

File No. 164-81-1A ⁽⁶⁰⁾
Date Received 12/3/71
From U.S. Weather Bureau
(NAME OF CONTRIBUTOR)
Portland International A.P.
(ADDRESS OF CONTRIBUTOR)
Portland, Oregon
(CITY AND STATE)
By SA
(N)

b6 per FBI
b7C

To Be Returned Yes Receipt given Yes
 No No

Description: READ OUT AND KEY TO
AVIATION WEATHER REPORTS
RE WEATHER CONDITIONS BETWEEN
7⁰⁰ TO 9⁰⁰ 11/24/71

read out info. reported in
Search warrant

8pm 12/9/71

DB Cooper-35323

(60)

164-81-1A

KEY TO AVIATION WEATHER REPORTS.....

LOCATION IDENTIFIER AND TYPE OF REPORT*	SKY AND CEILING	VISIBILITY WEATHER AND OBSTRUCTION TO VISION	SEA-LEVEL PRESSURE	TEMPERATURE AND DEW POINT	WIND	ALTIMETER SETTING	RUNWAY VISUAL RANGE	CODED PIREPS																																																
MKC	150M250	1R-K	132	/58/56	/1807	/993/	R04LVR20V40	/055																																																
<u>SKY</u> Sky cover symbols are in ascending order. Figures preceding symbols are heights in hundreds of feet above station. Sky cover symbols are: ○ Clear; less than 0.1 sky cover □ Scattered; 0.1 to less than 0.6 sky cover ⊕ Broken; 0.6 to 0.9 sky cover ⊕ Overcast; more than 0.9 cover — Thin (When prefixed to the above symbols) -X Partly obscured; 0.1 to less than 1.0 sky hidden by precipitation or obstruction to vision (bases at surface) X Obscured; 1.0 sky hidden by precipitation or obstruction to vision (bases at surface)	<u>VISIBILITY</u> Reported in Statute Miles and Fractions. (V=Variable) <u>WEATHER AND OBSTRUCTION TO VISION SYMBOLS</u> <table> <tbody> <tr><td>A</td><td>Hail</td><td>IC</td><td>Ice Crystals</td><td>RW</td><td>Rain Showers</td></tr> <tr><td>BD</td><td>Blowing Dust</td><td>IF</td><td>Ice Fog</td><td>S</td><td>Snow</td></tr> <tr><td>BN</td><td>Blowing Sand</td><td>IP</td><td>Ice Pellets</td><td>SG</td><td>Snow Grains</td></tr> <tr><td>BS</td><td>Blowing Snow</td><td>IPW</td><td>Ice Pellet Showers</td><td>SP</td><td>Snow Pellets</td></tr> <tr><td>D</td><td>Dust</td><td></td><td></td><td>SW</td><td>Snow Showers</td></tr> <tr><td>F</td><td>Fog</td><td>K</td><td>Smoke</td><td>T</td><td>Thunderstorm</td></tr> <tr><td>GF</td><td>Ground fog</td><td>L</td><td>Drizzle</td><td>T+</td><td>Severe Thunderstorm</td></tr> <tr><td>H</td><td>Haze</td><td>R</td><td>Rain</td><td>ZL</td><td>Freezing Drizzle</td></tr> <tr><td></td><td></td><td></td><td></td><td>ZR</td><td>Freezing Rain</td></tr> </tbody> </table> Precipitation intensities are indicated thus: -- Very light; - light; (no sign) Moderate; + Heavy	A	Hail	IC	Ice Crystals	RW	Rain Showers	BD	Blowing Dust	IF	Ice Fog	S	Snow	BN	Blowing Sand	IP	Ice Pellets	SG	Snow Grains	BS	Blowing Snow	IPW	Ice Pellet Showers	SP	Snow Pellets	D	Dust			SW	Snow Showers	F	Fog	K	Smoke	T	Thunderstorm	GF	Ground fog	L	Drizzle	T+	Severe Thunderstorm	H	Haze	R	Rain	ZL	Freezing Drizzle					ZR	Freezing Rain	<u>RUNWAY VISUAL RANGE (RVR)</u> RVR is reported from some stations. Extreme values for 10 minutes prior to observation are given in hundreds of feet. Runway identification precedes RVR report.
A	Hail	IC	Ice Crystals	RW	Rain Showers																																																			
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<u>CEILING</u> Letter preceding height of layer identifies ceiling layer and indicates how ceiling height was obtained. Thus <table> <tbody> <tr><td>A</td><td>Aircraft</td><td>R</td><td>Radar</td></tr> <tr><td>B</td><td>Balloon (ceiling, pilot or roo)</td><td>W</td><td>Indefinite</td></tr> <tr><td>E</td><td>Estimated</td><td>"V"</td><td>Immediately following numerical value indicates a variable ceiling height</td></tr> <tr><td>M</td><td>Measured</td><td></td><td></td></tr> </tbody> </table>	A	Aircraft	R	Radar	B	Balloon (ceiling, pilot or roo)	W	Indefinite	E	Estimated	"V"	Immediately following numerical value indicates a variable ceiling height	M	Measured			<u>WIND</u> Direction in tens of degrees from true north, speed in knots. 0000 indicates calm. G indicates gusty. Peak speed follows G or Q when gusts or squalls are reported. The contraction WSHF followed by local time group in remarks indicates windshift and its time of occurrence. (Knots X 1.15 = statute mi/hr.) EXAMPLES: 3627 360 Degrees, 27 Knots; 3627G40 360 Degrees, 27 Knots. Peak speed in gush 40 knots.	<u>ALTIMETER SETTING</u> The first figure of the actual altimeter setting is always omitted from the report.	<u>CODED PIREPS</u> Pilot reports of clouds not visible from ground are coded with MSE height data preceding and/or following sky cover symbol to indicate cloud bases and/or tops, respectively.	<u>DECODED REPORT</u> Kansas City: Record observation, 1500 feet scattered, measured ceiling 2500 feet overcast, visibility 1 mile, light rain, smoke, sea level pressure 30132 millibars, temperature 58°F, dewpoint 56°F, wind 180°, 7 knots, altimeter setting 29.93 inches, runway 04 left, visual range 2000 ft. variable to 4000. Pilot reports top of overcast 5500 feet (MSL).																																				
A	Aircraft	R	Radar																																																					
B	Balloon (ceiling, pilot or roo)	W	Indefinite																																																					
E	Estimated	"V"	Immediately following numerical value indicates a variable ceiling height																																																					
M	Measured																																																							
							DB Cooper-35324	<u>TYPE OF REPORT</u> The omission of type-of-report data identifies a scheduled record observation for the hour specified in the sequence heading; the time of an out-of-sequence, special observation is given as "S" followed by a time group (24-hour clock GMT) e.g., PIT S 0715 - XM1G... A special indicates a significant change in one or more elements, local reports are identified by "LC" and a time group. Locals are transmitted on local teletypewriter circuits only.																																																

KEY TO AVIATION WEATHER FORECASTS.....

TERMINAL FORECASTS contain information for specific airports on ceiling, cloud heights, cloud amounts, visibility, weather condition and surface wind. They are written in a form similar to the AVIATION WEATHER REPORT.

CEILING: Identified by the letter "C"

CLOUD HEIGHTS: In hundreds of feet above the station (ground)

CLOUD LAYERS: Stated in ascending order of height

VISIBILITY: In statute miles, but omitted if over 8 miles

SURFACE WIND: In tenths of degrees and knots; omitted when less than 10

EXAMPLE OF TERMINAL FORECASTS

C15	Ceiling 1500', broken clouds	O11/2GF	Clear, visibility one and one-half miles, ground fog
CSX1/4S+	Sky obscured, vertical visibility 500 ft. visibility one-fourth mile, heavy snow	200C70@6K 3230G	Scattered clouds at 2000', ceiling 7000' overcast, visibility 6 miles, smoke, surface wind 320 degrees 30 knots, gusty

AREA FORECASTS are 12-hour forecasts plus 12-hour OUTLOOKS (18-hour outlook in FA valid at 1300Z) of cloud, weather and frontal conditions for an area the size of several states. Heights of cloud tops, icing, and turbulence are ABOVE SEA LEVEL (ASL); ceiling heights, ABOVE GROUND LEVEL (AGL); bases of cloud layers are ASL unless indicated. Area Forecasts are amended by SIGMETs or AIRMETs.

SIGMET or AIRMET warns airmen in flight of potentially hazardous weather such as squall lines, thunderstorms, fog, icing, and turbulence. SIGMET concerns severe and extreme conditions of importance to all aircraft. AIRMET concerns less severe conditions which may be hazardous to some aircraft or to relatively inexperienced pilots. Both are broadcast by FAA on NAVAID voice channels.

WINDS AND TEMPERATURES ALOFT (FD) FORECASTS are computer prepared forecasts of wind direction (nearest 10° true N) and speed (knots) for selected flight levels. Temperatures are forecast for all levels shown except that no forecasts are issued for the 3000 ft. level or other levels within 2500 feet of a station's elevation.

EXAMPLES OF WINDS AND TEMPERATURES ALOFT (FD) FORECASTS:

FD W8C 121745
BASED ON 121200Z DATA
VALID 130000Z FOR USE 1800-0300Z. TEMPS NEG ABV 24000
FT 3800 6000 9000 12000 16000 24000 30000 34000 39000
BOS 3127 3425-07 3428-11 3421-16 3516-27 3512-38 311649 292451 283451
JFK 3926 3327-08 3324-12 3322-16 3120-27 2923-38 284248 285150 285749
At 6000' feet ASL over JFK wind from 330° at 27 knots and temperature minus 8° C.

PILOTS ... report in-flight weather to nearest FSS

DB Cooper-35325

034 SA250300
OAK 130-012 228/52/50/2904/ 107 1030→ OAK 11/34 11/35
SJC E10007 55/49/3507/E019/ H S-W
SFO M508 227/52/51/2809/020/105 16//
HQM SP M14025010R- 135/44/40/2105/993/ 107
NOW 300E40015 125/44/41/0000/990/205 1400
AST 160M3407 146/45/41/2006/996 RE45 010 18//
PKV
UIL SP M2607RW- 116/42/39/ 1504/987/ 105 15//
OTH 310M4509005RW-F 193/50/46/2112G20/010/ RB48 114
CEC 500E7007 224/52/51/1508/019/BINOVC HIR CLDS VSBL PATCHY GF ALQDS/ 210
ACV SP -X1060M220180011/2FH 227/50/50/1804/019/F6 BINOVC /303
UKI 35015 234/47/43/0000/021/0V0 217
BLI M27050010 127/44/40/1810/989/RE32/ 217→BLI 10/1
SEA 300E50015+RW-- 142/42/37/1710/994/ 103 15//
BFI 350E80015 44/38/1511/994→BFI 10/7
PAE 12E500180015+ 43/38/16 12/992→PAE 11/3
OLM 800M2405RW- 144/41/40/1806/995/RE20B40 108 18//
TDO 350M47012 155/41/39/1604/998/RE15 210
PDX 200M34050015RW-- 162/46/42/1304/001/RB35 108 18//→PDX 11/39
11/48
TTD M 40 + - 10 RW-- / 45/ 42/1703/001/000/R07VV5.0/
SLE
EUG 250380E110915 180/42/40/1608/006/BINOVC 103/157/
SXT AMOS / 35/ 33/2122/007/002/
MFR 500E7 5015+ 203/43/37/1305/011/ 207 1800
SIY 40010+ 201/37/33/0000/009→SIY 11/4
MHS / 39/ 40/1502/012/000/
RBK -X 20FHK 217/45/42/3105/017/ FHK4 105
MYV 120280E15006HK 215/49/47/0000/016/ 303
SMP 040 147/28/25/0000/987/ 105
EAT SP 150E45010007 155/33/32/2504/994/ 103
EPH M703F 156/38/35/2305/996/ 303
MWH SP M5010 37/34/0000/996
SFF 150M29010 41/35/2105/991/THIN SPOTS INOVC
GEG M15022010 141/38/35/1806/990/002 15//
LWS M75010 158/39/39/0000/997/VSBY W21/2/ 302 107
ALW S20E100020 160/41/39/1904/998/ 400→ALW 10/7
PD T 500M90015 163/40/38/3306/998/ 210 1570 →PDT 11/3
MEH AMOS / 32/ 31/1003/995/001/
BKE M14010 170/35/35/0000/996/ 400
YKM 320M5507 163/34/31/2806/998/ 115 15//
DLS E25040015 163/42/41/3105/001/ 007
RDM SP M23070015 159/36/29/1105/996/MOON DMLY VSBL 007
LMT 250E40010 198/36/30/2607/005/ 107 1500
SAC 120010 214/54/49/0000/016→SAC 11/22
SMF E25005H 49/46/1603/014
BLU / 36/ 36/1902/017/018/
RNO 250-012 193/44/30/3614G23/007/ 110 1007
SLIDE MIN 22/14/3333
PKV
SLE 150M30060010RW- 176/45/39/1909/005/ 314 15//

034 SA250400
OAK 10012 227/52/51/2706→OAK 11/34 11/35
SJC 20013007 54/49/3505/E019/HK SE-W
SFO M5010 227/51/50/2711/020
HQM 110M18010RW- 135/44/39/1908/993
NOW E38015 125/43/41/0000/990
AST 160270E7007 149/46/41/2108/997 RB07 OCNL RW-
PKV
UIL M1307RW- 123/41/39/1306/989/ CONT RW- OCNLY RW
OTH 450M7507 200/48/43/2311/012/ INTMT RW-
CEC 50E7007 230/51/52/1808/021/PATCHY GR ALQD
ACV SP -XM22018003/4F 234/50/49/1705/021/F8
UKI 33015 23 7/48/44/0105/022/0V0
BLI M27050010 129/44/39/1708/990/OCNL R--> BLI 10/1
SEA SP 70E2507RW- 144/42/38/1610/995/RW- OCNLY RW
BFI 330E80010RW-- 44/39/1511/994→BFI 10/7
PAE E500180015+ 42/37/1412/993→PAE 11/3
OLM 110M2403805008RW- 146/41/40/1806/996/RE25B50
TDO M30012RW-- 151/42/40/1905/997/RB35
PDX 150M2705007RW- 159/42/38/2710/003→PDX 11/39 11/48
TTD M 40 ④ 10 RW-- / 46/41/2207/003/001/ R07VV7.0/
SLE 150M2605RW- 179/43/40/2009/006
EUG SP 160M25010RW- 197/42/39/2112/011/RB34
SXT AMOS / 34/3-2017/008/002/
MFR 500E80015+ 202/42/37/2106/011/BIN0VC
SIY 40010+ 205/37/33/1404/010→SIY 11/4
MHS / 38/39/1602/013/000/
RBL -X20-02GFHK 217/44/42/3104/017/ F4
MYV 220E15005HK 215/48/46/0000/016
SMP
EAT 450E10007 155/33/38/2704/994/FOG BNK ALG RVR
EPH SP M1003F 157/38/36/0000/997/CIG RGD
MWH M5010 38/35/0000/995
SFF 100M22010 41/36/2007/991
GEG M15022010 145/38/34/2007/991
LWS
ALW 550E80020 161/40/38/0000/998→ALW 10/7
PDT SP 170M250350TRW- 159/42/39/2715/002/RB30 →PDT 11/3
MEH AMOS / 32/32/1302/995/002/
BKE M15010 170/35/35/2000/995
YKM 500E8007 157/31/29/2204/995
DLS SP 40060015 169/41/41/2007/003
RDM SP M23070015SW-- 169/37/30/2110/999/3350
LYT DLAD
SAC 280-010 214/50/48/2000/016→SAC 11/22
SMF 07 50/47/3306/014
BLU / 35/34/1001/016/018/
RNO 250-012 194/43/28/3113G18/008
SLIDE MN 21/M/2724
PKV
SMP
LWS

034 S A250500
OAK M7@10 231/51/50/0000/THIN SOPTS→OAK>11/34 11/35
SJC 80A11@7 53/48/0000/E019/SE-W
SF 0 5010 230/51/49/3011/021
HQM 120M19@10 142/45/41/2008/995/OCNL RW-
NOW E40@15 125/44/44/0000/990
AST 200M32@7 153/46/41/2511/998 RE15
PKV
UIL SP 150M38@7RW-- 123/40/38/0000/989/ RW-- OCNLY RW-
OTH M40@65@7 210/46/42/1507/015
CEC -X50E70@5F 230/51/51/1706/021/F2
ACV SP -X40M7022@1F 237/50/50/1906/022/F6
UKI 35@15 241/46/43/3605/023
BLI M29@50@10 129/44/38/1707/990→BLI>10/1
SEA E26@15RW- 144/41/37/1508/995/FEW STFRA 7HND
BFI 180M36@7@7RW-- 45/39/1510/995→BFI>10/7
PAE E50@120@15+ 40/36/1410/992→PAE>11/3
OLM SP 120240M35@12 146/41/40/1805/996/BINOVC RE3>
TDO 300M34@12 155/42/42/1906/998/RE05
PDX M31@50@10RW- 168/44/40/1911/003/FEW CUFRA 15HND→PDX>11/39 11/48
TTD M 22 @ 40 @10 RW-- / 42/ 41/2201/004/003/R07VV5.0/
SLE SP 150350M100@15+ 179/43/40/1815/ 006/RE32
EUG 150M25@75@15 197/42/39/1809/011/OCNL RW-
SXT AMOS / 33/ 3-/2812/009/003/
MFR E50@80@15RW- 208/42/38/2404/016/R848
SIY M50@10+ 209/36/33/0000/011→SIY>11/4
MHS / 35/ 36/2601/014/006/
RBK -X 2GFHK 222/43/40/3105/018/ F4
MYV 220150@5HK 218/45/44/0000/017
SMP
EAT 45@100@10 154/33/30/3504/994
EPH SP W7X2F 156/37/36/0000/996
MWH SP M3@5F 38/34/0000/996
SFF 100M26@10 40/36/2005/992
GEG 70N15@26@10 147/38/35/1808/992
LWS
ALW 200M3@67R- 173/41/42/2606/002/R817→ALW>10/7
PDT 250M50@15 173/41/37/2610/001/RE35 → PDT>11/3
MEH AMOS / 31/ 32/-002/997/005/
BKE SP 150E55@1@ 171/33/3 3/2200/996
YKM 40@80@7 164/31/29/2406/998
DLS 150@64@15 172/39/39/3106/004/RB04 RE16
RDM 55@15+ 175/31/28/2104/001/S025
LMT E40@10 201/37/36/2506/007
SAC 012 215/47/45/0000/017→ SAC>11/22
SMF 04H 47/45/31@5@15 / 33/ 32/13@1/013/015/
BLU / 32/13@1/013/015/
RNO 012 194/36/28/1605 / 009
SLIDE MTN 22/X/2543
PKV
SKP
LWS

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1:16-cv-01790-02

Total Deleted Page(s) = 89

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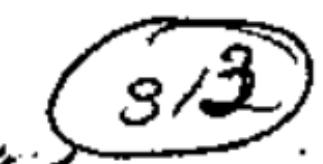
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File No. 164-81 313
iaDate Received 4/18/72From ADDRESS OF CONTRIBUTOR
BELLEVUE, WASHINGTONBy (NAME OF SPECIAL AGENT)b6
b7Cb6
b7CTo Be Returned Yes Receipt given Yes
 No No

Description:

(4) PHOTOGRAPHS OF
 b6
b7Cb6
b7C

b6
b7C

164-81-14  313

DB Cooper-36325

File No. 164-81- a 314Date Received 8/25/72From BUTTE
(NAME OF CONTRIBUTOR)

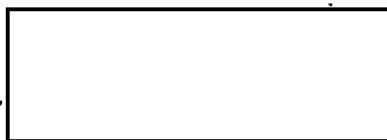
(ADDRESS OF CONTRIBUTOR)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No No

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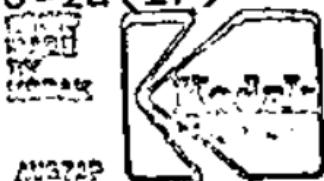
(2) COLOR PHOTOGRAPHS

OF _____

b6
b7Cb6
b7Cb6
b7Cb6
b7C

b6
b7c

164-26-1a(17)



164-81-1a

314

DB Cooper-36328

Photo taken 1965-66

(on right) b6
b7C

164-26-1a(17)



Se.

164-81-1a

314

Photo taken 1965-66

DB Cooper-36330

File No.

164-81-1A

(315)

Date Received 7/3/72From Sprngfield
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____

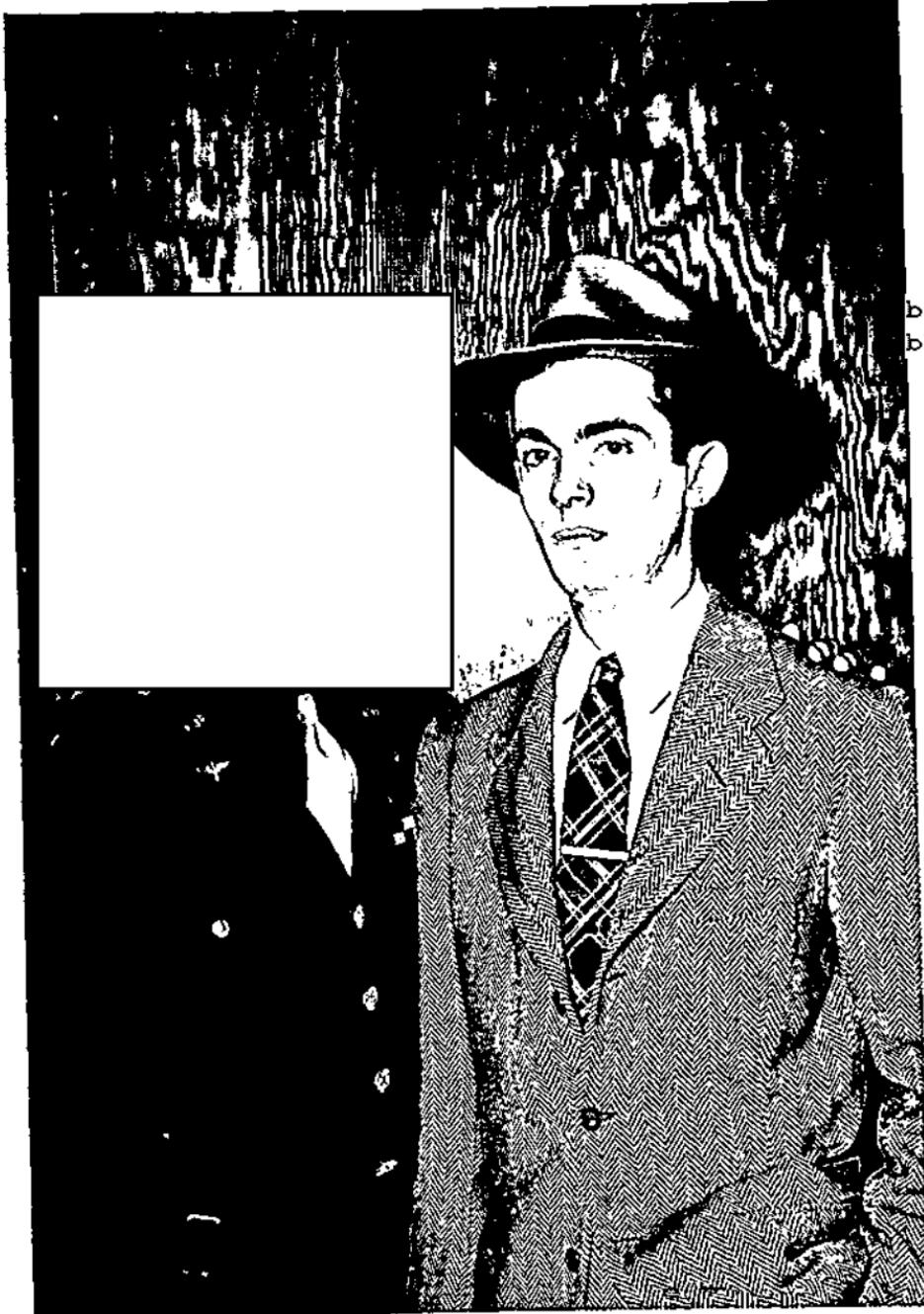
(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

*Photos of
Weland Carlson
or meigs*

Sub 450



b6
b7c

DB Cooper-36332

(SI/64-31)

REF
29-22

Willard Carlos Twigg pictured on
right, in business suit. Photo taken
approx. 1948. Other individual in
photo unidentified.

