN YOUR RESPECTIVE AREAS.

SEATTLE ASCERTAIN THE WEIGHT OF THE LOOT IN POSSESSION OF THE UNKNOWN SUBJECT. SEATTLE ADVISE THE BUREAU THE RESULTS OF THE DISPLAY OF THE ARTIST CONCEPTION TO WITNESSES. SUTEL.

END

Rec'd and

164-81- Feb. 6

SEARCHED ..... INDEXED
SERIALIZED ..... FILED
NOV 29 1971
FBI - SEATTLE

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : FILE (164-81) DATE: 11/29/71

FROM : SAC, SEATTLE CC - EVIDENCE

SUBJECT: UNSUB;
NORTHWEST AIRLINES FLIGHT 305
portlaND TO SEATTLE, 11/24/71
CAA - HIJACKING; EXTORTION

SA HENRY SHUTZ called me on 11/29/71 at 10:00 AM and advised there was some reference to some torn paper found at the aircraft and he wanted to know if this was sent to the Bureau for examination. He said that the stewardess had taken a note from the UNSUB but he believes it was given back to him.

This matter should be pursued and the Bureau advised.

Done 11/29/71 OR

Right OR SAC Campbell 11/29/71 OR

JEM:eon
(1)

Sub. G
164-81-~~228~~

SEARCHED_____ INDEXED_____
SERIALIZED_____ FILED_____
NOV 29 1971
FBI — SEATTLE

DIRECTOR, FBI 11/26/71
ATTENTION: FBI LABORATORY

SAC, LAS VEGAS (164-60)(P)

CC- EVIDENCE

UNKNOWN SUBJECT;
NORTHWEST AIRLINES FLIGHT 305,
PORTLAND TO SEATTLE,
11/24/71
CAA - HIGHJACKING; EXTORTION
OO: Seattle

Enclosed for the Laboratory are eleven latents lifted from certain areas of the highjacked aircraft.

It is requested that these latents be examined to determine whether any of these have any value for identification purposes.

Advise Las Vegas, Seattle and Portland of the results.

NO VALUE

Sub. G
164-81-238

2-Bureau (Encs. 11)
1-Portland (Info)
1-Seattle (164-81)(Info)
1-Las Vegas
WES:ffs
(5)

SEARCHED.....INDEXED.....
SERIALIZED.....FILED.....
NOV 30 1971
FBI SEATTLE

NR004 WA PLAIN

8:11 PM URGENT 11-28-71 REM

TO LAS VEGAS (164-60)

SEATTLE (164-81)

PORTLAND

FROM DIRECTOR 1P

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE, CAA - HIJACKING; EXTORTION.

RE LAS VEGAS LETTER NOVEMBER TWENTYSIX LAST.

LATENT PRINTS LIFTS NO VALUE.

CONFIRMING.

END

DCA.....FBI SEATTLE CLR

Sub. G.

164-81-169

SEARCHED INDEXED
SERIALIZED FILED
NOV 28 1971
FBI - SEATTLE

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1:16-cv-01790-02

Total Deleted Page(s) = 5
Page 6 ~ Duplicate;
Page 10 ~ Duplicate;
Page 12 ~ Duplicate;
Page 17 ~ Duplicate;
Page 18 ~ Duplicate;

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X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
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Laboratory Transmittal Form
1-12

LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Los Angeles (164-497)

Date: April 19, 1974

[redacted] b6 b7C

Sub G
Sub Z

From: Director, FBI

FBI File No. 164-2111

Re: NORJAK
OO: Seattle

Lab. No. [redacted]

Examination requested by: Los Angeles, Las Vegas

Reference: Airtels 3/27/74 & 4/5/74

Examination requested: Microscopic Analyses - Fingerprint

Remarks:

It should be noted that the captioned crime was committed on November 24, 1971. Due to the amount of time that has passed since this date, the value of any further hair comparisons with the Q2 head hair clipping is very limited.

You are being advised of the result of the fingerprint examination and the disposition of the "Also Submitted" items by a separate report.

Specimen K7 is being returned to the Los Angeles field office as an enclosure to this report.

The "Resubmitted" glass microscope slide is being returned to the Las Vegas field office as an enclosure to their copy of this report.