164-81-1A

815

DB Cooper-36333



DB Cooper-36334



DB Cooper-36335

g Slip
Rev. 12-22-69)

Date _____

Director

FILE _____

C _____ Title _____

AC _____

PV. _____

ENT _____

RE: _____

NO _____

ETK _____ Rotor #: _____

ACTION DESIRED

knowledge

Open Case

sign _____ Reassign _____

Prepare lead cards

ng file

Prepare tickler

I me

Return assignment card

rect

Return file

idline _____

Search and return

idline passed

See me

inquent

Serial # _____

continue

Post Recharge Return

edit

Send to _____

e

Submit new charge out

information

Submit report by DB Cooper-36336

idle

Type _____

REL 6-28-72

SI 164-31

Willard Carlos Twigg

164-81-1A-315

DB Cooper-36337

File No. 164-81-1A. 316Date Received 8/25/72From Acting Director
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No No

Description:

"B" sketch color
photos rough
w/sunglasses +
without.

Ser. 4270 - 11/1/73

Sub K164-81-3830
See R, 2 + H.H.



BUR 164-2111 SE 164-81

DB Cooper-36339

AUG 23 1972

164-81-1A

316

DB Cooper-36340

AUG 23 1972.

164-81-1A

316

DB Cooper-36342

AUG 23 1972

DB Cooper-36344
164-81-1A 3/6

AUG 23 1972

DB Cooper-36346

164-81-1A

316



BUR 164-2111 SE 164-81

DB Cooper-36347

AUG 23 1972

164-81-1A (316) DB Cooper-36348

164-81-1A

316

DB Cooper-36350

AUG 23 1972

164-81-1A

(3/6)

DB Cooper-36352

164-81-1A

(316)

DB Cooper-36354



DB Cooper-36355

BUR 164-2111 SE 164-81

NOV 10 1972

NOV 20 1972

164-87-1a 316

DB Cooper-36356
See. 1114

AUG 23 1972

1C4-81-1A (316)

DB Cooper-36358



BUR 164-2111 SE 154-81

JAN 13 1973 DB Cooper-36359

Sec. 4270
Sale 24 K

164-81-1a  DB Cooper-36360



BUR 164-2111 SE 164-81

DB Cooper-36361

AUG 23 1972

DB Cooper-36362

164-81-1A

316



BUR 164-2111 SE 164-81

NOV 10 1972

DB Cooper-36363

NOV 10 1972

164-81-1a

316

Dec. 1114

DB Cooper-36364



B

BUR 164-2111 SE 164-81

JAN 21 1968
DB Cooper-36365

Sec. 4270

Sub 2 + K

DB Cooper-36366

164-81- ja

(3/16)

1 A (317)
File No. 164-85 [redacted]
Date Received 8/25/72
From INDIANAPOLIS

(NAME OF CONTRIBUTOR)

(CITY AND STATE)

By [redacted] (NAME OF SPECIAL AGENT)

To Be Returned Yes Receipt given Yes
 No No

Description:

4 PHOTOGRAPHS OR

[redacted]

b6
b7cb6
b7cb6
b7c

DB Cooper-36367

RECORDED



b6
b7C

DB Cooper-36369

164-81-1A (317)

29-12-01-DI

DB Cooper-36371

164-81-1A 3/7

73-119 - J I

DB Cooper-36373

164-81-1A ③17

164-81-1A (317)

TP-149:6d

DB Cooper-36375

File No. 164-81-1A 319Date Received 2/23/72From Cranian
(NAME OF CONTRIBUTOR)
(ADDRESS OF CONTRIBUTOR)
(CITY AND STATE)By
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No No

Description:

Plots

b6
b7cb6
b7c

744-07-2326

b6

b7C

164-81-1a (319)

mm 164-552

DB Cooper-36378

File No.

164-81-1a 320

Date Received

3/19/72

From

Bt

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

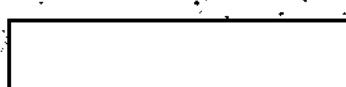
By

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

Photos of

b6
b7c

164-81-2 323

b6
b7c

P. D.

BURLEY, IDAHO

ARREST #

b6

b7C

NAME

AGE

COLOR

K/

SEX M

DOB

HT 5' 9"

WT 160

Hair Brown

Eyes Blue

FB)

EM

Calls

b6

b7C

164-81-1a

320

b6

b7C

DB Cooper-36381

b6

b7C

DOB [REDACTED]

POB [REDACTED]

HT. 5'8"

WT. 160-165

Hair Brown, 164-81-16

Eyes Blue DB Cooper-36383

Compl. Ruddy

Scars & Marks.

(320)

b6

b7C

DOB [redacted]

POB [redacted]

Height 5'8"

b6

Weight 160-165

b7C

Hair Brown

Eyes Blue

Compl. Ruddy

b6

Scars & Marks

b7C

1635-81-1a

3-20

DB Cooper-36385

b6

b7C

(32)

File No. 164-81-16Date Received 1/21/72From U.S. Marshall's Office

(NAME OF CONTRIBUTOR)

Sgt. John

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes No

Description:

Photos ofb6
b7cSee 2004b6
b7c

(Title)

(File No.)

Date Filed		Disposition
9/12/72	322. Photo of [redacted]	b6 b7C
9/13/72	323. Photo of [redacted] & copy of S.O. Chehalis	See [redacted]
9/15/72	324. Photos & neg. of [redacted]	See [redacted]
9/15/72	325. Wash. Driver's Lic. for [redacted]	See [redacted]
9/15/72	326. Map of La Center, Wash.	
9/15/72	327. Copy of "Seattle Flag" dated 5/10/72.	See [redacted] b6 b7C
9/18/72	328. Photos of [redacted]	8/21/68
10/1/72	329. Photo of [redacted]	
10/1/72	330. Photos of diff. spouses [redacted]	
10/1/72	331. Photo of [redacted]	b6 b7C
10/1/72	332. Photos of wife [redacted]	
10/1/72	333. Photo of [redacted] aka [redacted]	
10/1/72	334. Photo of [redacted]	
10/1/72	335. Copy DMV Drivers Lic. for [redacted]	
10/1/72	336. Photo of [redacted]	
10/1/72	337. Photo of [redacted]	

164-81-1A

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
SEP 1 1972	
FBI - SEATTLE	

File No. 164-81 - 1A (322)

Date Received 12/8/71

From _____

By _____
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes

No

Description:

PHOTO OF _____

b6
b7C

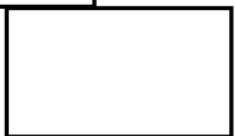
b6
b7C

b6
b7C

164-8L1A

(322)

b6
b7C



b6
b7C

164-81

22

DB Cooper-36392

b6
b7C

[Redacted]

1A 323

File No. 164-81 [Redacted]

b6
b7C

Date Received 8/22/72

From SEATTLE P.D.

(NAME OF CONTRIBUTOR)

5c

(ADDRESS OF CONTRIBUTOR)

SEATTLE, WASHINGTON

(CITY AND STATE)

By [Redacted] (NAME OF SPECIAL AGENT)

To Be Returned YesReceipt given Yes No No

Description:

(1) PHOTO OF [Redacted]

b6
b7C

[Redacted] AND

COPY OF S.O. CHEHALIS

[Redacted]

[Redacted]

b6
b7C

164-81-1A

323

DB Cooper-36395

b6

b7c

57 Ford P-Up, lt blue Lic#

Lic#

b6
b7c

Refer:

LOCATE ADULT

195,

b6
b7c

lt brn, blue, blonde mustache. If located, advise Sheriff.

SO CHEHALIS

DB Cooper-36396

164-81-1a (323)

DB Cooper-36397

File No. 164-81-5472Date Received 8/16/72From Kitsap Cty S.D.

(NAME OF CONTRIBUTOR)

Port Orchard

(ADDRESS OF CONTRIBUTOR)

B1

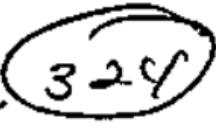
(INT)

To Be Returned Yes NoReceipt given Yes No

Description:

2 pix & 1 neg ofb6
b7cb6
b7cb6
b7cb6
b7c

DB Cooper-36400

164-81-1a  324

DB Cooper-36402

164-87-1a  324

1a. 325

File No. 164-81- Date Received 9/15/72From DMV

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WASH.By To Be Returned Yes NoReceipt given Yes No

Description:

WASH DRIVERS LICFor b6
b7Cb6
b7Cb6
b7Cb6
b7C

164-81-1A 325

DB Cooper-36405

Sub 406

(327)

File No. 164-81-1A

Date Received 5/10/72

From Purchased at news stand
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

Seattle WA

By S

To Be Returned Yes

No

Receipt given Yes

No

Description:

Copy of Seattle Plog
dated 5/10/72
Vol 1 # 5
with story of D-B Cooper

b6
b7c

164-81-1a

327

DB Cooper-36419



6, 13, 16, 17,

SEATTLE FLAG

Vol. 1, No. 5

May 10.

25 cents

D.B.COOPER FOUND!



THE MAN,
THE PLANE,
THE MONEY,
THE INTERVIEW.

Because

You as a consumer face a near impossible task in aligning what you want in stereo equipment with what is available.

Because

You are given such a limited opportunity when you shop to learn whether a particular unit will fulfill your desires.

Because

So much equipment is doubtful in its reliability—for all these reasons Seattle Stereo Center makes a sincere effort to inform you as accurately and efficiently as we know how with both the positive and negative aspects of each stereo component so you may make the wisest possible choice and receive more satisfaction for your dollars than you can find anywhere else.

This approach of buying wisely requires some patience from both you and us, since we must both communicate long enough for you to understand products quality, benefits, performance, service and the outstanding value of purchasing a sound system from Seattle Stereo Center. When you come in and talk to us we know we can convince you of one thing: we can furnish you better sound for less money and with better service than anyone else.

So, read our ad for information. Let yourself become enthused. Then drop in a Seattle Stereo Center for a truly impressive audition.

Our \$419 System

Our \$419 Advent Sherwood BSR system: A good boy on a good value.

Many stores that sell stereo equipment feature at least one stereo system that consists of a well-known standard brand of receiver, record changer, and cartridge. The speakers bear a name that is less familiar. What you usually pay for the package is equivalent to the list price of the receiver and the changer. You get the speakers essentially "free."

Does that mean such a package is a good value?

In most cases it's not. The reason you pay so little for the speakers is that usually the store pays so little for the speakers. Not a bad idea, if it were possible to get good speakers for next to nothing—but frankly, in our experience, it's not possible. And if you don't get good speakers, it doesn't much matter how good the other components are.

On the other hand, our Advent/Sherwood/BSR system is unquestionably a good value.

The Smaller Advent Loudspeakers has greater frequency response and freedom from distortion than do many far more expensive speakers. It provides the final, lowest octave of base offers by only a handful of the most expensive speakers—and not costing near its price of \$72.

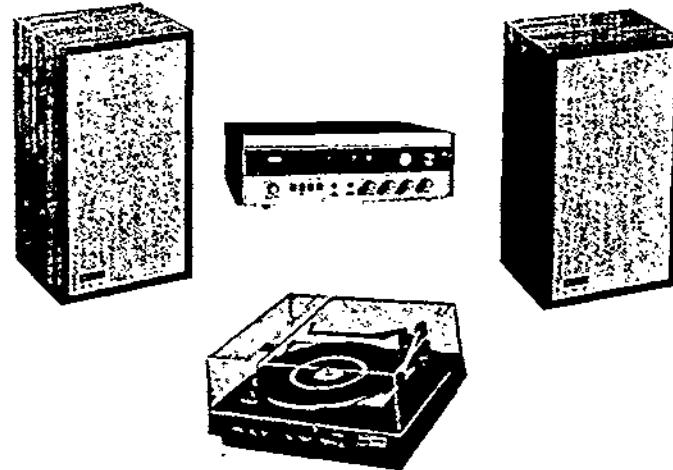
The Sherwood 7100 Am/Fm stereo receiver delivers substantially more clean, undistorted power than most receivers in its price class were able to offer as little as a year ago: 25% watts RMS across the entire audio range, at less than 1% distortion (RMS is the most demanding and least flashy of the various power rating methods).

To match the value of the Smaller Advents and the Sherwood receiver, we recommend the BSR automatic turntable with a Shure stereo cartridge. It has a well balanced platter for good speed stability and a quite (asynchronous) motor for low wow, flutter and rumble. The Shure cartridge tracks at a record-saving gram.

The total of the regular selling prices of these components is \$464. At that price the system is a good value, because it offers sound performance and reliability worth every penny, given what else you could spend that amount of money on.

But we want our good value system to be a good buy too, so if you buy the complete system from us, we'll charge you \$419. That's a saving of \$45: not a huge saving, but a real one.

So if you have about \$400 to spend on a stereo system, we think you can't get a better return on your investment than our Advent/Sherwood/BSR system. Please stop by to see and hear why.



**Seattle
Stereo
Centers...**

HAVE YOU
CHECKED
SEATTLE
STEREO
CENTER'S
LOW PRICES
ON THESE
SELECTED
ITEMS?

	List Price	Our Price
1. AR-3A Speaker	\$262.50	\$218.00
2. Dyna Kit SCA35	\$104.95	\$ 87.00
3. Dyna A25 Loudspeaker	\$ 84.95	\$ 59.95
4. KLH Model 6 Speaker	\$141.00	\$109.00
5. ADC 303AX Loudspeaker	\$115.00	\$ 79.95
6. Shure M91ED Cartridge	\$ 54.95	\$ 24.95
7. Shure Stylus for U-1511 (Un-15E)	\$ 27.00	\$ 22.00
8. Koss PRO AA Headphones	\$ 60.00	\$ 45.00

CITY CENTER
2440 1st Ave. South
Seattle, Washington 98134
Phone: 206 624-0368
Across from Sears Main Store
101 1st South near Lander St.
10 to 9 Mon., Fri. 10 to 5 Sat.

UNIVERSITY DISTRICT
4733 Brooklyn Ave. N.E.
Seattle, Washington 98105
Phone: 206 524-6454
Across from the Safeway Grocery
Store Parking Lot
Noon to 9 Mon. - Fri. 11 to 6 Sat.

File No. 164-81-1A 328Date Received 9/18/72From L.A.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No No

Description:

Photos of

[Redacted]

[Redacted]

Taken 8/21/61

b6
b7c

[Redacted]

Ser. 3910

b6
b7c

164-81-1A 328

DB Cooper-36423

b6
b7C

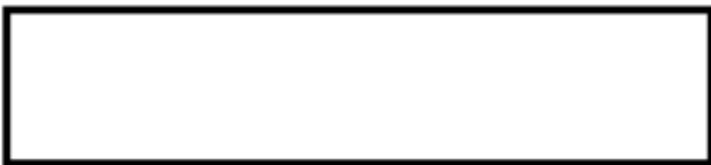
:
:



Photo Studio

b6
b7C

Aug 21 1961



DB Cooper-36427

File No. 164-81-1a (329)

Date Received 9/7/72

From:

DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WASH.

(CITY AND STATE)

By: (NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

PHOTO OF

Suspect

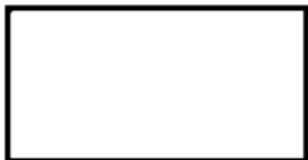
b6
b7c

b6
b7c

164-81-3918

b6
b7c

164-81-1a (329)



b6
b7c

DB Cooper-36430

File No. 164-81- 1a 330Date Received 9/21/70From BOSTON
(NAME OF CONTRIBUTOR)

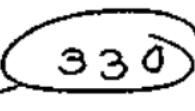
(ADDRESS OF CONTRIBUTOR)

By
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No No

Description:

8 PHOTOGRAPHS OF
4 DIFF POSES R&R SUGR 164-81-3922 b6
b7Cb6
b7Cb6
b7Cb6
b7C

DB Cooper-36433

164-81-1a  330

164-81-1a 330 DB Cooper-36435

DB Cooper-36437

164- 81-1a (33D)

16 4-81-1a

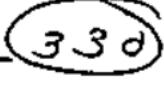
(330)

DB Cooper-36439

DB Cooper-36441

164-81-1a (330)

DB Cooper-36443

164-81-a 

33d

DB Cooper-36445

16 V-81-1a 330

DB Cooper-36447

164-81-1a 330

DB Cooper-36449

330

164-8111a

DB Cooper-36451

164-81-1a **33C**

164-81-1a

(330)

DB Cooper-36453

DB Cooper-36455

164-81-1a

(334)

DB Cooper-36457

164-81-1a 330..

164-81-1a 330

DB Cooper-36459

164-81-1a

(330)

DB Cooper-36461

DB Cooper-36463

164-81-1a

(33d)

DB Cooper-36465

164-81-10  330

DB Cooper-36467

16 Y-81-1a (330)

16 R-81-1a
33d

DB Cooper-36469

164-81-1a

(930)

DB Cooper-36471

164-81-1a (330)

DB Cooper-36473

DB Cooper-36475

164-81-1a 330

DB Cooper-36477

16 4-81-1a 33d

DB Cooper-36479

16 Y-81-1a 33d

DB Cooper-36481

164-81-1a 330

DB Cooper-36483

16 yr 81-1a 330

DB Cooper-36485

164-81-1a 830

DB Cooper-36487

164-81-1a  330

DB Cooper-36489

16 Y- 81- 1a (330)

DB Cooper-36491

164-81-1a (330)

DB Cooper-36493

..16 4-81-1A. 330

DB Cooper-36495

168-8141a (33d)

1A 331

File No. 164-81Date Received 9/11/72From SPD
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By
(NAME OF SPECIAL AGENT)To Be Returned Yes
 NoReceipt given Yes
 No

Description:

2. SPD PHOTOGRAPHSOF b6
b7cb6
b7cb6
b7cb6
b7c

b6
b7c

DB Cooper-36498

164-81-1A

331

b6
b7C

DB Cooper-36500

164-81-1A

331

1A 332

File No. 164-81-Date Received 9/17/72

From: _____

KENTON WASH.

By _____

(NAME OF SPECIAL AGENT)

ORBINSKI REURNED 9/28/72To Be Returned YesReceipt given No

Description:

(2) PHOTOGRAPHS OF

SUSPECT

b6
b7Cb6
b7Cb6
b7Cb6
b7C

164-81-1A (332)

45
- 00
45

DB Cooper-36503

164-81-1A

332

5
80
5

DB Cooper-36505

(333)

File No. 164-81-

Date Received 9/17/72

From

(ADDRESS OF CONTRIBUTOR)

RENTON, WASH

By

(NAME OF SPECIAL AGENT).

To Be Returned Yes Receipt given Yes
 No No

Description:

(P) PHOTOGRAPH OR

ANSWERING

b6
b7Cb6
b7Cb6
b7Cb6
b7C

164-81-1A

(333)



UNSUB aka

b6
b7c

DB Cooper-36508

File No. 164-81

1a 334

Date Received 9/25/72From St Louis

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

E

AGENT

To Be Returned Yes NoReceipt given Yes No

Description:

(8) COLORED PHOTOGRAPHS

OE

b6
b7cb6
b7cb6
b7cb6
b7c

Ser. 3993

164-81-1a

(334)

DB Cooper-36511

164-81-1a

33 Y

DB Cooper-36513

164-81-1a (334)

DB Cooper-36515

16 Y-81-1a

334

DB Cooper-36517

164-81-1a

(334)

DB Cooper-36519

164-81-1a

334

DB Cooper-36521

164-81-1a 334

DB Cooper-36523

164-81-1a

(334)

✓
DB Cooper-36525

File No. 164-81

1a (335)

Date Received 9/25/72From S.F. D.U.
(NAME OF CONTRIBUTOR)b6
b7c

(ADDRESS OF CONTRIBUTOR)

San Francisco, CalifBy
(NAME OF SPECIAL AGENT)b6
b7cTo Be Returned Yes Receipt given Yes
 No No

Description:

CALIF. DMV DRIVERS
LICENSE FOR b6
b7c See. 3936Ab6
b7c

42

164-811a

335

POLAROID

A258107N

DB Cooper-36528

1 A 336

File No. 164-81Date Received 9/29/72From Anonimous
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

To Be Returned Yes
 NoReceipt given Yes
 No

Description:

1 PHOTOGRAPH OF

b6
b7Cb6
b7Cb6
b7Cb6
b7C

Ser. 3944

DB Cooper-36529

b6
b7C

New Mex.

DOB

DB Cooper-36531

164-81-1a

336

File No.

164-81-1A

337

(ADDRESS OF CONTRIBUTOR)
Missouri

To Be Returned Yes

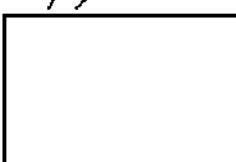
No

Receipt given Yes

No

Description:

1 Photo of



See

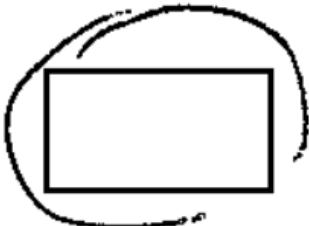


b6
b7C

b6
b7C

b6
b7C

b6
b7C



b6
b7C

DB Cooper-36534

164-81-16

337

FEDERAL BUREAU OF INVESTIGATION
FOI/PA
DELETED PAGE INFORMATION SHEET
FOI/PA# 1:16-cv-01790-02

Total Deleted Page(s) = 74

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Page 13 ~ Duplicate;
Page 23 ~ b6; b7C;
Page 29 ~ b6; b7C;
Page 32 ~ b6; b7C;
Page 35 ~ b6; b7C;
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Page 97 ~ b6; b7C;
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Page 237 ~ b6; b7C;
Page 239 ~ b6; b7C;
Page 241 ~ Duplicate;

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XXXXXXXXXXXXXXXXXXXXXX

SEE NEXT VOLUME

DB Cooper-36535

I

(Title) Morgan A.
 (File No.) 164-81-1A

Date Filed		Disposition
10/20/72	338. Photos of [redacted]	See [redacted] b6 b7C
10/24/72	339. Map of LaCenter (Sheet #14751).	
10/25/72	340. Two Xerox copies ea. of letter & envelope addressed to "N.Y. Times" D.A.Y. 9/19/72.	See Sub R
10/27/72	341. Newspaper photo of [redacted]	See [redacted]
10/27/72	342. Copy of [redacted] Calif. Drivers/License. See [redacted]	
10/27/72	343. Copy of map of Wood Street & plane. See Sub E & F	
11/1/72	344. Photo of [redacted]	See [redacted]
11/1/72	345. Photo of [redacted]	See [redacted]
11/1/72	346. Photo of [redacted]	See [redacted]
11/2/72	347. Photo of C. Los. Everett Morris	See Sub 501
11/16/72	348. Photo of [redacted] w/ his biographical material on wall.	See [redacted]
11/16/72	349. Photo of [redacted]	See [redacted]
11/17/72	350. Photo of [redacted]	See [redacted]

78 164-81-Sub A
WEDAD

File No. 164-81-1a 338

Date Received 10/18/72

From Houston
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

Photos

b6
b7c

See. you

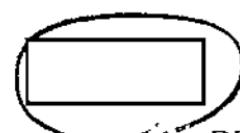
b6
b7c

DB Cooper-36537

164-81-1a (338)

b6
b7C

DB Cooper-36539



b6
b7C

(338) 01-18-491

File No. 164-81-Sub A

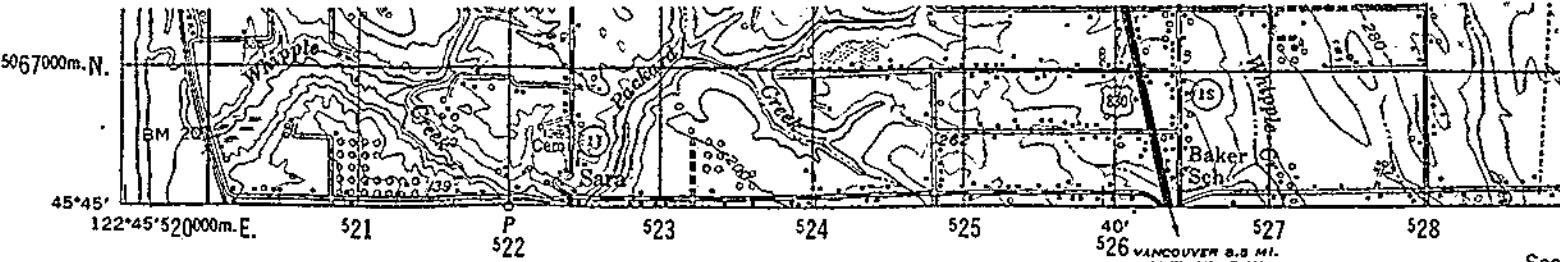
339

Date Received 10/24/72From [Redacted] (UTOR)b6
b7C

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No NoDescription: Map of La Center (flat 1975)



V791
Edition 3-AMS

Prepared by the Army Map Service (GE), Corps of Engineers, U.S. Army, Washington, D.C. Copied In 1958 from Washington, 1:62,500, USGS, La Center, 1954. Original map compiled by photogrammetric methods by U.S. Geological Survey. Aerial photography 1951. Coastal hydrography compiled from USC&GS chart 6153, 1952. Horizontal and vertical control by USGS, USC&GS, CE, and Pacific Power and Light Co. This map complies with the national standard map accuracy requirements. Map field check ed, 1954. Scale changed, Universal Transverse Mercator Grid added, and marginal data revised, 1958.