Sub G
164-81-6219

Enclosures (3) (2 Lab report, K7)
2-SAC, Las Vegas (164-60) Enclosures (3) (2 Lab report, Q2 microscope slide).
(2) SAC, Seattle (164-81) Enclosures (2) (2 Lab report)

SEARCHED ____ INDEXED ____
SERIALIZED ____ FILED ____
APR 3 21974
FBI — SEATTLE

ADMINISTRATIVE PAGE

DB Cooper-28177

REPORT
of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To: SAC, Los Angelas

Date: April 19, 1974
FBI File No. 164-2111
Lab. No. [redacted]

Re: NORJAK
OO: Seattle

[redacted]

b6
b7C

Sub G
Sub V

Specimens received 4/3/74 from SAC, Los Angeles under cover of airtel dated 3/27/74 [redacted]:

K7 Head hair sample from [redacted]

b6
b7C

Also Submitted: Finger and palm prints of [redacted]

Specimens received 4/11/74 from SAC, Las Vegas under cover of airtel dated 4/5/74 [redacted]:

Resubmitted from [redacted]:

One glass microscope slide containing hairs from specimen Q2.

Result of examination:

The head hair clipping of Caucasian origin previously found on Q2 is microscopically dissimilar to the hairs present in the K7 head hair sample from [redacted]. Accordingl the head hair clipping could not be associated with the same source as the K7 hairs.

b6
b7C

Sub G

164-81-6216

SEARCHED ____ INDEXED ____
SERIALIZED ✓ FILED ✓
APR 22 1974
FBI—SEATTLE

DB Cooper-28178

FD-36 (Rev. 5-22-78)

FBI

TRANSMIT VIA:
- [ ] Teletype
- [ ] Facsimile
- [ ] AIRTEL

PRECEDENCE:
- [ ] Immediate
- [ ] Priority
- [ ] Routine

CLASSIFICATION:
- [ ] TOP SECRET
- [ ] SECRET
- [ ] CONFIDENTIAL
- [ ] UNCLAS E F T O
- [ ] UNCLAS

Date 3/17/80

TO: SAC, SEATTLE

FROM: SAC, SAN FRANCISCO (164-220) (Sq.10) (P)

SUBJECT: NORJAK
OO: SEATTLE

SUBS: B, C, G, J, M, R

Re San Francisco telephone call to Seattle, dated 3/5/80.

Being forwarded to the Seattle Office is one copy each of the following:

A letter dated 2/20/80 from [redacted] showing a xerox copy of a twenty dollar bill marked exhibit "A". b6 b7C

A xerox copy of a letter dated 3/6/80 to the FBI from [redacted] and a copy of an article captioned "Take the money and jump-how he foiled FBI," dated May 12-18-Berkeley Barb. b6 b7C

As mentioned in referenced telephone call the San Francisco Office contacted [redacted] after the receipt of his first letter of 2/20/80. [redacted] stated that he had obtained the plate of the twenty dollar bill which was published in the Berkeley Barb sometime in November, 1972. b6 b7C

2 -Seattle (Enc. 2)
2 -San Francisco
DJB/jab

SUB G

164-81-8271

SEARCHED ___ INDEXED ___
SERIALIZED ___ FILED ___

MAR 20 1980

FBI - SEATTLE

Approved: _____ Transmitted _____ (Number) (Time) Per _____

% ACADEMIC PUBLISHING, INC.
Box 27
Berkeley, California 94701
A NON-PROFIT ACADEMIC SERVICE

20 February 1980

Federal Bureau of Investigation
450 Golden Gate Avenue
San Francisco California

SUB G

The following purports to be a copy of one of the twenty dollar bills taken by skyjacker "D.B. Cooper" when he jumped from a 727 on 24 November 1971.

I wonder whether the serial numbers correspond to any of the stolen currency.