CONTOUR II
WITH SUPPLEMENTARY CO-
VERTICAL DATUM:

TRANSVERSE MI
HORIZONTAL DATUM:

BLACK NUMBERED LINES INDICATE
MERCATOR

THE LAST THREE DIGITS O

USERS NOTING ERRORS OR OMISSIONS ON THIS MAP ARE
OFFICER, ARMY MAP SERVICE, WASHINGTON, D. C. 20310

LEGEND	
ROAD DATA 1954	
In developed areas, only thru roads are classified	
Hard surface, heavy duty road, four or more lanes wide	<input checked="" type="checkbox"/> 4 LANES <input checked="" type="checkbox"/> 6 LANES Improved light duty road, street
Hard surface, heavy duty road: Two lanes wide; Three lanes wide	<input checked="" type="checkbox"/> 12 LANES Unimproved dirt road; Trail
Hard surface, medium duty road, four or more lanes wide	<input checked="" type="checkbox"/> 4 LANES <input checked="" type="checkbox"/> 6 LANES Route markers: Federal; State
Hard surface, medium duty road: Two lanes wide; Three lanes wide	<input checked="" type="checkbox"/> 12 LANES Light, lighthouse; Windmill, wind pump
Buildings	<input checked="" type="checkbox"/> Barns, sheds, greenhouses, etc.
Mines: Open pit; Horizontal shaft; Vertical shaft; Prospect	<input checked="" type="checkbox"/> Marsh or swamp; Dam
RAILROADS	<input checked="" type="checkbox"/> Single track <input checked="" type="checkbox"/> Multiple track
Standard gauge	BOUNDARIES National
Narrow gauge	Large rapids; Large falls
In street	State (with monument)
Carlins	County
Spot elevations in feet:	Corporated limits
Checked	<input checked="" type="checkbox"/> MIL RES Depth curves in feet
Unchecked	<input checked="" type="checkbox"/> 168 Other reservation
Woods; Scrub	<input checked="" type="checkbox"/> Foreshore flat
Vineyard; Orchard	Bench mark, monumented <input checked="" type="checkbox"/> BMX 792 Limit of danger; Reef
	Bench mark, non-monumented <input checked="" type="checkbox"/> 431 Man-made shoreline



GRID ZONE DESIGNATION: 10T
100,000 M. SQUARE IDENTIFICATION EF
1.1 1 2.1 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 SAF

IGNORE the SMALLER figures of say grid number; These are for reading the full coordinates. Use ONLY the LARGER figures of the grid number; example: 5067000

DB Cooper-36541

File No. 164-81-Sub A 340Date Received 10/20/72From G. Y.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes No

Description:

Two Xerox copies
 ea of letter ~~dated~~
 & envelope addressed
 to N.Y. Times, N.Y.,
 9/19/72.

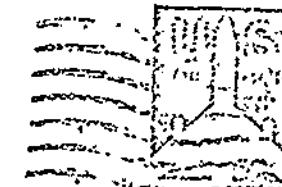
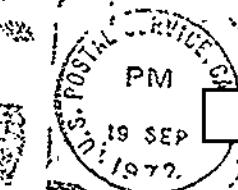
See
 Serial 4013
 Sub R

164-81-Sub A

340

DB Cooper-36543

b6
b7C



New York Times
229 W. 43rd
New York, N.Y.

DB Cooper 36544

No Way

DEAR S.B.

[REDACTED] IS DEAD. "D.B. COOPER" PASSED AWAY ON

b6
b7c

SEPT 12th. TOGETHER WE BOTH PLANNED THE MOST SUCCESSFUL SKYJACKING TO DATE.

WHILE HE WAS ALIVE, [REDACTED] REFUSED TO LET ME TELL THE PUBLIC THAT HE WOULD NEVER RIDE. HE DIED WITH THE AMERICAN PEOPLE THINKING HE WAS JUST ANOTHER 'SKYJACKING TERRORIST.' BUT HE WASN'T.

To me, and those who knew him, HE WAS NOT "A RUTHLESS CRIMINAL". HE WAS A KIND AND GENTLE HUMAN BEING. HE LOVED LIFE AND EVERYTHING ABOUT IT. WHEN HE FOUND OUT THAT HE HAD BUT MONTHS TO LIVE, HE FACED THE NEWS VERY BRAVELY. THINKING DID NO GOOD, WHAT COULD I SAY? JUST TWO YEARS BEFORE, HE LOST HIS WIFE AND DAUGHTER. I COULD SEE IN A CHANCRE COMING OVER HIM. HE WAS FACED WITH DEATH, BUT SOMETHING ELSE WAS ON HIS MIND. WHEN HE FIRST TOLD ME ABOUT THE JOB, I THOUGHT HE WAS JOKING. HE WASN'T. AFTER ALL, HE HAD NOTHING TO LOSE AND PLENTY TO GAIN.

HOWEVER, MONEY WASN'T THE OBJECT. [REDACTED]

b6
b7c

[REDACTED] KNEW THAT HE COULD DEMAND ALMOST ANY AMOUNT AND HE'D PROBABLY GET IT. IN FACT, WE GAVE ALMOST \$168,000 OF THE RANSOM MONEY AWAY TO CHARITIES AND FAMILIES IN NEED. HE PAID OFF ALL OF [REDACTED] HOSPITAL BILLS AND GAVE [REDACTED] HE TOLD [REDACTED]

b6
b7c

WE MADE IT BIG ON CANADA LAST YEAR, BUT I'M SURE [REDACTED] GUESSED THE TRUTH. [REDACTED] NEVER SAID NOTHING ONE WAY OR THE OTHER. "D.B. COOPER" DIED THINKING THAT [REDACTED] BELIEVED HIM.

Not Wink

DEAR SIS,

[REDACTED] IS DEAD. "D.B. COOPER" PASSED AWAY ON Sept 12th. TOGETHER WE BOTH PLANNED THE MOST SUCCESSFUL STOLEN AIRPLANE TO DATE.

b6
b7C

WHILE HE WAS ALIVE, [REDACTED] REFUSED TO LET ME TELL THE PUBLIC THAT HE WASN'T REALLY BAD. HE DIED WITH THE AMERICAN PEOPLE THINKING HE WAS JUST ANOTHER 'SKYJACKING TERRORIST' BUT HE WASN'T.

To me, and those of you who knew him, HE WAS NOT "A RUTHLESS CRIMINAL". HE WAS A KIND AND GENTLE HUMAN BEING. HE LOVED LIFE AND EVERYTHING ABOUT IT. WHEN HE FOUND OUT THAT HE HAD BUT MONTHS TO LIVE, HE FACED THE NEWS VERY BRAVELY. THINKING DID NO GOOD, WHAT COULD I SAY? JUST TWO YEARS BEFORE, HE LOST HIS WIFE AND DAUGHTER. I COULD SEE HE A CHINESE COMMIE OVER HIM. HE WAS FACED WITH DEATH, BUT SOMETHING ELSE WAS ON HIS MIND. WHEN HE FIRST TOLD ME ABOUT THE JOB, I THOUGHT HE WAS TALKING. HE WASN'T. AFTER ALL, HE HAD NOTHING TO LOSE AND PLENTY TO GAIN.

HOWEVER, MONEY WASN'T THE OBJECT. [REDACTED]

b6
b7C

[REDACTED] KNEW THAT HE COULD DEMAND ALMOST ANY AMOUNT AND HE'D PROBABLY GET IT. IN FACT, WE GAVE ALMOST \$168,000 OF THE RANSOM MONEY AWAY TO CHARITIES AND FAMILIES IN NEED. HE PAID OFF ALL OF [REDACTED] HOSPITAL BILLS AND [REDACTED] HE TOLD [REDACTED]

b6
b7C

WE MADE IT BIG UP IN CANADA LAST YEAR, BUT I'M SURE [REDACTED] GUessed THE TRUTH. [REDACTED] NEVER SAID NOTHING ONE WAY OR THE OTHER. "D.B. COOPER" DIED THINKING THAT [REDACTED] BELIEVED HIM.

EVERYTHING I'VE SAID HERE IS TRUE. I COULD'VE TOLD YOU THAT WE GAVE EVERY BIT OF THE MONEY TO CHARITY, BUT WE DIDN'T. LAST JANUARY WE FLEW TO EUROPE AND AROUND THE WORLD. [REDACTED] WANTED

b6
b7c

TO SEE THE WORLD BEFORE HE DIED. THAT WAS THE LAST TRIP WE EVER TOOK TOGETHER.

HIS LAST [REDACTED] DAYS WERE SPENT COMPLETELY BEDRIDDEN. DISEASE EATING HIS INSIDES OUT AND PAIN SHOOTING THROUGH HIS BODY, HE NEVER ONCE LOST HIS COURAGE. THE ONLY DAY HE MISSED AN ENTRY IN HIS DIARY WAS THE DAY HE PASSED AWAY. I THINK YOU WILL BE INTERESTED IN HIS LAST WRITTEN WORDS.

... REALLY WEAK TODAY.... MOTHER CAME BY THIS MORNING. I LOVE HER.... LIFE ISN'T SO IMPORTANT THAT I SHOULD IGNORE DEATH, NOR VICE VERSA. ALL MY LIFE I HAVE DENIED DEATH THE ATTENTION HE NOW DEMANDS. BETTER THAT HE TAKE ME, THAN THE LIFE FROM ANYONE ELSE....

... EVEN ON THE VERGE OF DEATH, [REDACTED] WAS THINKING OF OTHERS.

b6
b7c

THANK YOU VERY MUCH,

b6
b7c

EVERYTHING I'VE SAID HERE IS TRUE. I COULD HAVE TOLD YOU THAT WE GAVE EVERY BIT OF THE MONEY TO CHARITY, BUT WE DIDN'T. LAST JANUARY WE FLEW TO EUROPE AND AROUND THE WORLD. [REDACTED] WANTED TO SEE THE WORLD BEFORE HE DIED. THAT WAS THE LAST TRIP WE EVER TOOK TOGETHER.

b6
b7C

HIS LAST [REDACTED] DAYS WERE SPENT COMPLETELY BEDRIDDEN. DISEASE RAVAGING HIS INSIDES OUT AND PAIN SHOOTING THROUGH HIS BODY, HE NEVER ONCE LOST HIS COURAGE. THE ONLY DAY HE MISSED AN ENTRY IN HIS DIARY WAS THE DAY HE PASSED AWAY. I THINK YOU WILL BE INTERESTED IN HIS LAST WRITTEN WORDS.

... REALLY WEAK TODAY.... MOTHER CAME BY THIS MORNING. I LOVE HER.... LIFE ISN'T SO IMPORTANT THAT I SHOULD IGNORE DEATH, NOR VICE VERSA. ALL MY LIFE I HAVE DENIED DEATH THE ATTENTION HE NOW DEMANDS. BETTER THAT HE TAKE ME, THAN THE LIFE FROM ANYONE ELSE....

EVEN ON THE VERGE OF DEATH, [REDACTED] WANTS THINKING OF OTHERS.

b6
b7C

THANK YOU VERY MUCH,

b6
b7C

File No. 164-81-1a 341

Date Received 10/24/72

From SACRAMENTO
(NAME OF CONTRIBUTOR)

— (ADDRESS OF CONTRIBUTOR) —

By b6
b7C
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

ONE NEWSPAPER
PHOTOGRAPH OF

b6
b7C

164-81-1a 381

DB Cooper-36551



Winners in City Tennis Tournament

Recreation Department, ended Sept. 17 with the finals. In men's doubles, Cliff Gherson and Dugan Aguilar defeated Jim and John Bevins, while Jim and Tess Bevins defeated Mike and Marilyn Arsulich in the mixed doubles. In the singles, it was Tess Bevins over Leah Brown and Jim Bevins

over Dugan Aguilar. A bigger tennis tourney is planned for early next summer. Tourney seeder and adviser was Jack Curtis. Prizes, presented to the winners by Mayor Ivor Lanigar, were donated by Eagle Thrifty, Tinkers to Teens, Long's Shoe Store, Jack Roberts Sportsman and The Bootery. Pictured from left, are Jim Bevins, Tess Bevins, Mayor Ivor Lanigar, Cliff Gherson and Dugan Aguilar. (Photo by Virginia Chapman).

DB Cooper-36552

SC - 164-50

Bragg, Mendocino, Albion, Gualala, Greenwood (later renamed Elk) and Little River. They mushroomed to help satiate the growing demand for wood from the gigantic trees which predate Christ — for wood which was fire resistant, a virtue especially prized in San Francisco, where fires so devastated the city. Some redwood trees could furnish enough lumber to build 20 five-room houses.

The coast is the wandering ground for the ghosts of ships and of old brave captains and crewmen who lost their lives in their small schooners engaging in the hazardous occupation of maneuvering their craft into small, wind and wave-swept coves, avoiding reefs and taking on heavy loads of lumber. Fires at sea, collisions, shifting cargoes, storms, fog, rocks and tides also logged their roll call of death.

Now, soft tourists bait their hooks in chartered boats (or have them baited for them) in calm seas, or cast from safe beaches, or tremble at the fury of the storms, or enjoy the Westport Union Landing State Beach, an undeveloped, 32-acre sea frontage site. Tourist roistering cannot reach the roaring crescendo of the lumber towns when the seamen and lumbermen clicked their mugs and brawled on naked floors.



DB Cooper-36553

rts Today Ends S

File No. 164-81-1a (342)Date Received 10/24/72From SACRAMENTO
(NAME OF CONTRIBUTOR)
(ADDRESS OF CONTRIBUTOR)
(CITY AND STATE)By
(NAME OF SPECIAL AGENT) b6
b7CTo Be Returned Yes
 NoReceipt given Yes
 No

Description:

COPY OF

LICENSER

CALIF. DRIVERS

b6
b7C

State of California
DEPARTMENT OF MOTOR VEHICLES
Division of Drivers Licenses

I hereby certify that the document to which this is affixed
is a true photographic copy of the original in Department
of Motor Vehicle File No.

b6
b7C

Date 10-2-71 Signed

In accordance with Section 1813 C.V.C., the above officer of
the Division of Drivers Licenses has been authorized to
prepare and seal and certify copies of records of this
Division.



ESteidl P '71

Division of Drivers Licenses

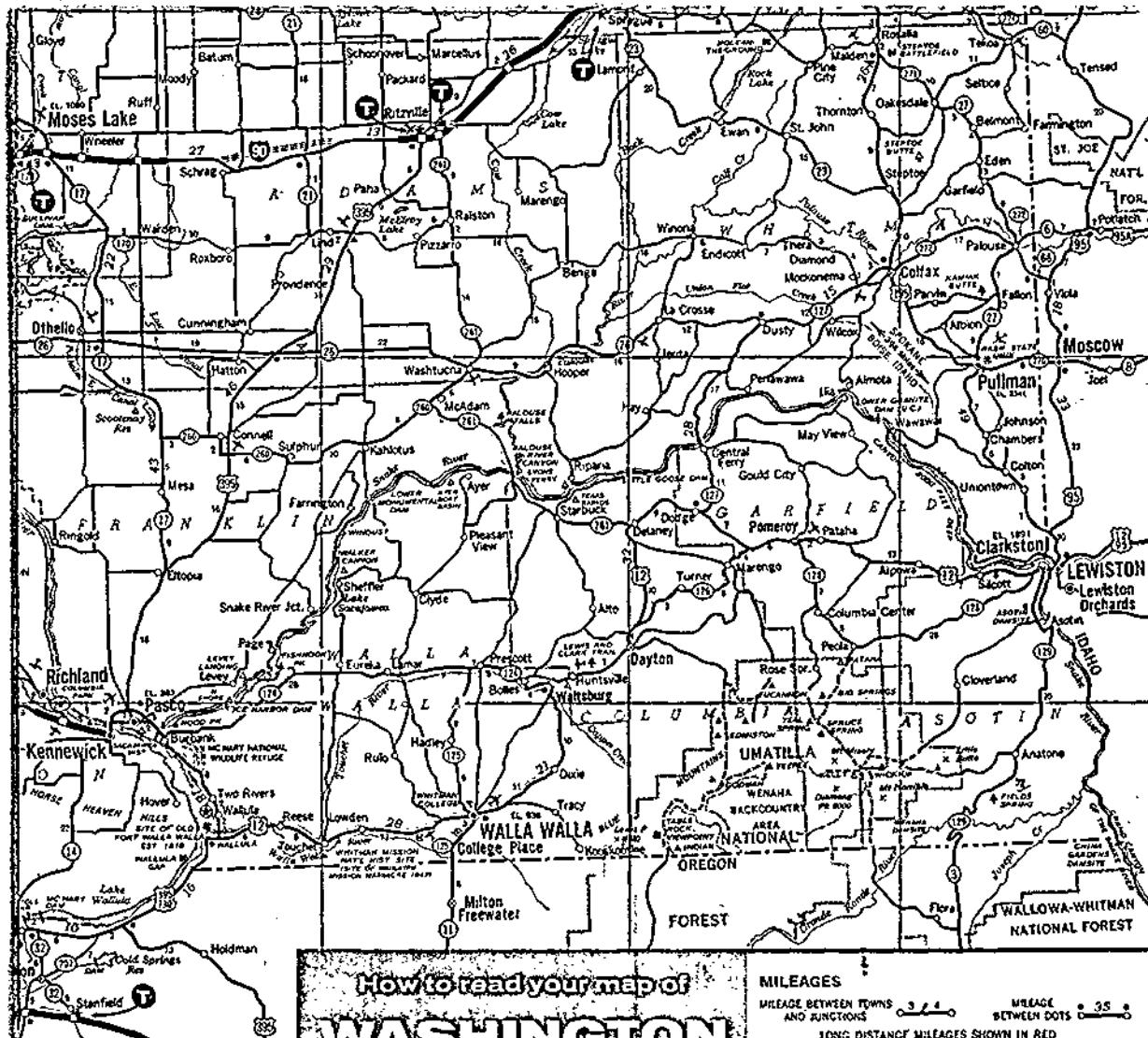
SC 167-50

DB Cooper-36556

164-81-1a

342

File No. 164-81-1a (343)Date Received 10/20/72From: _____
(NAME OF CONTRIBUTOR)_____
(ADDRESS OF CONTRIBUTOR)_____
(CITY AND STATE)By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No NoDescription: *Copy of map
of Wash. flight
& plane.**See Serial 4023**Sub E & F*b6
b7c



INTERSTATE HIGHWAYS

PRINCIPAL ROUTES: Red, white and blue signs with 1 or 2-digit numbers. East-west routes have even numbers. North-south routes have odd numbers.

LOOP OR BELT ROUTES: These circle or bypass cities. 3-digit numbers, first number even.

BUSINESS ROUTES: Green signs. These mark routes from principal, loop or belt highways, to or through cities.

This map shows Interstate Highways with these symbols: **I-5 I-80**

SCALE OF MILES

0 5 10 20 30
ONE INCH EQUALS APPROXIMATELY 32.3 MILES

HIGHWAY MARKERS

INTERSTATE **I-5**

UNITED STATES **99**

STATE AND PROVINCIAL **26**

TRANS CANADA **9**

ROAD CLASSIFICATIONS

CONTROLLED ACCESS HIGHWAYS (Entrance and Exit only at Interchanges)

OTHER DIVIDED HIGHWAYS

PRINCIPAL THROUGH HIGHWAYS

OTHER THROUGH HIGHWAYS

CONNECTING HIGHWAYS

LOCAL ROADS. In unfamiliar areas inquire locally before using these roads

Divided Undivided

Interchanges

Paved

Gravel

Paved

Gravel

Paved

Gravel

Dirt

MILEAGES

MILEAGE BETWEEN TOWNS AND JUNCTIONS

MILEAGE BETWEEN DOTS

LONG DISTANCE MILEAGES SHOWN IN RED

SPECIAL FEATURES

STATE PARKS

Wm. C. Compton Yelapa Compton

RECREATION AREAS Wm. C. Compton Keweenaw Compton

PORTS OF ENTRY Open 24 Hours Meeker Landing

MAJOR MTN. ROADS CLOSED IN WINTER Donner Rd.

SELECTED REST AREAS

Tourist Information

This entire map area is included in the Pacific Standard Time Zone

POPULATION SYMBOLS

State Capital 2,500 to 5,000

Under 2,000 5,000 to 20,000

1,000 to 2,500 10,000 to 25,000

25,000 to 50,000

50,000 to 100,000

100,000 and over

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A SUBSIDIARY OF THE TIMES MIRROR COMPANY
1970 Edition

164-81-1a 343

DB Cooper-36559

File No.

164-81-1a (344)

Date Received

10/28/72

From

b6

(NAME OF CONTRIBUTOR)

b7C

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

Prints of

b6

b7C

See Serial 4032

b6

b7C

b6

b7C

DB Cooper-36562

164-81-1a (344)

164-81-1a

344

File No. 164-81-1a 845Date Received 18/6/72From J. A.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

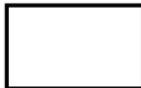
(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes NoDescription: Pinto & Lb6
b7c

See

b6
b7c

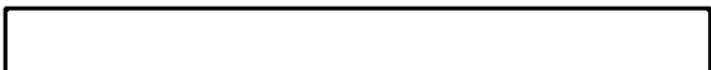
See Ser. 4033



b6
b7C

SHERIFFS DEPT.
IDENTIFICATION DIV.
P. O. BOX 32
SAN LUIS OBISPO,
CALIF. 93401

DB Cooper-36565



16 4-81-1a

385

b6
b7C

File No. 164-81-1a 346Date Received 10/28/72From L.A.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes NoDescription: O'hara 4

b6

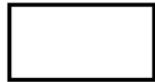
b7C

See

b6
b7C

See Ser. 4d33

b6
b7C



SHERIFFS DEPT.
IDENTIFICATION DIV.
P. O. BOX 32
SAN LUIS OBISPO,
CALIF. 93401

114-8114

(346)

b6
b7C



DB Cooper-36568

File No. 164-81-1a (347)Date Received 10/28/72From San Diego
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes No

Description:

Photo of
 C. Lass. & neutr.
 Levine.

See Serial 4039
 See Sub 521



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO CALIF
111239162 #9



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO CALIF

111239162 #9

DB Cooper-36570

SD
164-91

Charles Everett Devine

6'10"

150

Blu Brw

DOB 6/4/20 at Nyoga, Alabama

DB Cooper-36571

164-84-1a

347

File No. 16 4-81-Sub A 348Date Received 11/10/72From Sacramento
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes No

Description:

Photo &
b6
b7ca/his geographical
sketch on backSee Ser. 4089
b6
b7c

349

File No. 164-81

b6

Date Received 11/13/72

b7C

From SAN ANTONIO

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

b6

b7C

(NAME OF SPECIAL AGENT)

To Be Returned YesReceipt given Yes No No

Description:

(1) photo de

b6

b7C

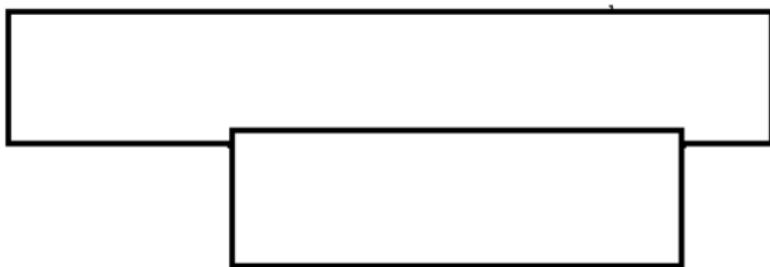
Ser. 4090

b6

b7C

DB Cooper-36575

b6
b7c



DB Cooper-36577

164-81-1a 349

File No. 164-81

1 a

350

b6
b7CDate Received 11/9/72

From _____

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)_____
(CITY AND STATE)

B

b6
b7C

(NAME OF SPECIAL AGENT)

To Be Returned YesReceipt given Yes No No

Description:

RCSD PHOTO OF

b6
b7C

Ser. 4094

b6
b7C

DB Cooper-36578

b6
b7C

DB Cooper-36580

1b 4-81-1a 350

(Title) NORJACK

(File No.) 164-81-Sub A

Date Filed		Disposition
12/1/72	351. Artist composit of [redacted] See [redacted]	b6 b7C
12/1/72	352. Copy of Neal Sundberg's Calif. Drivers Lic. See Sub. 445	
12/1/72	353. Photo of Budson E. Ann. See [redacted] + [redacted]	
12/1/72	354. Photo of [redacted] taken 1/20/72 See [redacted]	
12/8/72	355. Drivers Lic. photo of [redacted] , taken 6/72. See [redacted]	b6 b7C
12/8/72	356. Photo of [redacted] See [redacted] taken 1/8/4/72.	
12/8/72	357. Photo Calif. Drivers Lic. of John See [redacted] on alias Kepke	b6 b7C
12/19/72	358. Photo of [redacted] See [redacted]	
12/20/72	359. Copies of photo & ray showing [redacted] (canceled). See [redacted]	b6 b7C
12/20/72	360. Photo of [redacted] See [redacted]	
12/20/72	361 Photo of [redacted] See [redacted]	
12/29/72	362. Photo of [redacted] See [redacted]	

164-81-Sub A

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
NOV 28 1972	
FBI - SEATTLE	

(351)

File No. 164-81 SUB A b6
b7CDate Received 11/29/72From b7C
 (CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
b7C
 b7To Be Returned YesReceipt given Yes No No

Description:

ARTIST Composite OF

b6
b7CSee b6
b7C

~~SE: 149-382-1A~~

SE 164-81-1a **(351)**

DB Cooper-36584

~~149 382-1188~~

164-81-1a **351**

DB Cooper-36586

352

File No. 164-81-Sub 445
 Date Received 11/27/72
 From SACRAMENTO
 (NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

SACRAMENTO CALIF.