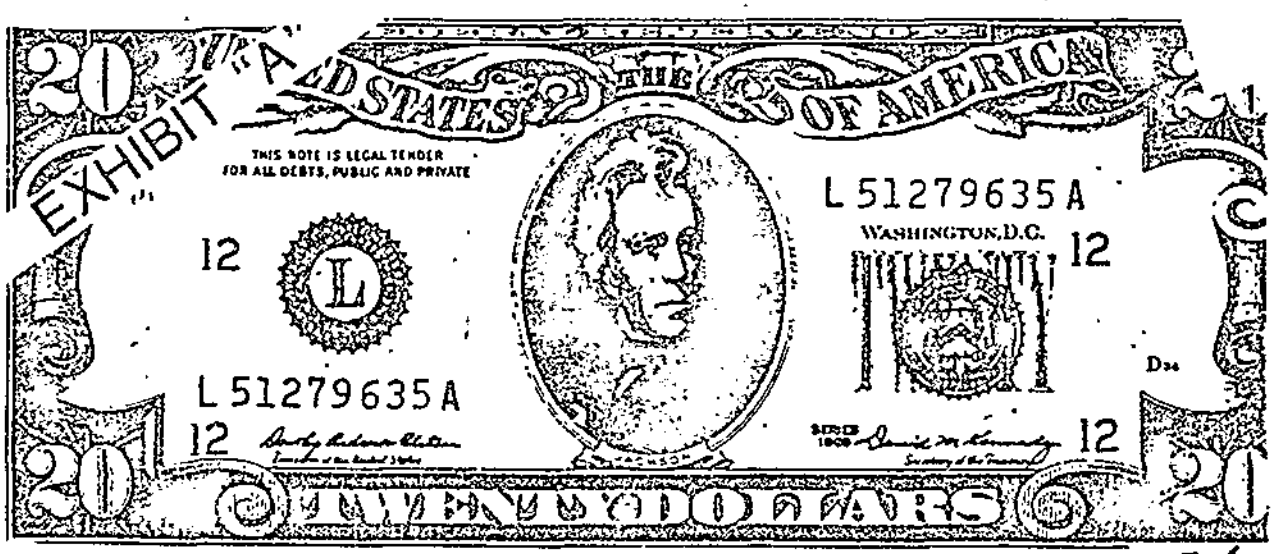
164-220

SEARCHED / / INDEXED
SERIALIZED FILED
FEB 22 1980
FBI — SAN FRANCISCO

Curiously, [redacted] b6 b7C

[redacted] respond.

EXHIBIT "A"



SUB G
164-81-~~8320~~
~~164-220~~

DB Cooper-28181

ACADEMIC PUBLISHING, INC.
Box 27
Berkeley, California 94701
A NON-PROFIT ACADEMIC SERVICE

SUB G

6 March 1980

FBI
Seattle Operations Office
c/o [redacted] SF/FBI

b6
b7C

Here is a cppy of page 11 of the May 12, 1972 alledged interview with D.B. Cooper.

Confirmation of the serial number on the reproduced bill will form the basis of a short item in a magazine article I have submitted.

I would like to know of any further confirmation or disputation of the details in the enclosed article.

I may be reached c/o the above address.

trstru ly

[redacted]

b6
b7C

DB Cooper-28182

SUB G
164-81-~~8319~~

TAKE THE MONEY AND JUMP

HOW HE FOILED FBI

DB Cooper-28183

Last November24th, a man identifying himself as D. B. Cooper' parachuted from a Northwest Orient Airlines 727 jetliner between Seattle and Reno Nevada with a parcel containing 10,000 twenty dollar bills which was the ransom money that had been delivered to him while he held the planes crew hostage at the Seattle-Tacoma international airport.

The F.B.I. and other state and local law enforcement agents assisted by companies of G.I.'s from Fort Lewis have futilly wasted many hours and thousands of taxpayers dollars looking for cooper.

So far Cooper has successfully eluded his following in the same ingenious manner that he pulled off his skyjack caper, cooly staying a safe distance away from danger.

The F.B.I. headquaters in Seattle has vowed to scrutinize every foot of land between the Sea-Tac airport and Reno to turn up clues in the case.

Despite rewards of 5,000 dollars by the Medias " Fink on your Friends" programe the public has generally granted Cooper adoration and somewhat a hero status. An anonymous interviewer from the twice weekly newspaper the 'Seattle Flag' has produced a story from a taped interview with D.B. Cooper which is validated by the presentation of one of the recorded twenty dollar bills included in the ransom money.

This story was run in the 'Flag' because the interviewer was unable to send it to the 'Post-Intellingener' because they had the 5,000 dollar reward out for Coopers head also television stations would have requested a tape from which voice prints could possible be produced. Therefore, running the story in the Flag was the only solution.

Cooper said that the witnesses description were off by about fifteen pounds and a couple of inches. Also that the artist's impression were very poor. When asked why we was still in Washington state he added that he felt it was safer to hide where no one would imagine him to be rather then to go to some place like Mexico or South America where the authoritieswould naturally expect him to go.

He said he started actual work on his skyjacking plan last June . The idea had come to him while he was worked at Beoing's on the construction of the first Boeing 727 in 1963 and got to know the 727 from the inside out.

The reason he was attracted to the plan was the alignment of the three Pratt & Whitney engines two on the sides of the rear fuselage and the third at the base of the T-tail assembly. Also the down-flaps stalling speed. One hundred

it was a calculated risk that's why he jumped in bad weather and at night, also he waited a little longer than usual before pulling his ripcord. Adding that his free fall was about 5,000 of the total 7,000 feet. Which was very risky doing at night.

He came down about a hundred miles away from S.W. Washington contrary to the F.B.I. report that he touched down near Vancouver Washington.

The first thing he did on landing was bury his chute, he was within five miles of where he had intended in an evergreen wooded terrain. He credited this accuracy to his projected calculations and his japanese watch. He wouldn't say whether he had an accomplice on the ground. He said he had lived in Seattle and had once

He figured if the F.B.I. was going to make a move it would be at Sea-Tac. Everybody but the stewardess he was holding hostage and the three man crew was clear of the plane. Buzzing the cockpit he asked the captain what the hold-up was. Trouble with the vapor lock was the answer. And another truck was coming. Cooper told the Captain: "Not more than one fuel truck at a

two parachutes he had ordered. A stewardess came back with the money in a canvas bag to where cooper was holding another stewardess as hostage in the rear of the passenger cabin.

Cooper checked out the loot, first thing and noticed that they reeked of duplicating flud. Then the stewardess made two more trips out on to the run way to bring in the chutes.

Then one of the fuel trucks pulled up...then he ordered the passengers off the plane, and everyone else into the cockpit...a middle-aged, executive looking man started to push his way back through the line into the tourist cabin. Cooper tensed up expecting the guy to try something heroic - but he had just left his briefcase on his seat and was retrieving it...

Sub 9
1-8-79

FD-350 (Rev. 12-5-78)

(Indicate page, name of newspaper, city and state.)
Pg. 15, The Columbian
Vancouver, Wa.
Date: 2/15/80
Edition:

(Mount Clipping in Space Below)

Title:

Character: 164-81
or
Classification:
Submitting Office: SE

FBI geologist favors Washougal River landing for D.B.

SUBS: B, E, G, M,

By MYRON STRUCK
States News Service

WASHINGTON — Did D.B. Cooper land in, or near, the Washougal River rather than the Lewis River?

In the personal opinion of the chief FBI geologist who worked on the case, D.B. Cooper may have landed in the Washougal River, not near the Lewis River where it had been presumed that he came to earth — before about $5,800 in compressed, wet and eroded money was found along the banks of the Columbia River in February upstream from the Lewis.

The Washougal River scenario is the private view of geologist Chris Fiedler, who handled the soil analysis on the money, and not part of the agency's official report to the Seattle field office coordinating the investigation.

Still, it seems to be the only clue — that might help the investigation the FBI was able to glean from a recent analysis of the bills in its Washington, D.C., research area known as The Laboratory.

The official report says little was found on the wad of money. The basis for the new information is Fielder's research of the sand particles found among the bills and his discussions with federal geologists in the field.

He has concluded that the range of sand particles found among the bills is similar to sediment along the Columbia River and a number of its tributaries.

Fiedler's opinion has been disavowed firmly by his mineralogy division section chief.

"He could have landed in the Columbia River," Fiedler said. "Or he could have come down in the Washougal. The latter is where my training, and instincts, tell me is more likely, based on the data I have available."

The sand tests involve little in the way of complicated equipment — only a simple microscope and some geological reference material that discuses the characteristics of sand

SUB G

164-81 ~~8315~~

SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
MAR 10 1980
FBI - SEATTLE

b6
b7C

COPY SENT TO BUREAU FBI/DOJ

DB Cooper-28185

Laboratory Transmittal Form
7-72

LABORATORY

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To:
SAC, Portland (164-41)

March 13, 1980

From: Director, FBI

FBI FILE NO.
164-2111

LAB. NO.
60304057 D LL VJ

Re:
NORJAK

SUBS: G; M,

Examination requested by: Portland

Reference: Airtel dated February 29, 1980

Examination requested: Document - Mineralogy - Fingerprint

Remarks:

Enclosures (2) (2 Lab report)
2 - Seattle (164-81) Enclosures (2) (2 Lab report)

lab rept rec'd

DO NOT INCLUDE ADMINISTRATIVE PAGE(S) INFORMATION IN INVESTIGATIVE REPORT

SUB G

16-4-81-1814

SEARCHED ... INDEXED ...
SERIALIZED ... FILED ...
MAR 19 1980
FBI-SEATTLE

ADMINISTRATIVE PAGE

FBI/DOJ

7-1b

REPORT of the

FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

To:

SAC, Portland (164-41)

March 18, 1980

FBI FILE NO.
164-2111

LAB. NO.
00304057 D LL VJ

Re:

NORJAK

SUB G, M

Specimens received

February 3, 1980

Four United States Twenty Dollar Bills described as follows:

SPECIMEN	SERIAL NUMBER
Q60	G03072381B
Q61	L10319321A
Q62	L55066657A
Q63	L32987392A

Result of examination:

Specimens Q60 through Q63 contained mineralogical material which was similar to the Q59 sand previously submitted.