By _____

	b6
	b7C

To Be Returned Yes NoReceipt given Yes No

Description:

(1) COPY OF NRAL
 SUNDBERG'S CALIF
 DRIVER'S LICENSE.

Sub Sub 445

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY



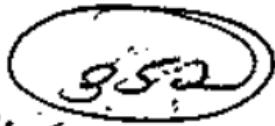
• A11699
• Neal Rodney Sundberg
• 1931 Diamond St #4
• San Francisco, Cal 94131

SEX	HAIR	EYES	HEIGHT	WEIGHT	MAR	PAC/LIC/PER
M	Brn	Blu	6-0	160	Mar	70
BIRTH		AGE	DRIVER USE ONLY			
11-29-31		38				
CPR 3.5.4.1.1.200 CAR AND ALL 2 AXLE VEH. EXCEPT BUS OR 2 WHEEL V.O. VEHICLE MAY TOW VEH UNDER 4000 LBS CROSS SEE OVER FOR ANY OTHER CONDITIONS						
MUST WEAR CORRECTIVE LENSES						
Neal R. Sundberg						
11-18-70 SsnF mm						

DB Cooper-36588

B 2 0 3 6 7 1

DB Cooper-36589



164-81-14

File No. 164-81 - ra 568 353

Date Received 12/4/72

From MINNEAPOLIS
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By

To Be Returned Yes Receipt given Yes
 No No

Description:

(2) PHOTO'S OF BRADLEY
E. AYERS

DB Cooper-36590

See Ser. Y165

Sub 54 Y

b6
b7C



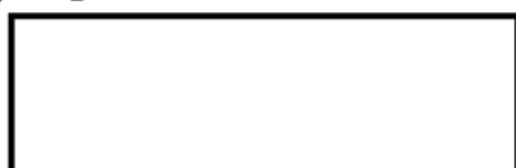
DB Cooper-36591

⁴² 164-73 mp

Bradley C. AYERS

5 8½

150



b6
b7C

Sub 544

164-81-1a 353

⁴² 164-73 mp

Bradley C. AYERS

5 8½

150



b6
b7C

Sub 544

DB Cooper-36592

164-81-1a

353

File No.

164-81-1a

354

Date Received

10/18/72

From

b6

b7C

(NAME OF CONTRIBUTOR)

Drivers Lic / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WA

(CITY AND STATE)

By

R.H.Wickle

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

PHOTO OF:

taken 7/20/72

b6
b7C

sent P.O. 12/5/72 - sh

See

b6
b7C

Serial 4174

DB Cooper-36593

File No. 164-81-1/a (355)Date Received 12/4/72From b6
b7C

(NAME OF CONTRIBUTOR)

Drivers Lic/DMV

(ADDRESS OF CONTRIBUTOR)

Olympia, Wa.

(CITY AND STATE)

By R. H. Welp

(NAME OF SPECIAL AGENT)

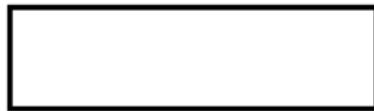
To Be Returned Yes NoReceipt given Yes No

Description:

Drivers Lic. photo ofb6
b7Ctaken 6/72b6
b7C

164-81-1a

355



b6
b7c

DB Cooper-36596

File No. 164-81-1a 356Date Received 11/22/72From b6
b7C

(NAME OF CONTRIBUTOR)

Drivers Lic / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WASH

(CITY AND STATE)

By R.A.Wick

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

Photo of

b6
b7Ctaken 10/24/72See

b6
b7CSee Ser. 4181

File—Serial Charge Out

FD-5 (Rev. 6-17-70)

GPO : 1972 O - 474-801

File 164-81 Date _____
Class. _____ Case No. _____ Last Serial _____ Pending Closed**Serial No.****Description of Serial****Date Charged**1a356photo8/3/73

b6
b7C

RECHARGE

Date _____

To _____ From _____

Initials of
Employee _____
Clerk _____Date _____

Date Charged _____

Employee _____

Location _____

DB Cooper-36598

File No. 164-81

1a

357

b6

b7C

Date Received 12/7/72From SACRAMENTO
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____ b6
b7C
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes No

Description:

(1) copy of MILO JAMES
 KIPPEN's CARF DRIVERS
 LIC

b6
b7C

DB Cooper-36599

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY

J724815



Milo James Kippen
3033 S Pacific Apt 1
San Pedro Cal 90731

SIX	HAIR	EYES	HEIGHT	WEIGHT	NAME	P.R.LICENS.
M	Bln	Brn	5-10	185	Mar	Cal
DATE OF BIRTH		AGE	DRIVER USE ONLY			
3-15-42		56				
OTHER ADDRESS						
CLASS 3. 3 AXLE HOUSE CAR AND ALL 2 AXLE VEH'S EXCEPT BUSES OR 4 WHEEL MOTORCYCLE. MAY TOW VEH. UNDER 6000 LBS. GROSS.						
SICKNESS OR ANY OTHER CONDITIONS MUST WEAR CORRECTIVE LENSES						
<i>Milo James Kippen</i>						
DATE	F.O.	ds	C.C.			
10-27-10	Smf	ds				

357

b6
b7C

DB Cooper-36601

File No. 164-81-1a 358
Date Received 12/7/72
From SPD
Seattle Wash.
By WILSON (NAME OF OFFICIAL AGENT)

To Be Returned Yes Receipt given Yes
 No No

Description:

Photos of

See 4188

b6
b7Cb6
b7Cb6
b7C

b6
b7C

020782822

POLAROID

b6
b7C

164- 81-1a

358

DB Cooper-36604

020792921

POLAROID

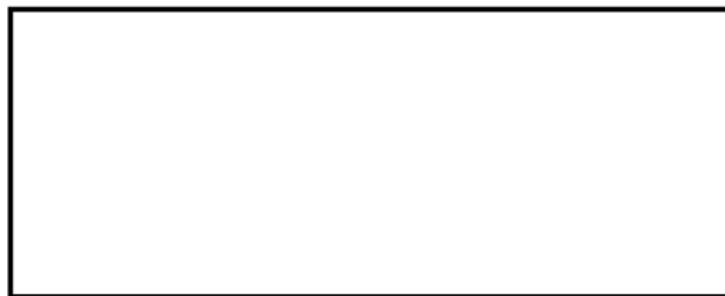
b6
b7C

DB Cooper-36606

164-81-1a

358

b6
b7C



b6
b7C

DB Cooper-36608



164-81-1a

3-58

b6
b7C



b6
b7C

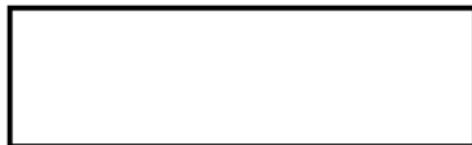
• DB Cooper-36610
164-81-1a 358

b6
b7C



b6
b7C

DB Cooper-36612



b6
b7C

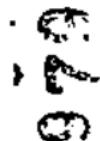
164-871a

358

b6
b7c



b6
b7c



DB Cooper-36614

358

76 Y-F1-1a



b6
b7C



b6
b7C

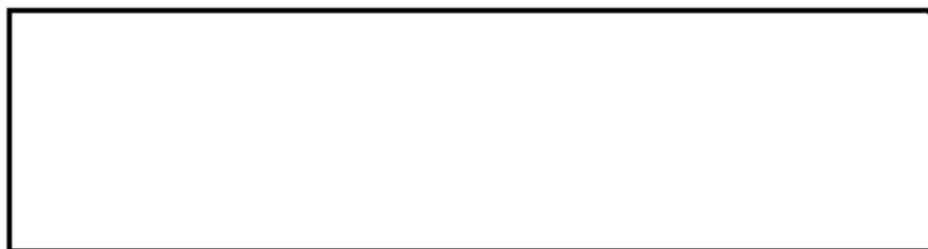
27
6

DB Cooper-36616

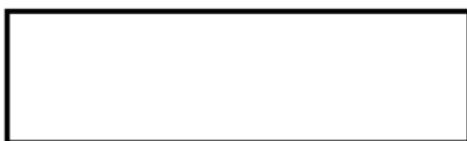
16 4-81-1a

358

b6
b7C



b6
b7C



12
8
0

164-87-ru

DB Cooper-36618

358

File No. 164-81-1a (359)Date 12/11/77From b6
b7c

(ADDRESS OF CONTRIBUTOR)

Abbotsford Police CanadaBy

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

Four copies of photos &
3 negatives showing
(circled),

b6
b7c

Serial 4204

b6
b7c

DB Cooper-36619

164-81-1a

359



b6
b7c

DB Cooper-36621

164-81-1a

359



b6

b7C

DB Cooper-36623

164-81-1a

359



b6

b7c

DB Cooper-36625

164-81-1a

359



b6

b7c

DB Cooper-36627

File No. 164-81-1a 340Date Received 12/19/72From KANSAS CITY
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____ b6

(RENT) b7CTo Be Returned Yes
 NoReceipt given Yes
 No

Description:

(1) PHOTOGRAPH OF
b6
b7C

DB Cooper-36628

See Ser. 4207
See _____b6
b7C

b6
b7C

DB Cooper-36630

See



b6
b7C

164-81-1a (360)

File No. 164-81-10 361Date Received 12/19/72From NEW YORK
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____ b6
_____ b7C
NTTo Be Returned Yes
 NoReceipt given Yes
 No

Description:

(2) PHOTOGRAPHS SF

--

b6
b7CSee See. 4/207See

--

b6
b7C

[Redacted]

16 4-81-1a (361)

24 179-412-1A 30

(361)

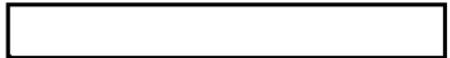
16 4-81-1a (361)

b6
b7c

DB Cooper-36633

164-81-1a (867)

b6
b7c



164-81-1a (867)
DB Cooper-36635

164-81-1a (867)
DB Cooper-36635
30

1a

(362)

File No. 164-81

Date Received 12/26/72 b6

From NORFOLK b7C
 (NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By b6
 (NAME OF SPECIAL AGENT) b7C

To Be Returned Yes
 No

Receipt given Yes
 No

Description:

ONE PHOTOGRAPH OF

b6
b7C

Serial 4222

DB Cooper-36636

b6
b7C

Possibly IDENT w/ DAN
COOPER.

b6
b7C

NORFOLK 164-41

SEATTLE 164-81

DB Cooper-36638

b6
b7C

ALSO

[REDACTED] b6
[REDACTED] b7C
[REDACTED] b7D

[REDACTED] Protect Identity)

164-81-1(a)

362

(Title) NORJACK (III)

(File No.) 164-81-Sub A

Date Filed		Disposition
12/29/72	363. Photos of [redacted]	See: [redacted]
12/29/72	364. Photo Raymond Harold Searcy 12/1/71.	See: Sub. 506
12/29/72	365. Photo [redacted] taken 12/8/71.	See: [redacted]
1/9/73	366. [redacted]	See: [redacted]
1/9/73	367. Photos of Chas. Everett Searcy, [redacted]	See Sub 521
1/9/73	368. Xerox copy photo [redacted]	See [redacted]
1/10/73	369. Photos [redacted]	See [redacted]
1/11/73	370. Photos of [redacted]	See [redacted]
1/11/73	371. Copies Colg. Prints lie issued to Schuyler Wm. Miles	See Sub 564
1/12/73	372. Photos of [redacted]	See [redacted]
1/12/73	373. Photo of [redacted]	See [redacted]
1/23/73	374. Photo of [redacted]	See [redacted]
1/23/73	375. Photos of Schuyler Wm. Miles Jr.	See Sub 564

164-81-Sub A

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
FBI - SEATTLE	

[Handwritten signature/initials over stamp]

1a (343)

File No. 164-81b6
b7CDate Received 12/26/72From BUTTE

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

(ATE)

b6
b7C

(NAME OF SPECIAL AGENT)

To Be Returned Yes
 NoReceipt given Yes
 No

Description:

(1) PHOTOGRAPH OFb6
b7Cb6
b7CSer. 4223 & 4224

164-26-1a(21)

DB Cooper-36642

IDAHO STATE POLICE

Name

b6
b7c

DOB

HT 6'0" WT 180

Hair

Brown

Eyes

Blue

Race

ED# 8-6-70

shot

343

164-81-1a

File No. 164-81-1a *364*Date Received 12/14/72From b6
(OR) b7CDrivers Licenses / DMV

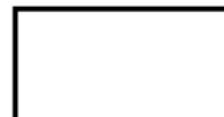
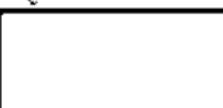
(ADDRESS OF CONTRIBUTOR)

Olympia, Wash.

(CITY AND STATE)

By Robert H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No**Description:****Photos:**RAYMOND HAROLD SEARCY
12/1/71 (taken)b6
b7C

See Sub 506

Sub 506

DB Cooper-36643

ADULT

SEARCY-CR-H682RD 12-04-73

SEARCY, RAYMOND HAROLD

16612 125 SE

RENTON

WA 98055

REGISTRATION	SEX	BIRTHDATE	EYES	WEIGHT	HEIGHT
	M	120432	BLU	155	5-11



Raymond Harold Searcy

164-81-1a (364)

Sub 506

DB Cooper-36645

365

File No. 164-81 b6
b7CDate Received 12/14/72From

(NAME OF CONTRIBUTOR)

Drivers Licenses / DMV

(ADDRESS OF CONTRIBUTOR)

Olympia, Wash.

(CITY AND STATE)

By Robert H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned Yes
 NoReceipt given Yes
 No

Description:

Photo:

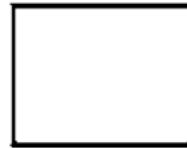


b6

b7C

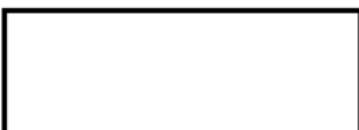
taken 12/8/71

DB Cooper-36646

SINCE *down*
*for me*b6
b7C

TO

INFO



File No. 164-81

1a -

366

b6
b7CDate Received 1/5/72From SFO KCSO

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

(NAME OF SPECIAL AGENT)

b6
b7CTo Be Returned Yes
 NoReceipt given Yes
 No

Description:

(1) SF KCSO pictures

of _____

b6
b7C

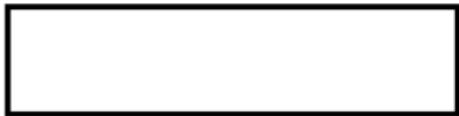
DB Cooper-36648

See _____

b6
b7C

b6
b7C

Su



DB Cooper-36650

164-81-1a

364

File No. 164-81-1a

(367)

Date Received 1/3/73From Son Deez
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes NoDescription: Photo of Charles Klewin.

Serial 4266

Sub 521

DB Cooper-36651



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO, CALIF

I 11239102 69



IMPERIAL COUNTY
SHERIFF'S OFFICE
EL CENTRO CALIF

I 11239102 69

DB Cooper-36652

Charles Devine

Sub 521

164-81-1a

367

~~SD 164-91~~

DB Cooper-36653

File No. 164-81-1a 368

Date Received 10/29/72

From D.F.
 (NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
 (NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description: Kerof Copy

Photos

b6
b7c

See Ser. 4264

See

b6
b7c

File No. 164-81 - fa 349Date Received 1/8/72From PITTSBURGH
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____ (E) _____ b6
b7C
(NAME OF SPECIAL AGENT)To Be Returned Yes Receipt given Yes
 No No

Description:

(16) PHTOGRAPHS

(8) OF

(8) OF

--

b6
b7C

See Ser. V287

--

b6
b7C

[redacted]
164-81-1a 369

b6
b7c

DB Cooper-36659

[redacted]
164-81-1a 369

b6
b7c

[redacted]
164-81-1a 369

[redacted]
b6
b7C

164-87-1a (369)

[redacted]
164-81-1a (369)

DB Cooper-36661

[redacted]
b6
b7C

164-81-1a (369)

[Redacted]

DB Cooper-36663

b6
b7C

164-81-1a 369

[Redacted]
164-81-1a 369

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE PHOTO TAKEN _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____ B.I.D.O. _____
COMPLEX. _____ HAIR _____
EYES _____
SCARS & MARKS _____

164-81-1a(369)

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE PHOTO TAKEN _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____ B.I.D.O. _____
COMPLEX. _____ HAIR _____
EYES _____
SCARS & MARKS _____

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE PHOTO TAKEN _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____ B.I.D.O. _____
COMPLEX. _____ RACE _____
HAIR _____
SCARS & MARKS _____

164-81-1a (369)

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE PHOTO TAKEN _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____ B.I.D.O. _____
COMPLEX. _____ HAIR _____
EYES _____
SCARS & MARKS _____

DB Cooper-36665

164-81-1a (369)

b6
b7C

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX. _____
HAIR _____
SCARS & MARKS _____

164-81-1a (369)

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX. _____
HAIR _____
SCARS _____

164-81-1a (369)

b6
b7c

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX. _____
HAIR _____
SCARS & MARKS _____

164-81-1a (369)

FEDERAL BUREAU OF INVESTIGATION
UNITED STATES DEPARTMENT OF JUSTICE
WASHINGTON, D. C.

NAME _____
FBI NO. _____ DATE _____
F.P.C. _____
CRIME _____
SEX _____ NATIONALITY _____
BIRTH DATE _____ HEIGHT _____
WEIGHT _____
COMPLEX. _____
HAIR _____
SCARS & MARKS _____

DB Cooper-36667

b6
b7c

File No. 164-81-(a) 370Date Received 1/5/73From ALEX ANDRA
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By [REDACTED] (DATE) b6
b7C
(NAME OF SPECIAL AGENT)To Be Returned Yes
 NoReceipt given Yes
 No

Description:

PHOTOGRAPH OF
b6
b7CSer. 4292
b6
b7C

[Redacted]

b6
b7C

DB Cooper-36670

[Redacted]
b6
b7C

164-81-1A 370
164-72-1A

File No.

164-81-1a

(371)

Date Received

1/8/73

From

Sc.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description: Copies Caley.

Driver's license issued
to Schuyler Wm
Miles.

Serial 4298

See Sub 564

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY



. Y330172
. Schuyler William Miles
. P. O. Box 314
. Truckee, Cal 95734

SEX	HAIR	EYES	HEIGHT	WEIGHT	MAR	PRLIC EXP
M	Gry	Brn	5-10	170	Mar	72
DATE OF BIRTH		AGE	DMV USE ONLY			
1-30-23		48				
DRIVER ADDRESS Cottage Pine Motel						
CLASS 3 - 3 AXLE HOUSE CAR AND ALL 2 AXLE VEH'S EXCEPT BUS OR 2 WHEEL MOTORCYCLE MAY TOW VEH UNDER 6000 LBS. GROSS						
SEE OVER FOR ANY OTHER CONDITIONS				MUST WEAR CORRECTIVE LENSES <input type="checkbox"/>		
<i>Schuyler William Miles</i>						
1-13-72 Trk rd						
DATE F.O.						

RECORD CROSS REFERENCE COPY OF DRIVER LICENSE
OR IDENTIFICATION CARD APPLICATION ON FILE WITH
CALIFORNIA DEPARTMENT OF MOTOR VEHICLES
FOR DMV OR LAW ENFORCEMENT USE ONLY



. Y330172
. Schuyler William Miles
. P. O. Box 314
. Truckee, Cal 95734

SEX	HAIR	EYES	HEIGHT	WEIGHT	MAR	PRLIC EXP
M	Gry	Brn	5-10	170	Mar	72
DATE OF BIRTH		AGE	DMV USE ONLY			
1-30-23		48				
DRIVER ADDRESS Cottage Pine Motel						
CLASS 3 - 3 AXLE HOUSE CAR AND ALL 2 AXLE VEH'S EXCEPT BUS OR 2 WHEEL MOTORCYCLE MAY TOW VEH UNDER 6000 LBS. GROSS						
SEE OVER FOR ANY OTHER CONDITIONS				MUST WEAR CORRECTIVE LENSES <input type="checkbox"/>		
<i>Schuyler William Miles</i>						
1-13-72 Trk rd						
DATE F.O.						

DB Cooper-36672

H 2 2 7 7 3 1

Sub 564

164-81-1a (371)

H 2 2 7 7 3 1

Sub 564

DB Cooper-36673

164-81-1a

(371)

File No. 164-81-5us ^{1a} 372

Date Received 1/9/73

From b6
 b7C

(ADDRESS OF CONTRIBUTOR)

KIRKLAND WASH

(STATE)

By i
 (NAME OF SPECIAL AGENT)

To Be Returned Yes

Receipt given Yes

No

No

Description:

(1) PHOTO OF

b6
b7C

Serial: 4299

b6
b7C

b6

b7C



164-61-11-572

b6

b7C

DB Cooper-36675

164-81-14 333



b6

b7C

PAPER

KODAK

DB Cooper-36676

H, Cambodia — The government acknowledged cause of corruption by officers and other "irregular times" paid salaries to nonexistent soldiers. It said that it had some of 300,000 troops even found that the actual in the army is about 100,000 "phantom" troops — a cré-tolls submitted by unit the most widespread in Cambodia and have of bitter popular com-

Cambodian army re-a month, so 100,000 would put \$2 million

File No. 164-811 a
Sus373Date Received 1/10/73From BURTS

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

(STATE)

b6

b7C

(NAME OF SPECIAL AGENT)

To Be Returned Yes
 NoReceipt given Yes
 No

Description:

PHOTOGRAPH OF
b6
b7CSet 4B05
b6
b7C

b6
b7C

Q

b6
b7C

373

164-81-1a

DB Cooper-36679

Photo, 1966

File No. 164-81-1A 374Date Received 1/22/73

From _____

b6
b7c

(ADDRESS OF CONTRIBUTOR)

SPOKANE WASH

By _____

(NT)

To Be Returned Yes Receipt given Yes
 No No

Description:

(4) COPIES OF (5) PHOTOGRAPHS

OC

b6
b7cSee

b6
b7c

0
3
3

DB Cooper-36682

164-81-1a 374

0
0
0

DB Cooper-36684

164-81-1a 374

0
33
3

DB Cooper-36686

164-81-1a 874

0
33
6

DB Cooper-36688

164-81-1a 374

0
88
6

DB Cooper-36690

164-81-1a (374)

CO..
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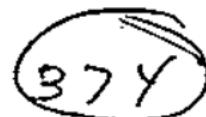
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164-81-1a (374)

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164-81-1a

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164-81-1a  374

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DB Cooper-36722

164-81-1a 374

File No. 164-81-1a 375Date Received 1/11/73From LOS ANGELES
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____ (DATE)

FBI - LOS ANGELES
(FEDERAL AGENT)To Be Returned Yes
 No Receipt given Yes
 No

Description:

(5) PHOTOGRAPHS OF
SCHUYLER W. MILES JR

Ser. 4323
Sub Sub 564
DB Cooper-36723



DB Cooper-36724

DB Cooper-36725

16 4-81-1a 375

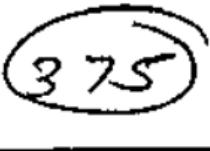
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164-81-1a 375



DB Cooper-36728

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DB Cooper-36730

DB Cooper-36731

164-81-1a (375)

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DB Cooper-36734

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164-81-1a 375

(Title) NORJACK

(File No.) 164-81

Date Filed		Disposition
1/23/73	376. Driver's license photo of [redacted]	
1/23/73	377. Photo of [redacted]	
1/23/73	378. Copy artist composite drawing of [redacted]	
1/29/73	379. Photo of [redacted]	
1/30/73	380. Photo of [redacted]	
1/30/73	381. Photo of [redacted]	
2/6/73	382. Photo of Oliver Curtis Hallay	Sub 437
2/6/73	383. Photo of [redacted]	
2/6/73	384. Photo of [redacted]	
2/7/73	385. (B) Photo Clifford Eugene Witter	Sub 591
2/7/73	386. Photo of Graciano Pereira	Sub 597

164-81-1A

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File No. 16 4-81-1a

376

Date Received 1/13/73From Od.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

Mr. ... is living at 60
St

b6
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Ser. 4329

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164-81-1a

376

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122

DB Cooper-36739

1/a

377

File No. 164-81b6
b7CDate Received 1/15/73From SAVANNAH

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____ (NAME)

(FBI AGENT)b6
b7CTo Be Returned Yes
 NoReceipt given Yes
 No

Description:

(2)

copy of

photographs

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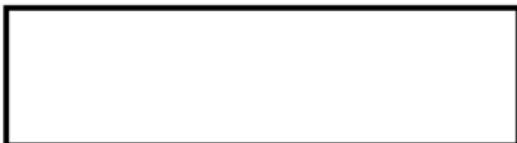
Ser. 4332

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DB Cooper-36740

Taken 1972

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b7C

164-81-1a 377
DB Cooper-36742
~~SV 164-29-1A~~

16

373

File No. 164-81b6
b7CDate Received 1/15/73From BALTIMORE

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

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(AGENT)

To Be Returned YesReceipt given Yes No No

Description:

(1) COPY OF ARTIST
 COMPOSER SHOWING

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b7C

DB Cooper-36743

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DB Cooper-36744

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(12/21/22)

164-81-1a (378)



b6
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DB Cooper-36745

File No. 164-81-1a 379Date Received 1/24/73From S. F.
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)By

(NAME OF SPECIAL AGENT)To Be Returned YesReceipt given Yes No NoDescription: Photographb6
b7cSee b6
b7c

Serial 4353

File No. 164-81-1a 380Date Received 1/26/73From Albuquerque
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes NoDescription: Photos 7

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164-81-1a (380)

149-131-1A?