Q60 through Q63 were photographed and will be returned with the results of the fingerprint examination.

SUB G

164-81-8313

SEARCHED ..... INDEXED .....
SERIALIZED ..... FILED .....
MAR 19 1980
FBI-SEATTLE

FBI/COJ

FD-302 (REV. 3-8-77)

FEDERAL BUREAU OF INVESTIGATION SUB E, G, J, M, Q

Date of transcription 2/14/80

[redacted], Portland State University, home address [redacted], home telephone number [redacted], work telephone number [redacted], was interviewed following [redacted] Tena Bar in Vancouver, Washington, where portions of $20 bills had been found. These $20 bills were among the money furnished a person identifying himself as D. B. COOPER during a 1971 airplane hijacking attempt. [redacted] was interviewed by SA [redacted] of the Portland, Oregon, FBI Office. b6 b7C

[redacted] advised that he found the beach area in the vicinity where the money was found to be in approximately four different layers. These layers consisted of an upper sand layer, a post dredging sand layer, a clay lump (dredge) sand layer, and below that an older sand layer. The upper layer consisted of six inches to eight inches of reworked beach sand and is the sand which contained the fragments and bundles of the recovered money. This sand also contained soda pop cans and other debris, which were not severely damaged or rusted. The post dredging sand contained older soda pop cans, rusted nails and spikes, and other rusted artifacts, which were in a much more deteriorated condition. The clay lump (dredge) sand was a mixture of course sand and fragments of organic clay material, ranging from one inch to five inches in size. Based on U.S. Corps of Engineering records which reflect that they dredged the Columbia River at this site in 1974, [redacted] stated this clay layer in all probability, was deposited during that 1974 dredging. The older sands, which were light in color and uniform in texture and which were found below the clay lump sand, were deposited prior to the 1974 dredging. b6 b7C

[redacted] advised that in the post dredging layer, he found cross bedded course and medium sand, which indicated the river and river waves had worked repeatedly on this layer since 1974. The upper six inches to eight inches of reworked beach sand is the active layer which is currently being worked by the water of the Columbia River. b6 b7C

Based on the condition of the money through observation, [redacted] advised that the money was probably washed into the location where it was found by natural river flow and was probably placed at the location of Tena Bar during the last rise in the Columbia River in the past two or three months. b6 b7C

Investigation on 2/13/80 at Vancouver, Washington File # ~~PD 164-41~~ 175

by SA [redacted]:ckw Date dictated 2/14/80

DB Cooper-28189

b6 b7C

SUB G

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

PD 164-41

[redacted] based this belief on three facts. The first fact being that the money was rounded off on the corners, which would indicate a rolling motion and would indicate the flow of the river. The second fact was that the money was found in the surface layer of the upper reworked beach sand. The third fact was that the distribution of the money was in this surface layer only, and none was found to be in the post dredging sand. When reminded of the fact that the rubber bands holding the money together were still in place, but extremely brittle and crumbled upon touch, [redacted] stated that the condition of the rubber bands would tend to lend credence to the assumption that the money had been at the location where found a longer period of time. Even with this, he still felt the money was not at the site for more than a year. At the height found, the money was definitely deposited more than four years after the dredging of the Columbia River in 1974. He also added that he felt certain that the money did not work its way up through the post dredging sand to the upper layer. b6 b7C

[redacted] found during his work at the site and areas surrounding the site, that the clay lump (dredged) sand ranging from a depth of approximately four feet, 25 yards from the money site, to only two feet where the money was found. He advised that this could be caused by many reasons, but most probably caused by the different elevations of the beach sand at the time the dredging occurred. b6 b7C

Regarding the fact that the money itself was remarkably well preserved, [redacted] advised that sand is sterile, and in nature, is probably the best preservative of any soil. This could also be the reason that the rubber bands were still in place around the money, although they were badly deteriorated, and would also lead credence to the fact that the money had been deposited in sand the major portion of the time since it was lost. The money would not have lasted for more than a year in nature unless protected. He added that fragments of the money could have been washed anywhere down stream in the Columbia, but he doubted that any additional money found would be as well preserved unless it had been deposited in an upper layer of sand. b6 b7C

[redacted] displayed a U.S. Geological Survey-Topographical Map, Bridal Veil Washington - Oregon Section, which reflected a twelve mile cross section of the drainage basin for the Washougal River. It is from this area, [redacted] felt the money likely originated from. He stated that there was approximately one stream per mile of land in this area. If a person parachuted in this basin, he would most probably come to earth on b6 b7C