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164-81-1a (380)
149-131-1A?

DB Cooper-36751

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File No. 16 Y-81-1a (381)

Date Received 1/29/73

From SAC
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)

To Be Returned Yes
 No

Receipt given Yes
 No

Description: Q1-A-1

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DB Cooper-36754

164-81-1a 381

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File No.

164-81-1a

(382)

Date Received

1/26/73

From

L.V., OX & L.A.

(NAME OF CONTRIBUTOR)

N.Y.C.

(Some date)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

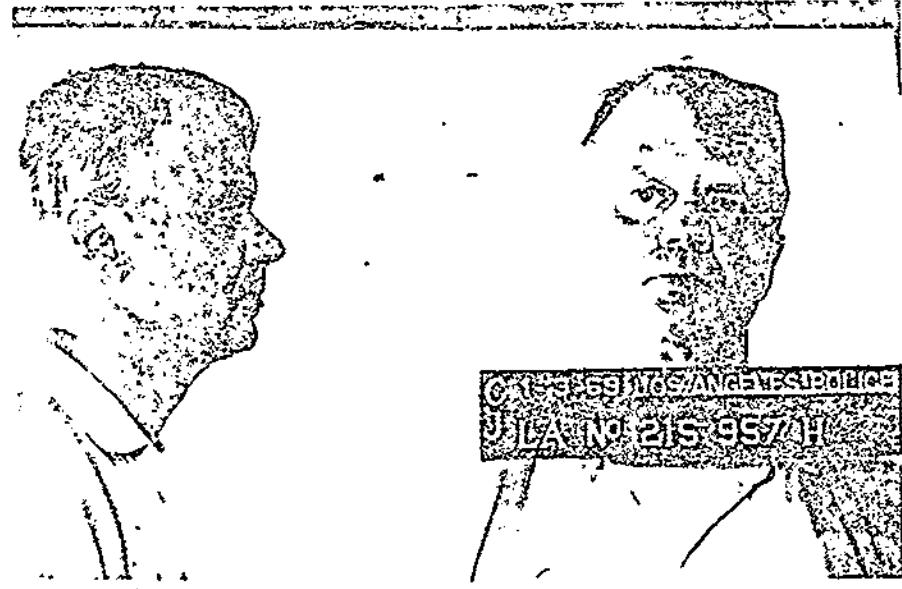
To Be Returned Yes NoReceipt given Yes No

Description:

Platos of Oliver
Curtis Hartley

Serial 4368
4370

Sub 437



DB Cooper-36756

164-871cc 382



a.
△



DB Cooper-36757

164-81-1a (382)



Alvin Curtis Hartley

Sub 437

164-81-1a (382)

87-37150-1a

Alvin Curtis Hartley

LA 87-37150

< 164-9434-1A

Sub 437

164-81-1a

(382)

DB Cooper-36759

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File No. 164-81

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Date Received 1/26/73

From _____

(ADDRESS OF CONTRIBUTOR)

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By _____

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b7CTo Be Returned YesReceipt given Yes No No

Description:

(2) PHOTO'S OF

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b7C

16481-1a 383

DB Cooper-36762

16481-1a 383

File No. 164-81

14 (384)

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b7CDate Received 1/31/73From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)SPONSORS WAS 17By

(NAME OF SPECIAL AGENT)

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b7CTo Be Returned YesReceipt given Yes No No

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1/25/73



1/29/73

DB Cooper-36764

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164-81-1a (384)

DB Cooper-36766

164-81-1a 384

164-81-1a 384

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DB Cooper-36768

DB Cooper-36770

144-81-1a (384)

File No. 164-81-16 385Date Received 1/31/73From b6
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(NAME OF CONTRIBUTOR)

DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WA

(CITY AND STATE)

By R. H. WICK
(NAME OF SPECIAL AGENT)To Be Returned Yes
 NoReceipt given Yes
 No

Description:

D/L PHOTOCLIFFORD EUGENE WHITTENEXPIRES 7/24/73Ser. 4396Sub 591b6
b7C

TYPE

NUMBER

EXPIRES

ADULT WH-IT-TG-E681N4 07-24-73

WHITTEN, CLIFFORD EUGENE
12400 NE 39TH ST
VANCOUVER WA 98662

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x Clifford E. Whitten x

Sub 591

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DB Cooper-36773

File No.

164-81-1a

386

Date Received

2/3/73

From

Boston

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

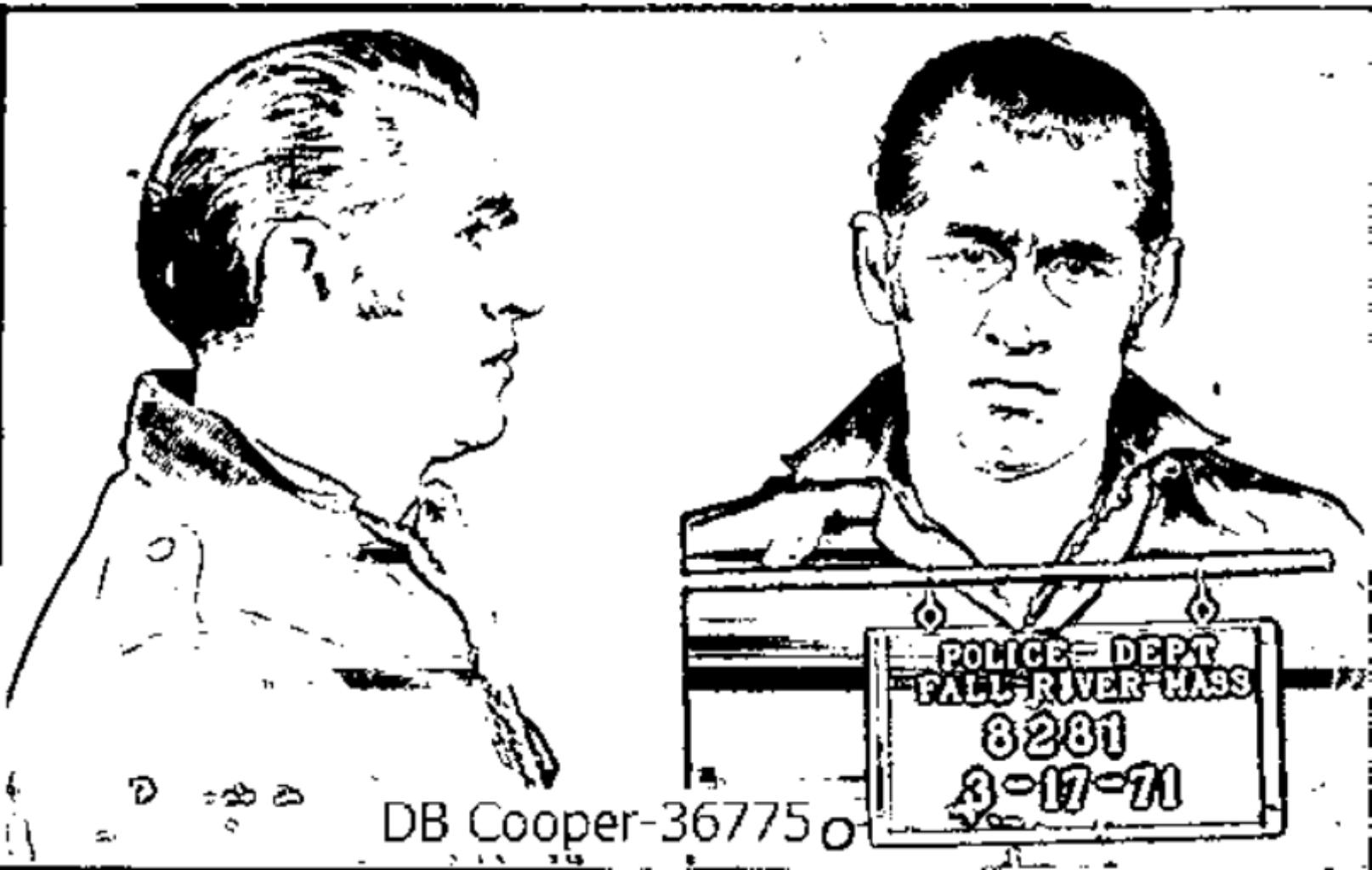
Description:

Photos of
Manuel Peixoto

Ser. 4399

Sub 597

DB Cooper-36774



DB Cooper-36775

FOLICE DEPT / FALL RIVER, MASS
IDENTIFICATION BUREAU
DB Cooper-36776 No. 644061

NAME Manuel Perreira

ALIAS FRIV

CRIME Forgery- Uttering-
Larc. more than \$100. (Ch

AGE 48 D. O. B. 8-18-22

WEIGHT 170 HEIGHT 5'8"

HAIR Blk. EYES Brown COMP Med

BORN Fall River, Mass

ORN 164-81-7a 38C6

OCCUPATION Handy-Man b7C

ARRESTED 3-17-71 Sub-597

ARRESTED BY CID:

DISPOSITION BS 164-153

PROB. 120 DUE 11-1-71

FEDERAL BUREAU OF INVESTIGATION

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Page 23 ~ b6; b7C;

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Page 35 ~ b6; b7C;

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2/22/73	389. Photo of [redacted]
2/28/73	390. Photo of [redacted]
3/5/73	391. Photo of [redacted]
3/6/73	392. Photo of [redacted]
3/14/73	393. Photo of [redacted]
3/14/73	394. Photo of [redacted]
3/16/73	395. Photo of [redacted]
3/20/73	396. Copy of Gis. divers. inc. for Howard Franklin Huff Sub 589
3/20/73	397. Photo of [redacted]
3/20/73	398. Signed FD-3C from [redacted] Sub E
3/22/73	399. Photo of [redacted]
3/22/73	400. Photo of [redacted]

164-81-1a

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(CITY AND STATE)

By

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To Be Returned Yes NoReceipt given Yes No

Description:

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Korean Peter
Trips," 8/62.

b6
b7c

Serial 4402

164-81-1a (367)

DB Cooper-36779

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DONALD P. ALEXANDER

Charleston AFB, S.C.
Myrtle Beach AFB, S.C.
Seymour Johnson AFB, N.C.

STANLEY M. BALGEZAK

(far East)

WILLIAM C. BARR

Cannon AFB, N.M.
Reese AFB, Texas
Sheppard AFB, Texas
Vance AFB, Okla.
Webb AFB, Texas
Kirtland AFB, N.M.

R. G. BOYD

K. I. Sawyer AFB, Mich.
Kincheloe AFB, Mich.
Selfridge AFB, Mich.
Wurtsmith AFB, Mich.

JOHN D. ELLIOTT

Kingsley Field, Ore.
McChord AFB, Wash.
Paine Field, Wash.
Portland Int'l Airport, Ore.

HORACE FIELD

Greenland

CLINTON G. HARGROVE

Stead AFB, Nev.

DARRELL HEICK

Duluth AFB, Minn.
Grand Forks AFB, N.D.
Minot AFB, N.D.

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NAAS Ream Field, Calif.

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Davis-Monthan AFB, Ariz.
George AFB, Calif.
Luke AFB, Ariz.
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Williams AFB, Ariz.

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James Connally AFB, Texas
Laredo AFB, Texas
Perrin AFB, Texas
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NAS Lakehurst, N.J.

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Midway Island
NAS Barbers Pt., Hawaii
VMO-6 Camp Pendleton, Calif.
Shin Meiwa Ind. Co., Ltd.
Toyonaka City, Japan

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Dow AFB, Maine
Loring AFB, Maine
Pease AFB, N.H.
Westover AFB, Mass.

BILL MAGNAN

NS, Mayport, Fla.
NAS Cecil Field, Fla.
O&R, NAS Jacksonville, Fla.

TERRELL C. TURNER

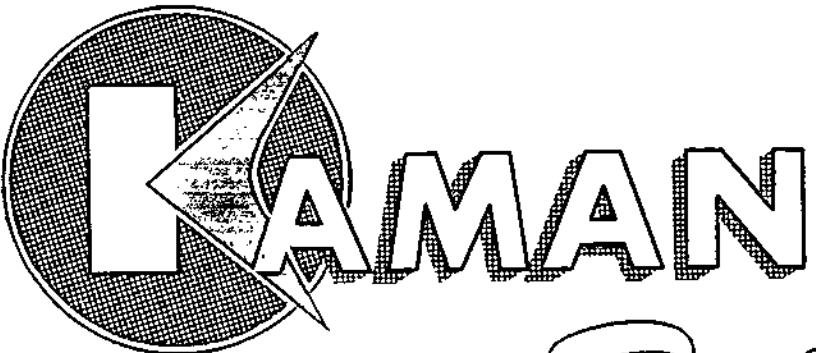
Fairchild AFB, Wash.
Glasgow AFB, Mont.
Malmstrom AFB, Mont.

BILL C. WELDEN

Far East

ROBERT I. WILSON

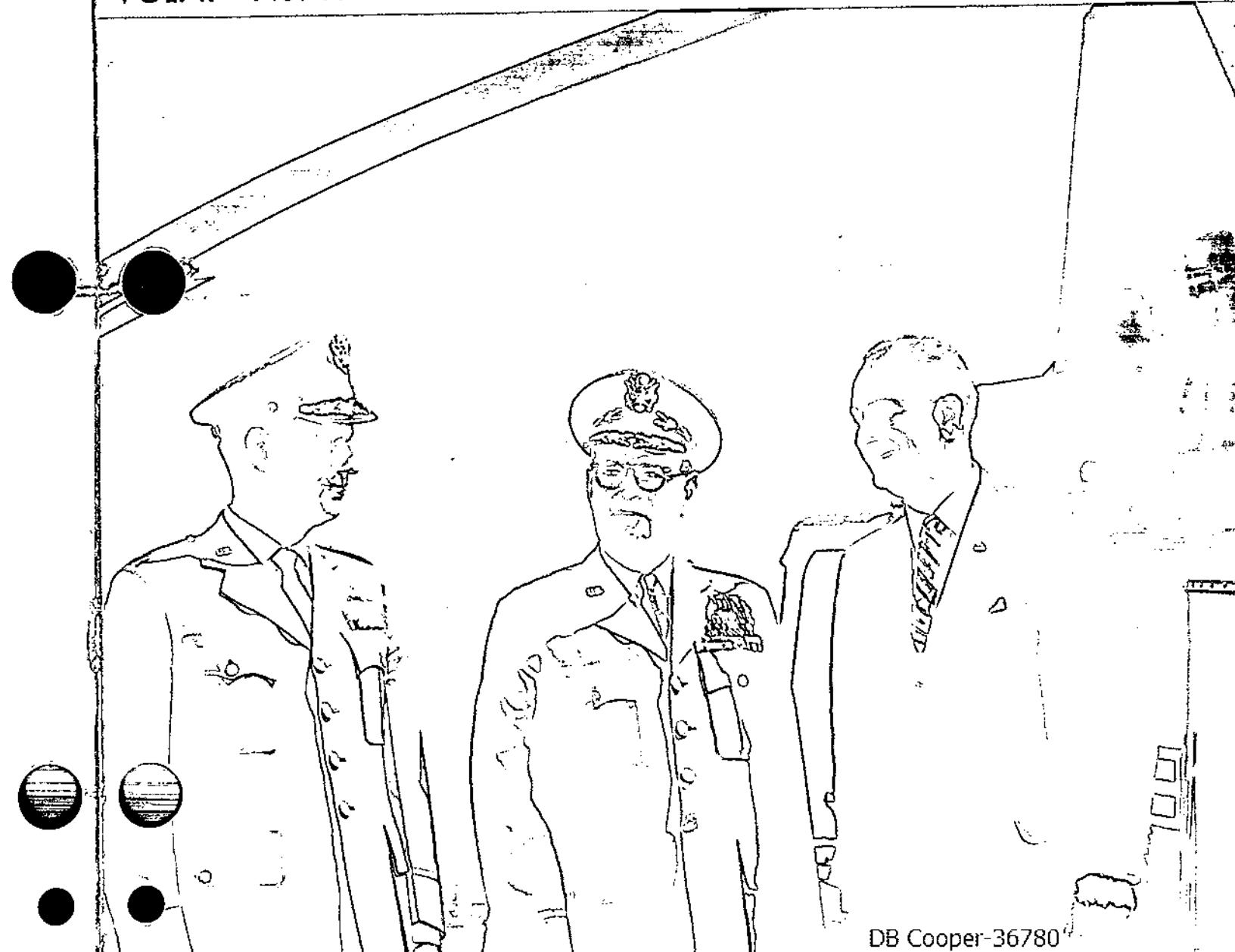
Dover AFB, Del.
Griffiss AFB, N.Y.
Suffolk County AFB, N.Y.
Andrews AFB, Md.



Rotor Tips

VOL. II No. 10

AUGUST 1962



DB Cooper-36780

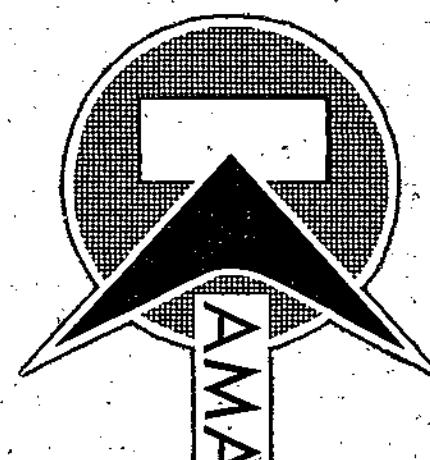
CUSTOMER OPERATIONS SECTION—R. L. Bassett, Supervisor;
W. G. Wells, Asst. Supervisor, Field Service Representatives;
R. W. Spear, Asst. Supervisor, Training

THE KAMAN AIRCRAFT CORPORATION
PIONEERS IN TURBINE POWERED HELICOPTERS

KAMAN

Rotor Tips

AUGUST 1962



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THE COVER

Vice President Johnson, General LeMay and General Stone chatting beside H-43B at USAF Academy graduation ceremony. See page 6. (USAF photo)

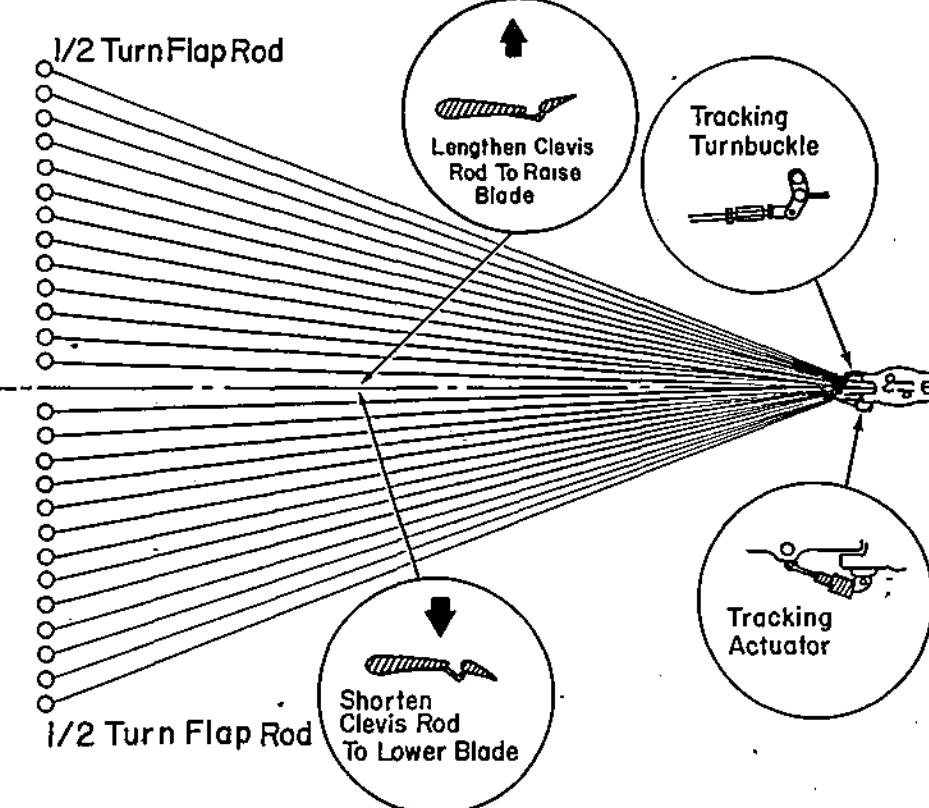
ADDRESS ALL INQUIRIES TO:

Kaman Rotor Tips
Field Service Department
The Kaman Aircraft Corp.
Old Windsor Rd.
Bloomfield, Connecticut

PLEASE SHARE THIS COPY

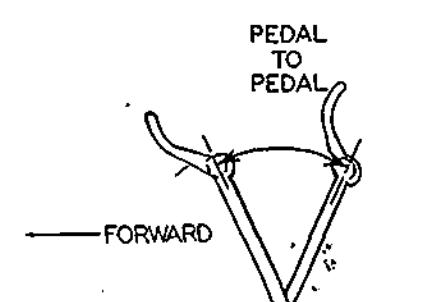
ROTOR CONE & TRACKING ADJUSTMENT CHART H-43B

ADJUSTMENT			RESULT			
	Number of Blades Adj.	Tracking Actuator	Movement at Blade Tips	Rotor Speed % Autorotation	Flap Control Rod Clevis	Pedal to Pedal Displacement
Location						
1 Hole at Turnbuckle	1	0.01 in.	1/8 inch	N/A	N/A	N/A
1 Hole at Turnbuckle	4	0.01 in.	1/8 inch	.15%	N/A	N/A
3 Holes at Turnbuckle	1	1/32 in.	3/8 inch	N/A	N/A	N/A
13 Holes at Turnbuckle	1	0.13 in.	1-5/8 inch	N/A	N/A	N/A
13 Holes at Turnbuckle	4	0.13 in.	1-5/8 inch	2%	1/2 Turn	N/A
1/2 Turn Flap Control Rod Clevis	4	0.13 in.	1-5/8 inch	2%	N/A	N/A
1/2 Turn Flap Control Rod Clevis	One Rotor Both Blades	0.13 in.	1-5/8 inch	N/A	N/A	2.00 inch



DESIRERED 94% RPM with 10 PSI Approx.

By Bringing Rotor Tip Path Plane UP Rotor RPM DECREASES	By Bringing Rotor Tip Path Plane UP Gas Producer RPM INCREASES
By Bringing Rotor Tip Path Plane DOWN Rotor RPM INCREASES	By Bringing Rotor Tip Path Plane DOWN Gas Producer RPM DECREASES



FOOT PEDALS
VIEWED FROM LEFT SIDE

PERMISSIBLE RUDDER PEDAL DISPLACEMENT

In Hover	- 1/4" Rudder Displacement
In Cruise	- 1/2" Rudder Displacement at 90 Knots
In Autorotation	- 1/2" Rudder Displacement

The purpose of this chart, devised by Edward White of Service Engineering, is to show what happens when rotor cone and tracking adjustments are made. The adjustments appear to the left of the center line of the rotor hub; the results to the right. Since all blades do not have the same aerodynamic characteristics, the results of the adjustments are approximate. Maintenance personnel should continue to use the applicable sections of T.O. 1H-43B-2 when tracking blades.

GRADUATION

H-43B TRAINING
SHEPPARD AIR FORCE BASE
3750TH TECHNICAL SCHOOL, USAF (ATC)

JUNE 19, 1962—Front row, l to r, TSgt Alfred H. Dewey, Det. 29, Vance AFB, Okla.; SSgt Ralph W. West, Det. 39, Laughlin AFB, Texas; SSgt Robert L. Julian, Det. 34, Biggs AFB, Texas; SSgt Thomas J. Kennedy, 1001st FMS, Andrews AFB, Md.; AIC Phillip Arketa, Det. 26, Selfridge AFB, Mich.; SSgt Curtis Washington, (Instr.) Sheppard AFB, Texas; A2C Gerald O. Chase, Det. 45, Pease AFB, N.H.; SSgt James F. Barnett, Det. 16, Williams AFB, Ariz. Rear row, Mr. Fred Morrison, (Instr.) Sheppard AFB; SSgt Douglas Drier, Det. 35, Kirtland AFB, N.M.; SSgt Berkley E. Naugle, Det. 51, Myrtle Beach AFB, S.C.; SSgt Walter H. May, Det. 53, Crag AFB, Ala.; AIC John A. DeBell, Det. 54, Moody AFB, Ga.; SSgt Douglas E. Lightcap, Det. 42, Dow AFB, Maine; AIC Jesse Grazier Jr., Det. 1, 54th ARS, Titusville, Fla.; Greenland; AIC Dan R. Meloy, Det. 48, Dover AFB, Del.; A2C John E. Laurenson Jr., Det. 45, Pease AFB, N.H.



JULY 3, 1962—Front row, l to r, SMSgt Elton L. Tisdale, Det. 16, Williams AFB, Ariz.; SMSgt Curtis W. Schmelisser, Det. 4, Paine Fld, Wash.; SSgt John G. Turner, Det. 8, Glasgow AFB, Mont.; AIC Ernest W. Harris Jr., Det. 14, Nellis AFB, Nev.; TSgt Buddy B. Curry, Det. 38, James Connally AFB, Texas. Rear row, SSgt Leonard A. Nicholson, (Instr.) Sheppard AFB; Mr. Fred Morrison, (Instr.) Sheppard AFB; Mr. J. H. Birkes, 3566th Fld Maint., James Connally AFB, Texas; SSgt Samuel L. Pilgrim, Det. 59, Andrews AFB, Wash.; SSgt John G. Regan Jr., Det. 47, Langley AFB, Va.; SSgt Joe L. Proctor, Det. 35, Matagorda Island AF Range, Texas; SSgt Louis J. Hosler, Det. 36, Laredo, Texas; TSgt Dennis M. Franklin, Det. 35, Matagorda Island AF Range, Texas; Mr. Richard H. Maxwell, (Instr.) Sheppard AFB. (USAF photo)

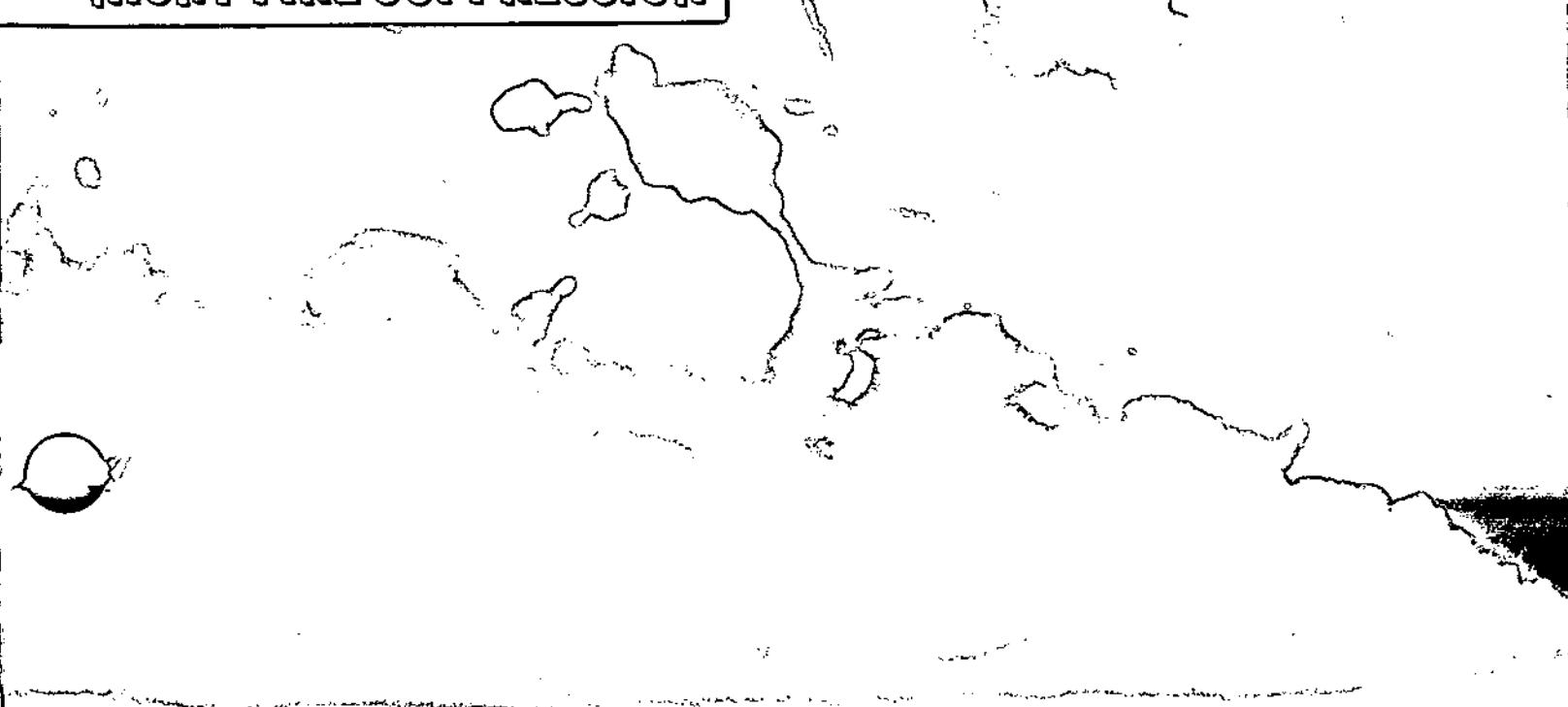


JULY 31, 1962—Rear row, l to r, SSgt L. A. Nicholson, (Instr.) Sheppard AFB, Texas; Mr. Richard H. Maxwell, (Instr.) Sheppard AFB; AIC Fred Scott, Holloman AFB, N.M.; AIC Michael G. Stigell, Det. 46, Suffolk County AFB, N.Y.; A2C Dorman E. Black, Det. 50, Shaw AFB, S.C.; MSgt George R. Mitchell, HQ, EARC, Robins AFB, Ga.; Mr. Andrew Hadlow (W 10), Andrews AFB, Md. Front row, AIC Odell E. Lee, Det. 43, Griffiss AFB, N.Y.; SSgt Curtis Washington, (Instr.) Sheppard AFB; SSgt Harvey G. Myer, 401st CAMS, England AFB, La.; SSgt Lowell M. Bynum, Det. 58, Brookley AFB, Ala.; AIC Andres B. Perez, 67th AR Sqdn., APO 123, N.Y.; AIC Floyd M. Baker, 41st ARC, Hamilton AFB, Calif.



AUGUST 14, 1962—Front row, l to r, TSgt Donald B. Sanders, Det. 39, Laughlin AFB, Texas; SSgt Wayne E. Dondero, Det. 44, Westover AFB, Mass.; SSgt William D. Snyder, Det. 39, Laughlin AFB; AIC Harvey A. Meltzer, 48th ARS Eglin AFB, Fla.; TSgt James L. Johnson, Det. 4, Paine Field, Wash.; Mr. John R. Moseley (F 7), Dom FM Maxwell AFB, Ala.; AIC Thomas E. Arms, (Instr.) Sheppard AFB. Rear row, AIC Jesse B. Pope, Det. 27, Traux Field, Wis.; AIC Alexander Montgomery, Det. 5, McChord AFB, Wash.; TSgt George C. Risser, Det. 23, KI Sawyer AFB, Mich.; A2C Luis Carreras, Det. 46, Suffolk County AFB, N.Y.; A2C Bobby G. Evans, Det. 43, Griffiss AFB, N.Y.; A2C Lenzy Autry, Det. 52, Charleston AFB, S.C.; A2C James T. Sloan, Det. 15, Luke AFB, Ariz.; SSgt Francis C. Johnson, 48th ARS Eglin AFB, Fla.; Mr. Richard H. Maxwell, and Mr. Fred Morrison, (Instrs.) Sheppard AFB.

NIGHT FIRE SUPPRESSION



In order to perform the mission of fire suppression and rescue, H-43 pilots must know and master the problems of aerial fire suppression under all conditions. There is considerable difference between day and night fire suppression, for example, and carrying out such a mission at night in an unfamiliar area is probably the most hazardous to be encountered. Controlled night fire fighting training, recently authorized by the Air Rescue Service, is not overly hazardous, however.

PROBLEMS

- Blinding ground personnel with helicopter lights
- Loss of instrument visibility
- Hypnotic effect of fire
- Pilot's loss of visual ground reference
- Difficulty in obtaining adequate site evaluation
- Spatial disorientation

PROBLEM: Blinding ground personnel with helicopter lights

DISCUSSION: This problem occurs during initial firekit hook-up, during landing approaches, when fighting fires, and when retrieving the firekit from the mission site. Proper use of helicopter lighting is essential. On the firekit pick-up with only the floodlights on, it is easier for the hook-up man to avoid looking directly into the lights. Blinded, he cannot see sufficiently to effect a safe and proper hook-up. On landing approaches the same situation appears. The landing light must be "OFF" if the ground signalman is to be relied upon. Ground personnel can expect to be momentarily blinded should they look into the lights. Spots that limit full vision last for minutes. Particles of sand, etc. that are picked up by rotor-wash magnifies this problem. As the fire diminishes, it is possible for the fire-fighters hood to refract the helicopter lights. Fire-fighters should be cautioned in this area. The pilot should be alert for the possibility that ground personnel are trying to operate with the loss of night vision. It is conceivable that they could attempt a side approach being unable to determine the front.

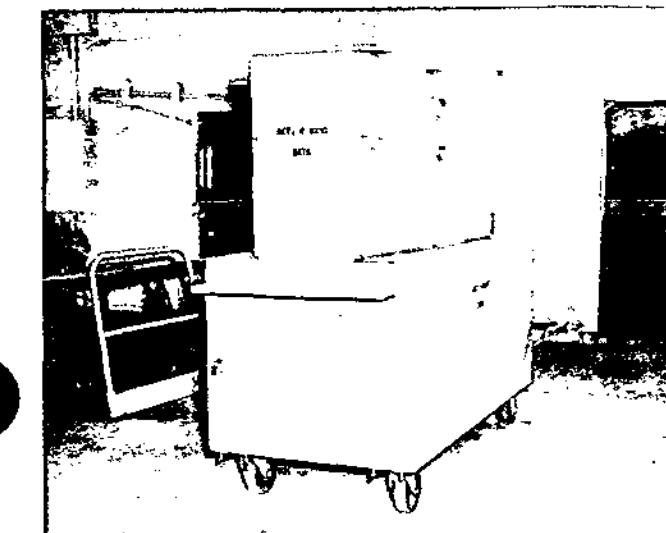
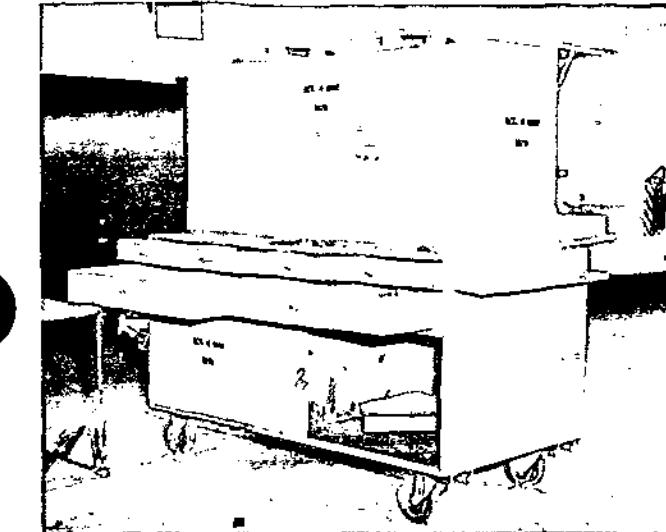
The blinding light problem is also encountered in night hoist and sling operations.

PROBLEM: Loss of instrument visibility

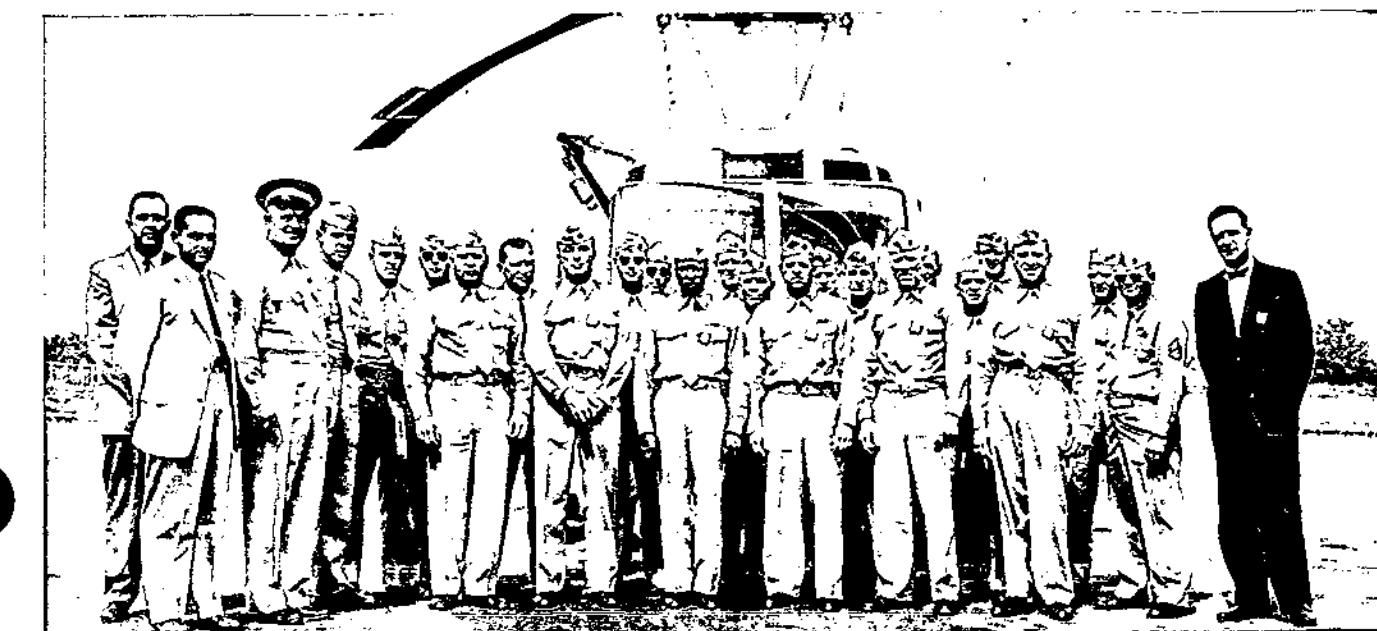
DISCUSSION: Due to the many demands of the fire-fighting operation, the pilot should give full attention outside the cockpit. The brilliance of the fire will cause the pilot to lose night vision and instrument visibility. Instruments are monitored by the copilot using a flashlight. Before takeoff is attempted, the pilot should have instrument visibility. Perhaps a delay to await return of night vision is warranted.

PROBLEM: Hypnotic effect of fire

DISCUSSION: Fire destroys and distorts horizontal references. The dancing flames have a hypnotic effect which attracts the pilot's attention to the extent that he may be unable to detect aircraft movement. The pilot must make a conscious effort to shift his attention, check altitude, check hover reference, check fire-fighters, check for hazards to the helicopter, etc. Firefighters make a good hover reference in the fire. The pilot must avoid looking at the brilliant part of the blaze as his perspective can be distorted and erratic aircraft control can result. The copilot should monitor instruments, hover position, and be alert to warn the pilot as necessary.



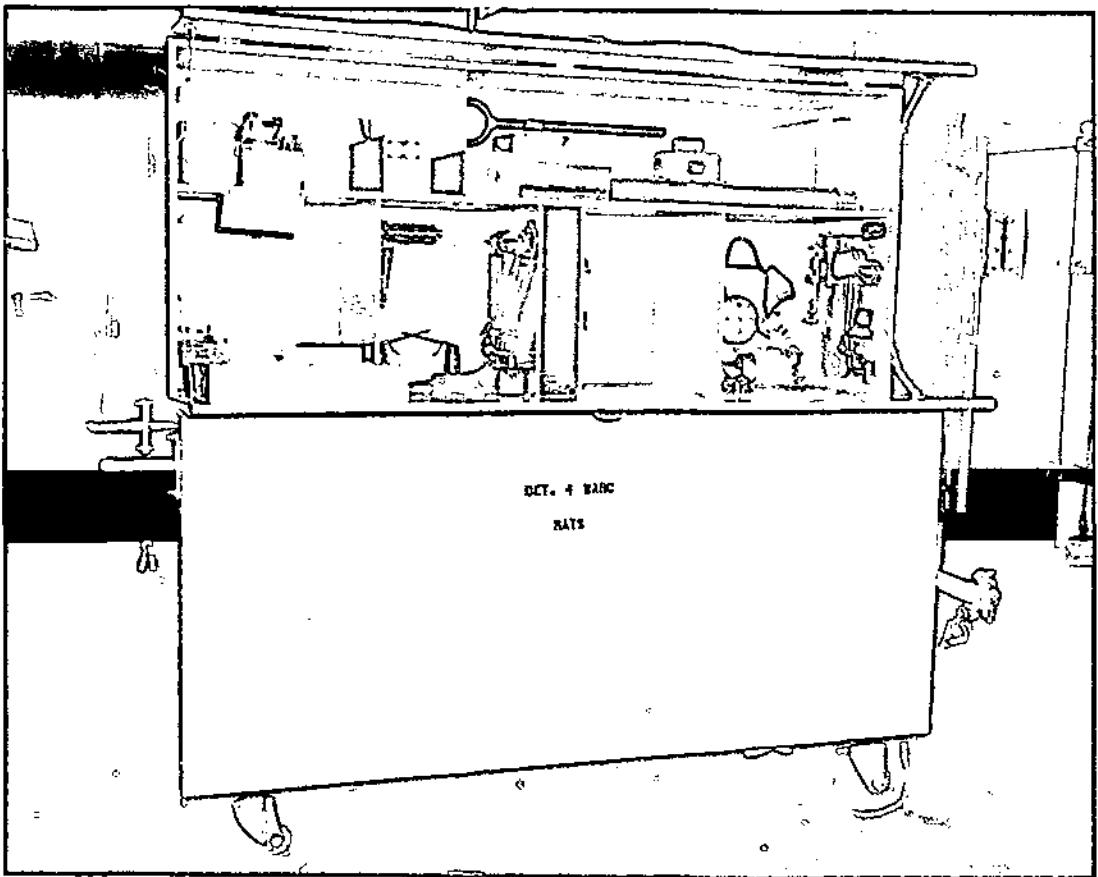
ONE-MAN AIRLIFT—With the assistance of an HOK-1 crew from VMO-2, Gy/Sgt. Sam Griffiths, 40, of the First Marine Air Wing at Iwakuni took this means of stimulating interest in physical fitness at NAS Atsugi, Japan. The 22-year Marine Corps veteran, voted "Mr. Physical Fitness" of 1960, stopped at Atsugi during an inspection of Special Services facilities in the Far East. The tour is being conducted in conjunction with President Kennedy's Physical Fitness Program. Pilot of the helicopter is Marine Capt. Robert D. Myers and L/Cpl. James E. Turner is crewman. (Pacific Stars and Stripes photo)



VMO-1 VISITORS—Personnel attached to VMO-1, MAG-26, MCAS, Jacksonville, N.C., were conducted on a plant tour during a recent visit to Kaman Aircraft. Shown are, left to right, William Wells and Raymond Vokes, Field Service Department; M/Sgt. Raymond B. Taylor, Lt. Donald P. Reichert, Patrick J. McMorrow, William N. Simmons, Robert L. Norton; Ray G. Russell, Field Service Representative; Capt. Robert J. Thompson, Lt. William S. Ebersole, Capt. John A. Conniff, S/Sgt. Frank Williams, Capt. Charles A. Carey, Maintenance Officer; GySgt. Earl J. Lehman, Lt. Col. Earl W. Cassidy, Commanding Officer; M/Sgt. Forrest G. Alexander, Lt. Ansley S. Horton, Maj. Herbert A. Nelson, Executive Officer; GySgt. Eldon R. Laraway, S/Sgts. Nicholas P. Difabritus, Ivan J. Vlach; Maj. Joseph Kehler, H&MS-26; S/Sgts. Harvey Dunn, Lloyd L. Love; Herb Langenfeld, Military Operations Research Department.

Portable Dock Box Aids Det. 4

by John D. Elliott
Field Service Representative



ARS Det. 4, WARC, Paine Field, Wash. - T/Sgt. James E. Johnson of this detachment has come up with this inexpensive, but highly efficient, mobile dock box as a means of expediting H-43B maintenance. Soon after checking into the detachment, Sergeant Johnson decided that a portable dock stand would be of help to maintenance personnel. He checked around the base until he found an armament box with the proper dimensions and then began a conversion project with the result shown.

The dockbox, mounted on four wheels, allows special tools and other items to be taken to the aircraft rather than taking the aircraft to the tools. The top of the box has a door on the front which opens down to provide a small writing table or a work bench for minor maintenance jobs. On the left side of this door, a file is mounted to house the PE cards. Each individual slot is marked and the partitions are slanted so the cards will not fall out when the door is raised or lowered. Inside the door, on the top part of the box, is storage space for special tools. Each tool has a specific place marked with a tag. The door to the top portion has locks for security.

The bottom portion of the dock box has sliding doors with large compartments for storage of larger items such as engine slings, etc. Large special tools are also stored in this area. Often used items such as grease guns, oil cans and some bench stock items are stored in this portion of the box. Installation of a small

bin area is being considered to store common usage items for periodic inspection. The sliding doors are secured by locks.

The advantages of this portable dock box are many, and for the most part, apparent. The box is especially useful for periodic inspections but is certainly not limited to this. The box allows easy reference to tools, keeps them in a centrally located place and makes inventory very easy. Having the PE cards near the aircraft saves man hours going back and forth to the Maintenance Office and frees the Dock Chief to be near the aircraft while the inspection is being performed. The chances of misplacing a card are lessened because the box is so handy to replace the card when the work has been accomplished. Small items which can normally be lost easily are located so that they are always available. Items such as glue, gaskets etc. have a specific place in the box and are returned to that place when the men are finished using them. Each separate compartment in the box can be locked, so loss from pilferage or borrowing is held to a minimum.

Sergeant Johnson is continually working to improve this dock box but his basic idea, coupled with his initiative to improve the efficiency of the unit during periodic inspections, deserves special mention. His contribution to Detachment 4 has meant savings in man hours, government equipment and has helped to maintain quality maintenance of Air Rescue Service Aircraft.

PROBLEM: Pilot's loss of visual ground reference

DISCUSSION: In an actual crash, off base, the crash never seems to occur in an ideal spot. Generally there are high trees, swamp, dry grass, leaves, snow, rain, high humidity, smoke, sand, or dust that complicates the mission. All of these objects will refract the helicopter landing lights. The problem becomes magnified when the light from the fire is also refracted. **RESULT:** The pilot can lose ground perspective. The pilot can control one light source. Therefore, as the helicopter descends to the site, the pilot should turn "OFF" the landing light as this light refracts greater than the floodlights. When illumination from the fire is sufficient to maintain visual contact, it is advisable to turn "OFF" the floodlights. Use floodlights as the fire diminishes.

PROBLEM: Difficulty in obtaining adequate site evaluation

DISCUSSION: When people are trapped in a burning aircraft, there is apt to be an over-anxious attitude on the part of rescue personnel. This over-anxiousness can result in an inadequate site evaluation. If haze is present, floodlights will restrict visibility. A prompt, complete landing area determination must be made. A slow, steep approach provides more time to determine the aircraft commitment and insures a safer go-around if necessary.

Remember to consider the possibility of the H-43B exhaust igniting inflammables that may be up wind of the fire.*

*An engineering change proposal has been submitted to the Air Force by Kaman Aircraft which, if accepted, would modify the tail pipe and should eliminate this possibility - Ed.

PROBLEM: Spatial disorientation

DISCUSSION: Dancing flames, flashing lights, loss of horizontal and vertical references, glare, shadows, and undetected aircraft movement combine to cause spatial disorientation (vertigo). This can be avoided by concentration and determination. The pilot and copilot must understand that vertigo is very dangerous. Should it occur, the copilot must take control of the aircraft.

These many problems make it appear that night firefighting is too hazardous to attempt. With operating experience in this night firefighting environment, however, these problems become second nature. Confidence is gained. Training will assure sufficient knowledge, experience, and ability to effect timely rescue in all conditions.



THE AUTHOR



Capt. Thomas C. Seebo is Commander of Detachment 32, Central Air Rescue Center, Webb Air Force Base, Texas. In helicopter assignments since 1954, he has totaled 3000 flying hours of which 2500 are in helicopters and 300 are in the H-43B. A base rescue assignment at Webb AFB followed three years with the 71st Air Rescue Squadron in Alaska. During the spring of 1961, he coordinated and conducted exercises using the H-43B in support of ground vehicles and termed the operation "SKYIR."

Previous military service, 1944-47, was as aerial gunnery instructor and C-47 flight engineer. An AFROTC commission was obtained in 1951 from Oklahoma State University while majoring in Architectural Engineering. Current military service and pilot training commenced in 1953.

TWENTY NIGHT FIRES— Shown are the Det. 32 personnel who participated in the 20 night fire suppression exercises upon which this report is based. In front are T/Sgt. Dan W. Long, fireman; and Captain Seebo, Detachment Commander. Standing are Lt. James L. Butera and Lt. William F. Glover, Jr. The night fire exercises were photographed by A1/C Leland B. Bernard, 3560th Air Base Group, Webb AFB.

Big Day For H-43B Crew



To the crew of an H-43B from Stead AFB, Nev.; fell the honor of ferrying Vice President Lyndon B. Johnson and Gen. Curtis E. LeMay, USAF Chief of Staff; to the recent graduation exercises at the Air Force Academy in Colorado Springs, Colo. Also aboard the H-43B on the aerial trip from the airfield to the parade ground were Maj. Gen. W. S. Stone, Academy Superintendent; and Col. H. Burris of the Vice President's staff.

Lined up, waiting for the HUSKIE to touch down was an honor guard of cadets who formed a corridor for the Vice President's walk to the speaker's stand where he addressed the 297-man, gold-sashed graduating class. More than 8,000 cadets, families and spectators jammed the academy parade ground to view the impressive ceremony.

For the H-43B crew this climaxed a busy week at the Academy for they were on standby with the fire suppression kit at the airfield. Seventy aircraft participated in the air show which preceded the graduation exercises.

Capt. B. J. Wingfield was H-43B pilot, Major R. M. Atchley, co-pilot; S/Sgt. J. R. Chesson, crew chief; A1/C D. B. Dunn and R. L. Webb, mechanics; T/Sgt. R. C. Finlayson and S/Sgt. J. S. Hoban, firemen. (USAFA photo)

DISTINGUISHED COMPANY—Generals Stone and LeMay chat with Vice President Johnson beside HUSKIE which flew them to USAF Academy Graduation exercises.

The following equipment is required to adjust and test the speed switch.

- (a) Variable speed drive with provisions for mounting the speed switch. A standard tachometer generator tester fulfills this requirement.
- (b) A multi-meter for checking continuity of switch contacts.
- (c) If available, Pierce Governor cut-away cover, P/N SK-11464, which makes the internal stroke adjustment screw accessible during testing.

Adjustment and Test Procedures for Speed Switch (Refer to figure 2)

1. Applicable to switches that open prematurely and special cut-away cover, SK-11464, is not available.

- (a) Mount speed switch on tester.
- (b) Connect multi-meter to pins A and B of speed switch receptacle (6).
- (c) Loosen set screw (2).
- (d) Operate tester at 1160 ± 20 RPM.
- (e) Adjust RPM adjusting screw (1) for switch actuation.
- (f) Apply "Loctite," grade B(7-2), to set screw (2) and tighten.
- (g) Re-check to assure that switch actuates at 1160 ± 20 RPM and that the switch re-sets.

2. Applicable to switches that fail to open at any RPM and special cut-away cover, SK-11464, is not available.

- (a) Mount speed switch on tester.
- (b) Connect multi-meter to pins A and B of speed switch receptacle (6).
- (c) Operate tester at 1300 RPM, meter should indicate switch actuation. If switch actuates, follow procedure 1. If switch fails to actuate, continue with step (d).
- (d) Turn tester power "OFF."
- (e) Remove speed switch cover assembly and inspect for loose or damaged parts.
- (f) Loosen lock nut (4) and turn stroke adjusting screw (5) one turn clockwise.
- (g) Tighten lock nut (4) and replace cover assembly.

(h) Operate tester at 1300 RPM, meter should indicate switch actuation. If switch actuates, continue with step (i). If switch still fails to actuate repeat steps d, e, f, g and h until the switch actuates at 1300 RPM.

(i) Follow procedure 1 to continue with adjustment of switch for actuation at 1160 ± 20 RPM.

3. Applicable to both types of malfunctions, with special cut-away cover, SK-11464.

(a) Remove speed switch cover assembly and inspect for loose or damaged parts.

(b) Install cut-away cover on speed switch.

(c) Mount speed switch on tester.

(d) Connect multi-meter to pins A and B of speed switch receptacle (6).

(e) Loosen set screw (2).

(f) Operate tester at 1160 ± 20 RPM.

(g) Turn RPM adjusting screw (1) clockwise until governor weights are closed and then turn RPM adjusting screw counter-clockwise until the governor weights are in the maximum open position. Note: Governor weights are visible through the cut-away cover.

(h) Operate tester at 1300 RPM, loosen locknut (4) turn screw (5) clockwise until switch is actuated.

(i) Turn screw (5) an additional 1/2 turn for overtravel and secure with locknut (4).

(j) Reduce speed and check to make sure the switch resets.

(k) Adjust RPM adjusting screw (1) to actuate switch at 1160 ± 20 RPM.

(l) Apply "Loctite," grade B(7-2) to set screw (2) and tighten.

(m) Turn tester power "OFF."

(n) Replace the cut-away cover with original cover and recheck switch actuation RPM.

Changes, based on operating experience, are now being made in the switches to further increase their reliability. It is hoped the preceding information will prove of value to maintenance personnel. Questions regarding the multi-speed switch, or any other component, are always welcome. K

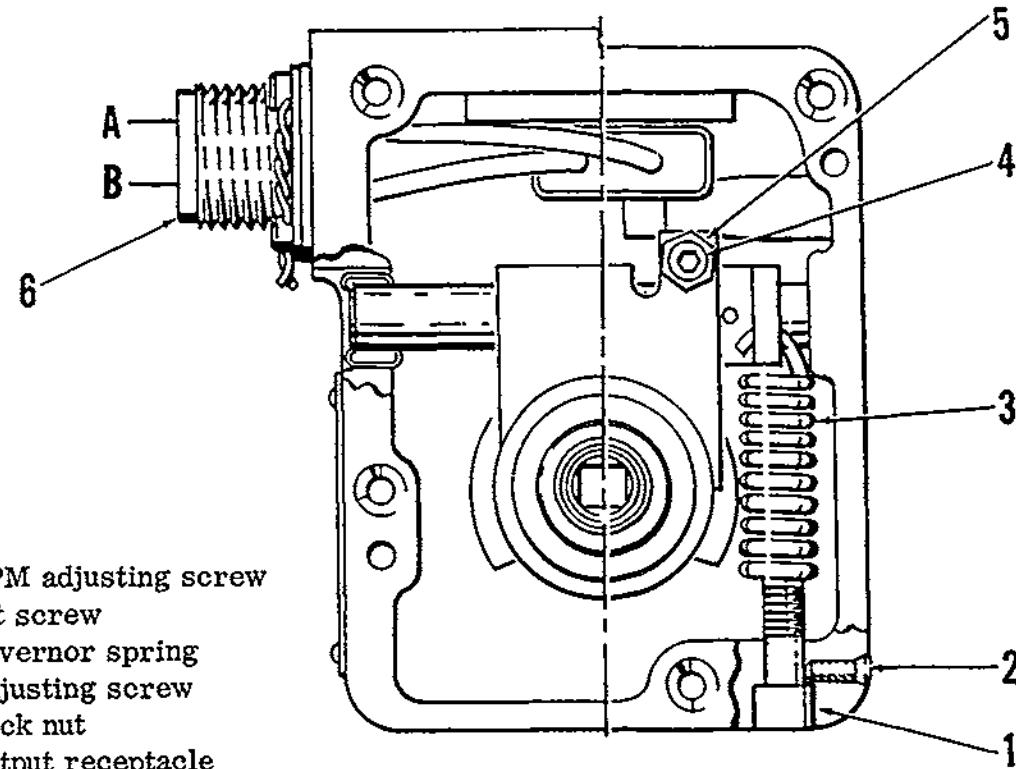
functions are classified primarily into two types: (A) The switch contacts open before N1 RPM reaches 28 to 30% and the engine cannot be started. This type malfunction is caused when the set screw (see figure 2, number 2) works loose, allowing the RPM adjusting screw (number 1) to change to a lower RPM adjustment. (B) The switch contacts fail to open after a successful engine start. This allows the engine starting system to remain energized and keeps the starter energized and connected to the D.C. essential bus. The starter is a direct drive starter-generator driven by the engine, and when energized, it produces a D.C. voltage. This unregulated and unfiltered voltage is providing a source of D. C. voltage to the D. C. essential bus, to which it is connected, and can have a detrimental effect on the aircraft's electrical-electronics systems. Also, if this condition goes undetected or is allowed to exist after detection, the starter will overheat and may cause a fire.

The recommended means for detecting this type of malfunction after the engine is operating, is to remove the APU, switch off the aircraft's battery and D. C. generator and then determine if any lights in the cock-

pit are glowing. If lights are glowing, it is an indication that the starter is still energized, due to a malfunctioning speed switch, and providing D. C. voltage to the D. C. essential bus. This condition can be temporarily resolved by pulling the "engine starting" circuit breaker and then re-setting it. This action does not open the speed switch contacts, but deenergizes the starting relay, which disconnects the "latching" switch paralleled across the start switch and deenergizes the complete starting system. The described malfunction is caused when several parts in the switch's actuating mechanism wear, changing the stroke length required to actuate the micro switch.

Considering that most speed switch malfunctions are caused by the changing of the initial RPM adjustments, it is safe to assume that the majority of malfunctioning units can be made to function properly after a few relatively simple adjustments. It is recommended that the following procedures be adhered to when adjusting a speed switch, P/N AE47-2 and -3. The procedures are divided into three groups corresponding to the type of malfunction encountered and taking into consideration the availability of a special cut-away cover, P/N SK-11464.

Figure 2.



1. RPM adjusting screw
2. Set screw
3. Governor spring
4. Adjusting screw
5. Lock nut
6. Output receptacle

HU2K-1 ACTIVITIES

Kaman Aircraft reps who will serve as Field Service Representatives when the HU2K-1 joins the fleet, recently completed a maintenance course at NAS Lakehurst, N.J., as an accelerated introduction prior to undergoing highly-specialized training at the company plant. The course, primarily established for Navy personnel, was conducted by military instructors attached to NAMT Det. 1070 and utilized one of the HU2K-1 maintenance trainers built by KAC for the Navy.

The decision to send "contractor reps" to Lakehurst was based primarily on the spirit of cooperation which has existed between the Navy and contractor since work first began on the maintenance trainer. Navy experts worked closely with KAC engineers during the year-and-a-half of research and planning which are represented in the device. As a result, the trainer is one of the most efficient ever developed and training time can be cut drastically through its use.

With this in mind, KAC accepted an invitation from NAMTG, Memphis, Tenn., to use the Lakehurst facilities to complete their quota of students for these classes and at the same time the field representatives taking transitional training could receive the benefit of the "nut-shell" instruction provided by the trainer.

Another benefit which the reps received while at Det. 1070 was the opportunity afforded to study Navy training methods and also to discuss with the instructors the questions which had been asked by Navy personnel attending preceding classes. Information of this type, supplied by knowledgeable instructors is, of course, invaluable to the men who will later work closely with Navy HU2K-1 maintenance crews. Contrariwise the Navy instructors received benefit from discussion with the reps to help refine their training course.

Earlier, the Navy instructors had attended an eight-week course at KAC in the operation and maintenance of the trainer, two of which were constructed by Kaman Aircraft for the Navy. One was sent to the detachment at Lakehurst, the other is now at Det. 1071, NAAS Ream Field, Calif.



ADMIRAL UTILIZES HU2K-1 DURING VISIT—Rear Admiral Paul D. Stroop, Chief, Bureau of Naval Weapons; visited Kaman facilities at Bloomfield, Bradley Field and Moosup, Conn., recently. The Admiral flew as co-pilot in the SEASPRITE during the trip between Bradley Field and Moosup.

Each of the maintenance trainers consists of four panels: (1) Hydraulic; (2) Flight Controls, Transmission and Power Plant; (3) Electrical; (4) Navigation System. All of the panels are mobile and the main trainer can be disassembled in three minutes so that its individual main components, such as the Automatic Stabilization Equipment, can be studied in separate classrooms. This allows the various specialty ratings to receive simultaneous and uninterrupted instruction, thereby eliminating the need to wait while one group is checked out in a specific area. Afterward, when the trainer is reassembled (again a matter of minutes), these specialists are afforded the opportunity to see how their areas function in conjunction with others in the helicopter, thus giving them the "whole picture."

To make the trainer as realistic as possible, actual aircraft hardware has been used throughout and all of the panels include provisions which enable the instructors to simulate possible malfunctions in the various systems and components. In this way, maintenance personnel receive first-hand experience in trouble shooting on representative components under ideal conditions *



SPECIALISTS—KAC employees who recently attended the HU2K-1 training school conducted at NAMTD 1070, NAS Lakehurst, N.J.; and their instructors. Kneeling, left to right, are R. E. Schwarz, R. E. Lambert, D. G. Beasley, W. C. Morris, E. F. Gleibin, L. C. Lyman, KAC. Standing A. P. MacCracken, AEC, F. H. Brightman, AMSC, A. J. Niemotka, ADJC, D. W. Weiner, ADJ2, S. E. Waldrop, AMHC, J. C. Brandon, ADRI, D. W. Glaeseman, AEC, Instructors; F. Heffernan, KAC; W. R. Hoyle, ATC, Instructor.

USAF HUSKIE BREAKS ANOTHER RECORD



CAPT. CHESTER R. RATCLIFFE, JR.

An Air Force H-43B HUSKIE has claimed a second international distance record within a three-week period. Both of the records were previously held by the Soviet Union.

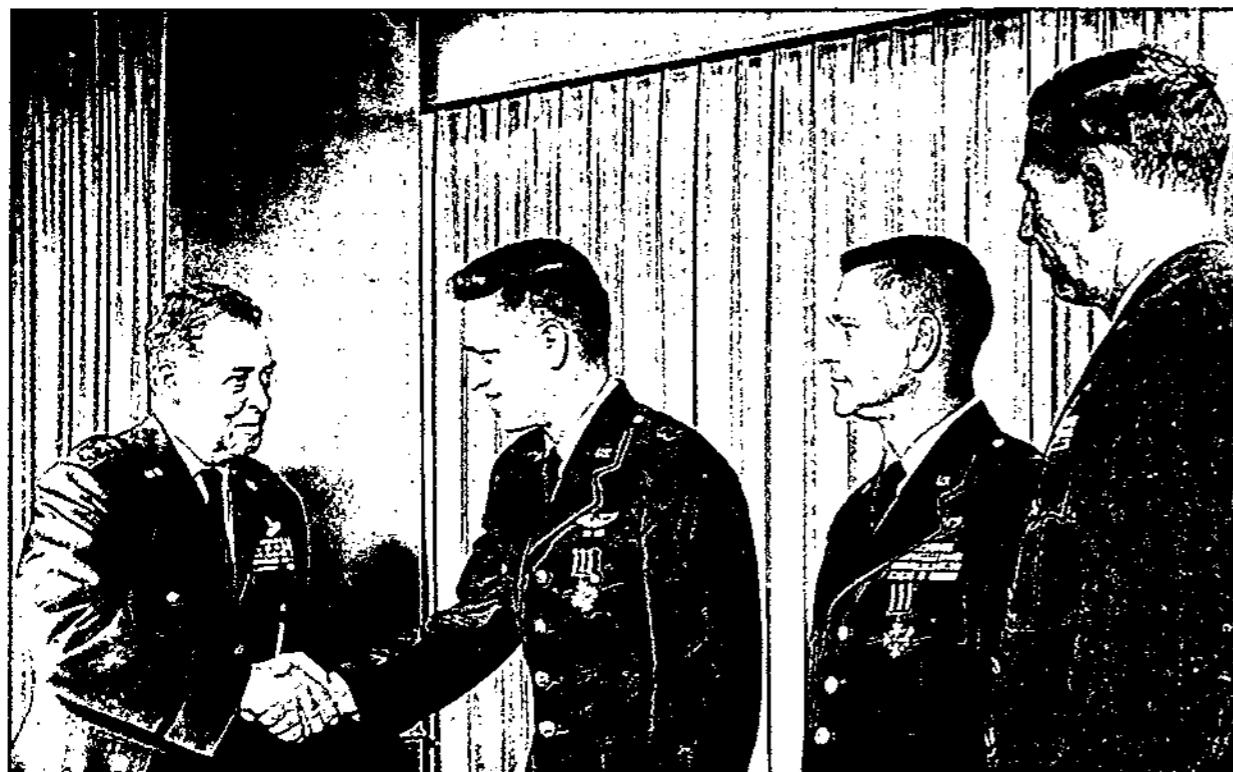
Established on July 5th was a straight-line distance record of 900 miles. The flight originated at Hill Air Force Base, Utah, and ended eight hours and 27 minutes later near Springfield, Minn. Pilot on the flight was Capt. Chester R. Ratcliffe, Jr., Commander of ARS

Det. 24, CARC, MATS; Kincheloe Air Force Base, Mich. The previous record of 761.027 miles was set by a Soviet Mi-1 helicopter on September 21, 1960.

On June 13th, three weeks before Captain Ratcliffe's flight, Capt. Richard H. Coan of ARS Det. 52, EARC, MATS; Charleston Air Force Base, S. C.; flew an H-43B 656.258 miles around a closed course near Mono Lake, Calif., to break a record of 625.464 miles set by a Soviet Mi-1 helicopter in June, 1960.

The H-43B, manufactured by Kaman Aircraft Corp. of Bloomfield, Conn.; now holds five international records for helicopters. The three other records held by the HUSKIE are: Altitude without payload, 32,840 feet, set Oct. 18, 1961 by Lt. Col. Francis M. Carney of Stead Air Force Base, Nev. Altitude with a 1,000 kilogram (2,204 pound) payload, 26,369 feet, set May 25th, 1961, by Capt. Walter C. McMeen of Luke Air Force Base, Ariz. Both records were previously held by Russia. Time-to-climb to 9,000 meters (30,000 feet) in 14 minutes, 11 seconds, also set by Colonel Carney and previously held by France.

The H-43B, which is powered by a Lycoming T-53 gas turbine engine, is an Air Force utility helicopter now stationed at nearly 50 Air Force bases around the nation and overseas. Air Rescue Service, MATS, has established the HUSKIE as its standard helicopter and is using the aircraft for local base rescue duty. *



HONORED—Captain Ratcliffe and Captain Coan were awarded Distinguished Flying Crosses recently for breaking the Soviet helicopter distance records. The medals were presented by Lt. Gen. Joe W. Kelly, MATS Commander, at his headquarters, Scott AFB, Ill. Present at the ceremony was Brig. Gen. Joseph A. Cunningham, ARS Commander. Shown are General Kelly, Captain Coan, Captain Ratcliffe and General Cunningham. (USAF photo)

H-43B ENGINE STARTING SYSTEM SCHEMATIC (S/N 59-1540 & SUBS)

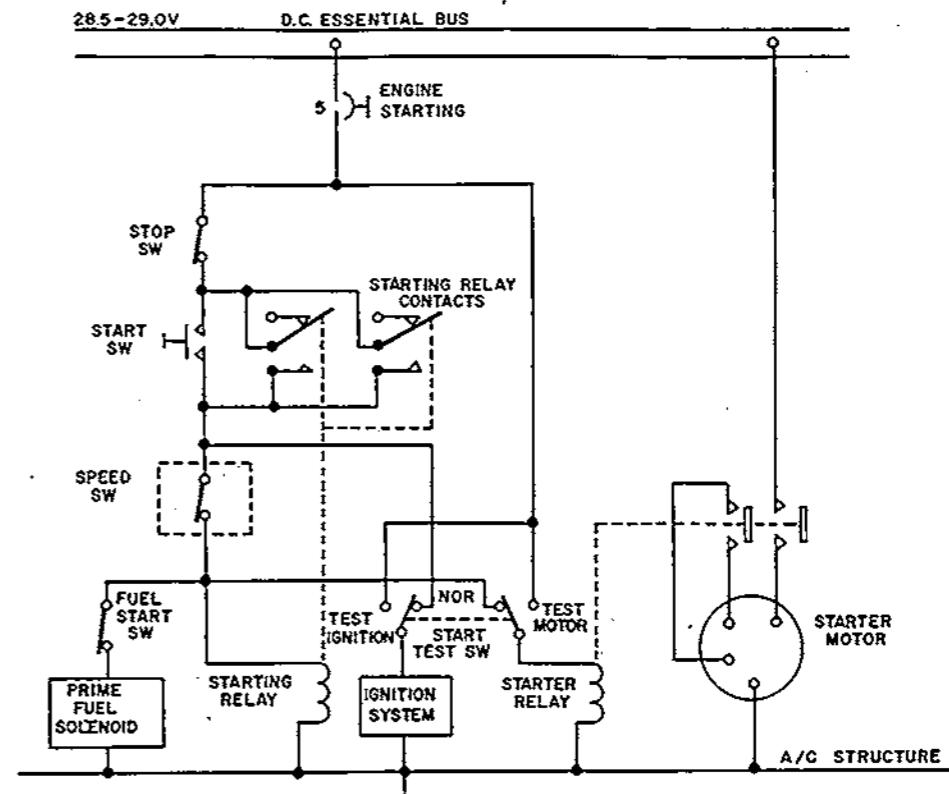
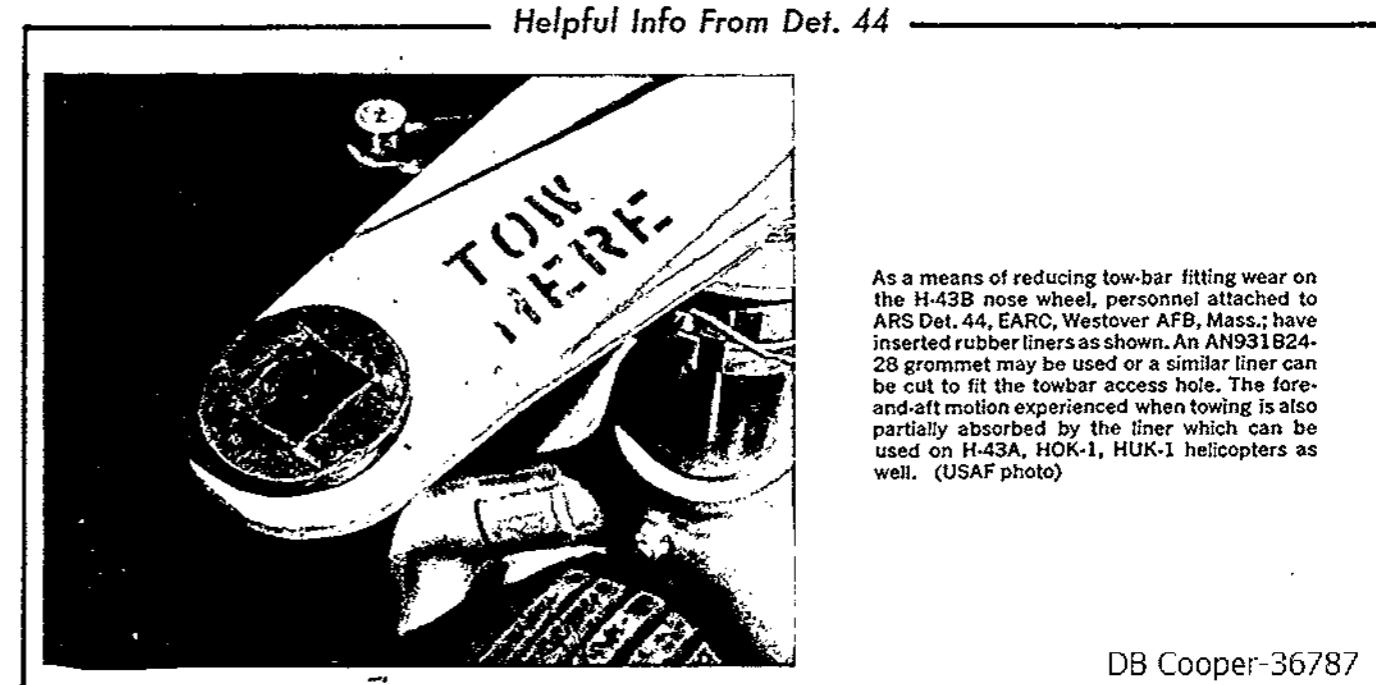


Figure 1.

start switch, and deenergizes the complete starting system. The complete starting system cannot be energized again until N1 RPM decreases below 28 to 30%. However, it is possible to make an air start with N1 RPM in excess of 30% as only ignition is required to start the engine. This can be accomplished by depressing the start button and holding it until the engine is started.

This action provides a path for current flow direct to the ignition unit, as stated previously. The current for the ignition system does not flow through the speed switch.

Since proper functioning of the speed switch is necessary for engine starting, it is relevant to discuss the effects of a malfunctioning unit. Known speed switch mal-



As a means of reducing tow-bar fitting wear on the H-43B nose wheel, personnel attached to ARS Det. 44, EARC, Westover AFB, Mass.; have inserted rubber liners as shown. An AN931B24-28 grommet may be used or a similar liner can be cut to fit the towbar access hole. The fore-and-aft motion experienced when towing is also partially absorbed by the liner which can be used on H-43A, HOK-1, HUK-1 helicopters as well. (USAF photo)

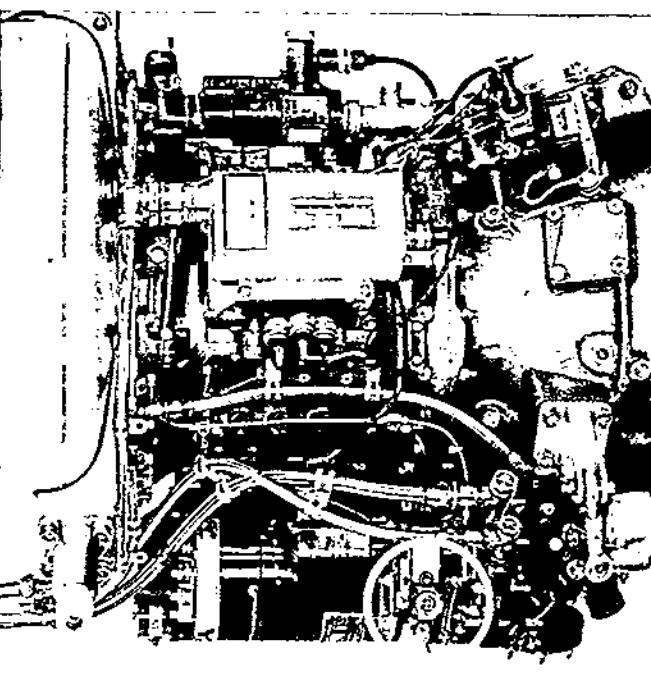
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MULTI-SPEED SWITCH OPERATION AND MAINTENANCE

by W. H. Zarling
P. A. Greco
Analysts, Electrical-Electronics
Field Service Department

When starting the engine in most helicopters, it is necessary to press and then hold the start button until the engine is in operation. In the H-43B HUSKIE, however, the start is made by merely pushing the button momentarily and then releasing it, thus setting the automatic engine starting system in operation. This allows the pilot time to prepare for flight while the engine is starting and also minimizes the time required to get the helicopter airborne and on the way to perform its rescue mission.

Once the engine is started, the automatic starting system is deenergized by the multi-speed switch. This switch, P/N AE47-2 and -3, is preset to deenergize the starting system at 28 to 30 percent of N1 (gas turbine) RPM. Comprised of a normally closed micro switch and an actuating mechanism which operates by centrifugal force, the multi-speed switch is located on the engine between the N1 tachometer mounting pad and



the N1 tachometer. The multi-speed switch and N1 tachometer are mechanically driven by the N1 reduction accessory gear box.

The electrical location of the speed switch is shown in figure 1, which represents the latest production configuration of the engine starting system. The switch operation in relation to the other components in the system is as follows: When the aircraft's start button is depressed, circuit connections for current flow are provided from the D. C. essential bus to the junction of the speed switch and ignition system. At this point the current divides into two paths, one to the ignition system and the other to the speed switch. Since the speed switch contacts are normally closed, current flows through to the prime fuel solenoid, the starting relay and the starter relay. This action opens the prime fuel valve allowing prime fuel to flow into the engine; energizes the starter relay, allowing APU or battery current to flow to the starter; and energizes the starting relay. The starting relay contacts are connected in parallel across the start switch, functioning as a "latching" switch, and provides a path for current flow into the starting system. At this time the start button can be released and the starting system remains self energized.

A normal engine start should be accomplished when N1 RPM reaches 28 to 30%. The speed switch actuating mechanism is adjusted to actuate the micro switch between these percentages. When this occurs, the path for current flow through the speed switch is opened, deenergizing the prime fuel solenoid, the starter and starting relays. This action opens the paralleled contacts of the starting relay, connected across the

MISSION REPORT FROM LUKE AFB

by 1st Lt. Carroll L. Wright
Information Officer, Det. 15

crashed aircraft was only about 300 yards off the end of the runway. It took the fire trucks approximately thirty minutes to rig a fire hose long enough to reach the scene. During all this time, the helicopter was the only fire suppression vehicle that could reach the scene.

This Detachment has flown a total of 1104 missions during the above mentioned period. These missions cover all types such as bailouts, military crashes, civilian crashes, military evacuations, civilian evacuations, search and recovery, and scrambles with the fire suppression kit. There have been eighteen bailouts of which one had to be picked up with the hoist because of the rough terrain the pilot had landed in. Out of thirty-four evacuations, twenty-eight were civilians. The hoist was used to pick up fifteen of these evacuations and the Stokes litter had to be used on two occasions because of the extreme injuries involved. Thirty-two aircraft have crashed within our area and eleven have been within fifteen miles of the base. The H-43B has aided greatly in the recovery of eighteen deceased persons. The majority of these individuals



Detachment 15, WARC (MATS), Luke AFB, Arizona; offers the following record of mission accomplishment as a record of interest to see if any other LBR can top it.

On 24 April 1960, Capt. Walter C. McMeen, Det. 15 Commander, flew the first rescue mission with the H-43B in the field. This mission appeared in the July, 1960, Rotor Tips which is published monthly by the Kaman Aircraft Corp. Captain McMeen was placed on the Scroll of Honor for his accomplishment. This one mission proved the outstanding capability of the H-43B "Huskie" as a rescue vehicle and thus was the beginning of a long list of mission accomplishment in the H-43B. All missions that will be mentioned were flown in the H-43B and cover the period from 24 April 1960, to 5 July 1962.

The most outstanding mission accomplishment developed on 5 July 1962. On this date, this detachment accomplished the one thousandth (1000th) actual scramble mission with the fire suppression kit. The fire suppression kit is carried when an aircraft declares an emergency in flight with intentions of landing at Luke. It is also carried to any aircraft accident which may occur within 15 miles of the base to furnish fire suppression and rescue coverage. The 1000th emergency developed when a T-33 pilot, Capt. James R. McCulloch, 4512 CCRTRARON, declared an emergency and was inbound to Luke for landing. The helicopter was airborne in less than two minutes with the fire suppression kit. The T-33 pilot landed his aircraft safely and the helicopter returned to the alert parking area. Once again the every-day routine had been acted out uneventfully. Not all of the emergencies have ended this way though, because the fire suppression kit has had to be used on eight (8) occasions. On one occasion, after the fire kit was used, the helicopter returned the kit to the ramp to be recharged. After the kit was recharged, the helicopter returned to the crash scene to continue the firefighting operation. The fire trucks from the base had not reached the scene yet. The aircraft had crashed in a freshly irrigated field and the fire trucks could not reach it because of the mud. The interesting thing about this mission was the fact that the



1000th SCRAMBLE—Crew of the H-43B which carried fire suppression kit for the 1000th time in support of an aircraft with an in-flight emergency. Front row, left to right, are A1/C Robert J. Stone, fireman; S/Sgt. George S. Edwards, crew chief; A1/C Frankie E. Hill, fireman. Rear, Capt. Harold D. Salem, co-pilot; 1st Lt. Carroll L. Wright, pilot and rescue crew commander. (USAF photos)

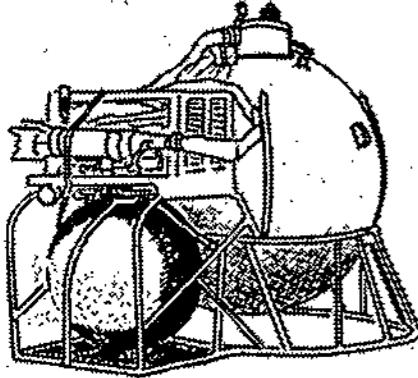
were in extremely rough terrain which made their recovery next to impossible by any other means. These missions were flown all over the State of Arizona. They cover an area from a few miles next to the Mexican border to the depths of the Grand Canyon.

This detachment has flown 1020:30 hours in the H-43B as of 5 July 1962. We have found the H-43B requires relatively little maintenance once it is placed in commission. There have been times when parts were on shortage and the aircraft would be AOCP for a short period of time.

These missions combined with the professional attitude of the members of this Detachment speak for themselves. Both the civilian and the military populace have grown to depend on the professional ability of this Detachment and its members have tried to meet the obligation both day and night. The H-43B has played the largest part in the mission accomplishment. It has definitely proven itself to be an extremely versatile vehicle for both fire suppression and rescue. *

Q's AND A's

If you have a question regarding Kaman Aircraft maintenance, send it along to Rotor Tips. The Service Department's analysts will be glad to answer it.

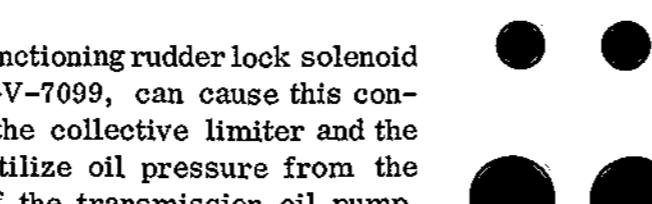


Q. (Applies H-43A, H-43B) ARE THE BUBBLES SEEPING FROM THE SURFACE OF THE FIRE SUPPRESSION KIT AIR TANK AN INDICATION OF IMMINENT FAILURE?

A. No, the bubble seepage is due to normal expansion of the Fiberglas layers during charging of the tank. The expansion of the tank is normal. The tank, in the normal course of use, comes in contact with foam and water and the Fiberglas, being porous, allows the moisture to penetrate. When the tank is pressurized, expansion takes place at a greater rate inside the tank than outside and the moisture trapped within the Fiberglas is forced to the surface causing small bubbles to escape, thus giving the appearance of a leaking tank. - W.J.R.

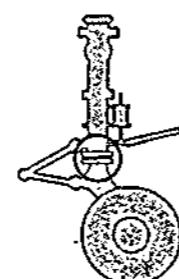
Q. (Applies HOK-1, HUK-1, H-43A, H-43B) WHAT ARE THE SIX "RIGHTS" OF LUBRICATION?

A. 1. The right type. 2. The right quality. 3. The right amount. 4. The right condition. 5. The right place. 6. The right time. - C.W.J.



Q. (Applies H-43B) WHAT COULD CAUSE A HEAVY DOWN LOAD ON THE COLLECTIVE PITCH STICK?

A. A malfunctioning rudder lock solenoid valve, P/N 7-V-7099, can cause this condition. Both the collective limiter and the rudder lock utilize oil pressure from the same stage of the transmission oil pump. Should the solenoid valve poppet fail to seat properly, it will allow the oil pressure to bleed by, thus robbing the collective limiter of its normal operating pressure and creating the stick down loads. The condition is most likely to occur with the DSAS switch "ON." To relieve the download, switch the DSAS "OFF." A future revision to T.O. 1H-43B-2 will include this troubleshooting information. Refer to handbook T.O. 9H8-4-132-3 for a detailed breakdown and troubleshooting chart on the solenoid valve. - W.J.W.



Q. (Applies HOK-1, HUK-1, H-43A, H-43B) WHAT IS THE PURPOSE OF THE TWO LOCK NUTS AT THE BASE OF THE AUXILIARY STRUT CYLINDER?

A. The lower nut is the gland nut which retains the piston wiper seal; and the upper nut establishes the freedom of the swivel of the strut and should never be over-tightened or strut-bind will occur. - F.E.S.

Q. (Applies H-43B) WHAT IS THE MIL-SPEC FOR THE GRAY LACQUER USED IN THE H-43B COCKPIT AND CABIN?

A. The Mil-Spec for this lacquer is MIL-L-006805B. The number for the color, which is dark gull gray, is 36231. - F.E.S.

Q. (Applies H-43B) IS THE DOWN STOP ON THE PILOT'S COLLECTIVE STICK RIGGED LOWER THAN THE STOP ON THE CO-PILOT'S STICK?

A. Yes, the pilot's collective stick down stop is rigged lower than the stop on the co-pilot's stick to insure full closing action of the collective limiter valve in the down direction. Centrifugal loads from the blade control rods and spring loads from the collective limiter cause a twisting action in the collective torque tubes. The pilot's down stop is rigged lower to compensate for this twisting action and assures positive pilot control of the collective limiter. Complete collective stop rigging procedures can be found in the latest issue of T.O. 1H-43B-2. - W.J.W.

Q. (Applies HOK-1, HUK-1) WHY IS THERE A DIFFERENCE IN THE ALLOWABLE OVERSPEED IN THE 1340AN-48 AND -52 ENGINES?

A. The difference in allowable overspeed between the two engines is in relationship to the blower ratio. If an engine is driven to overspeed and the engine blower ratio is high and the compression ratio is the same for both engines, the detrimental effect of poor fuel-air mixture is added to the detriment of the overspeed. The engines are the same except for the impeller shaft intermediate gear assembly, the impeller shaft assembly and the carburetor elbow adapter. This is borne out by the operational difference in the manifold pressure. - A.A.W.

Q. (Applies H-43B) SHOULD WASHERS OR SHIMS BE USED ON THE ENGINE MOUNTS?

A. Washers should be used only on the engine mounting bolts as required but neither washers nor shims should be used to fill the gap between the fitting, housing and rodends or bearings. The warning decal, "Do not use washers or shims on engine mounts,"

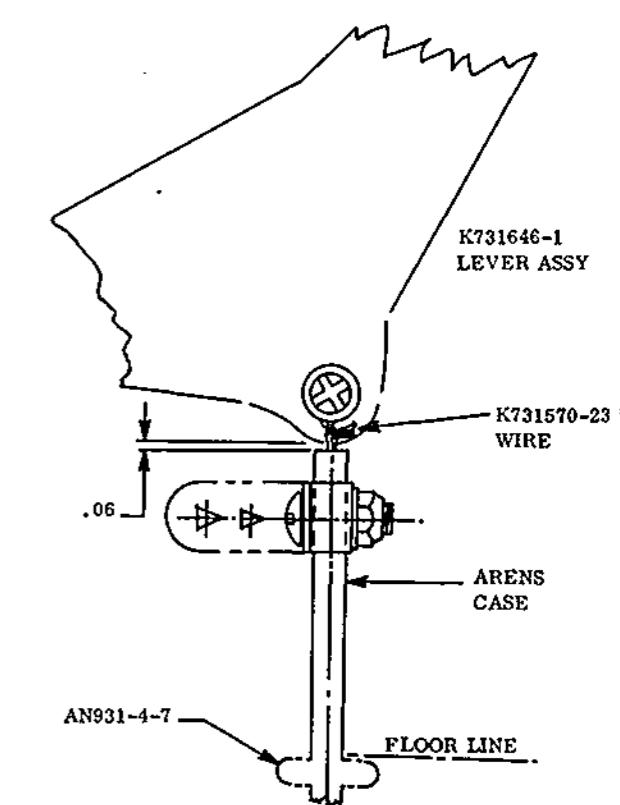
KAMAN SERVICE ENGINEERING SECTION—G.D. Eveland, Supervisor, Service Engineering, E.J. Polaski, G.S. Gart, Asst. Supervisors; E.L. White, A. Savard, G.M. Legault, Group Leaders.
ANALYSTS—R.A. Berg, P.M. Cummings, M.T. Fiaschetti, P.A. Greco, E. Hermann, C.W. Jenkins, D.W. MacDonald, J. McMahon, W.J. Rudershausen, F.E. Starses, W.J. Wagemaker, N.E. Warner, A.A. Werkheiser, M. Whitmore, W.H. Zorling, R.W. Olsen.

is aimed at preventing this from occurring. The gaps between the right rear engine mount housing and the bolt head; the left rear housing and the fittings; the right forward rod ends and the housing and fitting; and the left forward rod end and fitting are necessary for engine expansion and operational torque loading. - A.A.W.

Q. (Applies H-43B) IS IT PERMISSABLE TO MANUFACTURE THE MANUAL CARGO RELEASE WIRE, P/N K731570-23, LOCALLY AND, IF SO, WHAT PRECAUTION SHOULD BE OBSERVED?

A. It is permissible to manufacture this release wire locally, but the finished product must conform in all ways with the drawing specifications. Using a lighter gauge wire than the .040 specified can result in kinking and subsequent malfunctioning of the manual release. - W.J.R.

MANUAL RELEASE INSTL K731570



* NOTE
K731570-23 WIRE (.040 MUSIC WIRE)

(388)

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b7CDate Received 2/12/73From SPD
(NAME OF CONTRIBUTOR)

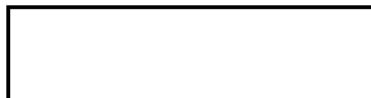
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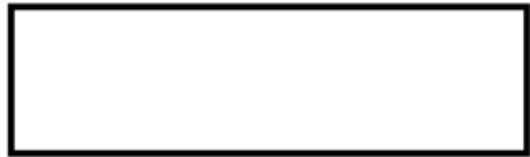
(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

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164-81-1a  DB Cooper-36792

File No.

164-81-1a

389

Date Received

1/29/73

From

b6
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(NAME OF CONTRIBUTOR)

DRIVERS LIC / DMV

(ADDRESS OF CONTRIBUTOR)

OLYMPIA, WA

(CITY AND STATE)

By

R. H. Wick

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

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DB Cooper-36793

Serial 4431

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DB Cooper-36795

164-81-1a 389

File No. 164-81-1a (390)Date Received 2/26/73From L. A. DIV.

(NAME OF CONTRIBUTOR)

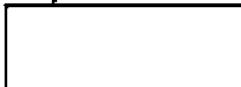
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(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

Description:

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Ser. 4452

b6
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DB Cooper-36798

164-81-1a (390)

File No. 164-81-1a 391

Date Received 3/2/73

From SAC
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)

To Be Returned Yes Receipt given Yes
 No No

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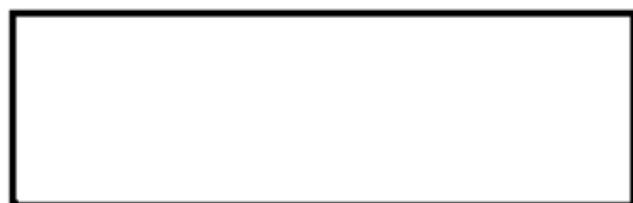
DB Cooper-36799



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DB Cooper-36801

164-81-1a (391)



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DB Cooper-36803

164 81-1a (391)

File No. 16481-1a 392Date Received 2/22/73From Sheriff's Office
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes NoReceipt given Yes No

Description:

Photos

<i>Photos</i>	

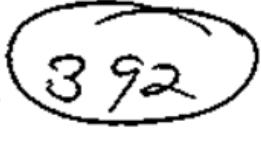
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DB Cooper-36806

164-8114  392

File No.

Date Received

From

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By

(NAME OF SPECIAL AGENT)

To Be Returned Yes NoReceipt given Yes No

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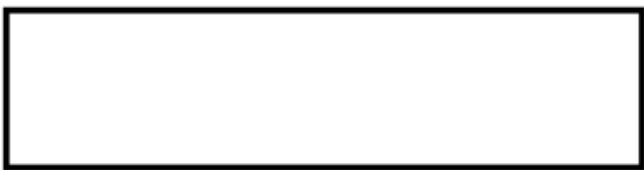
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Ser. 4478



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DB Cooper-36809

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393

File No. 164-81-1a 394

Date Received 3/5/73

From San Diego
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

By _____
(NAME OF SPECIAL AGENT)

To Be Returned Yes
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Receipt given Yes
 No

Description:

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	b6 b7C

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164-81-1a 398

DB Cooper-36812

16 (395)

File No. 16-4-81

b6
b7C

Date Received 3/11/73

From L. U. D.

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

By _____

b6
b7C

(NAME OF SPECIAL AGENT)

To Be Returned YesReceipt given Yes No No

Description:

3 PHOTOS JC

b6
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b7C

Name:

DOB

Race

Sex

Ht.

Wt.

Hair

Eyes

Residence:

Auto:

b6
b7C

White

Male

5'10"

155

Black

Brown

b6
b7C

b6
b7C

DB Cooper-36815

164-81-1a 395

6/17/2013

Name:

b6
b7C

DOB

White

Race

Male

Sex

5'10"

Ht.

155

Wt.

Black

Hair

Brown

Eyes

Residence:

b6
b7C

Auto:

b6
b7C

164-81-1a 395

DB Cooper-36817

Name:

DOB

Race

Sex

Ht.

Wt.

Hair

Eyes

Residence:

Auto:

[Redacted]
White

Hale

5'10"

155

Black

Brown

[Redacted]

b6

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[Redacted]

b6

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395

DB Cooper-36819

Locate

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(NAME OF CONTRIBUTOR)

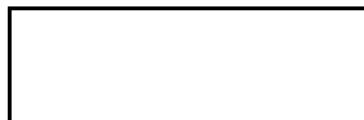
(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)*

By _____
(NAME OF SPECIAL AGENT)To Be Returned Yes
 NoReceipt given Yes
 No

Description:

Copy of
Air - Driver Inc.
for Howard
Franklin Huff.

b6
b7cSerial 5405
44505

SEE REVERSE SIDE FOR CORRECTIONS

ARIZONA	CLASS	SOCIAL SECURITY NUMBER				LICENSE NUMBER							
		2	5	2	3	1	8	2	0	8	7	LL95803	
MR. MISS MRS.		FIRST NAME		MIDDLE NAME		LAST NAME		EXPIRES ON YOUR BIRTHDAY RENEW WITHIN 30 DAYS PRIOR					
		HOWARD		FRANKLIN		HUFF							
				STREET ADDRESS									
		2901 MIRACLE MILE											
				CITY OR POST OFFICE		278							
		Tucson		ARIZ.									
SEX	WEIGHT	EYES	HEIGHT	HAIR	RESTRICT UNL								
M	160	Brown	5'11"	Brown									
DATE OF BIRTH	MO.	30	23	YEAR	DATE OF ISSUE								
1921					2	1971							
<i>X Howard Franklin Huff</i>													
(SIGNATURE OF APPLICANT)													
SUPERINTENDENT MOTOR VEHICLES													



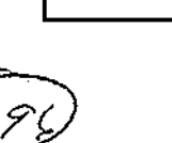
DB Cooper-36821

FBI

MAR 5 1972

I CERTIFY THIS IS A TRUE COPY OF
THE RECORD IN THE
MOTOR VEHICLE DIVISION
ARIZONA HIGHWAY DEPARTMENT

BY

A large rectangular box with a thin black border, used to redact a signature.A large rectangular box with a thin black border, used to redact a signature.

b6

b7C

DB Cooper-36822