

(Mount Clipping in Space Below)

Hijacker may be D. B. Cooper

SAN FRANCISCO — (AP) — The F. B. I. says it is investigating whether a man arrested here for an Oregon bank holdup may actually be D. B. Cooper, the first successful parachuting skyjacker.

Arvid Julius Kiperts, 41, of Portland, was arrested Monday in San Diego's Ocean Beach area and ordered jailed in lieu of \$150,000 bond. Cooper was the name used by a man who parachuted over Southwest Washington from a commercial jet

which he had hijacked on Thanksgiving eve, 1971. To his chest was strapped \$200,000 in ransom.

Cooper was never arrested and none of the money, whose serial numbers had been recorded, has turned up.

The F. B. I. said Kiperts, charged with an October 29 robbery at the King City, Ore., Savings & Loan Co., is suspected of 15 other Oregon bank robberies since 1970. Julius Mattson, the F. B. I. special agent at Port-

land, said a possible link with Cooper was discovered at one of those 15 bank holdups.

Mattson said the incident took place in December 1971 while a Wilsonville, Ore., bank was being robbed.

Arrangements are being made to show a photograph of Kiperts to the crew of the hijacked plane, an F. B. I. official said. He said Kiperts roughly matches the description given of the hijacker.

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

D.B2 Seattle Times
 Seattle, Wash.

Date: 11/9/73
 Edition: Final
 Author:
 Editor: Henry MacLeod
 Title: NORJAK

Character: *Sub B*
 or
 Classification: 164-81-*5083*
 Submitting Office: Seattle
 Being Investigated

COPY SEN. TO BUREAU

Sub B
 11/9/73
 FRED
 GENE
 11/10/73
 FBI COOPER-22339

Sue C

Hijacker was relaxed, say passengers

NOV 25 1971

By MIKE WYNE

A portrait of an unimpressive, cool and relaxed hijacker was sketched by passengers last evening at the Seattle-Tacoma Airport as they tried to recall the seatmate who held them more than three hours for \$200,000 ransom.

As a Northwest Orient Airlines stewardess handled the complicated instructions of the hijacker, only other flight-crew members knew he was threatening to dynamite their 727 from the sky.

A FEW PASSENGERS worried. Most said they be-

lieved the flight captain's announcement that Flight 305 was experiencing mechanical difficulties and had to "burn" fuel by circling over Seattle.

Actually Capt. Bill Scott was burning time while ground personnel complied with the hijacker's orders.

Questioned after they left a questioning session conducted by Federal Bureau of Investigation agents, passengers recalled their abductor:

"A quiet guy."

"He had dark glasses."

"... kind of relaxed in his seat."

"Sort of slouched."



Robert B. Gregory



Larry Finegold

"Never said anything."

"Didn't notice him until we were getting off."

"Middle-aged and well-dressed."

Passengers talked, read, napped and stared out the window as the busy drama unfolded of collecting the ransom, cordoning the airport, locating parachutes and preparing to secure a runway area for refueling and exchanging cash for passengers.

Two of the debarking passengers, however, were eager to professionally deal with their abductor. They were Larry Finegold, assistant United States attorney for Western Washington, and Richard Simmons, head of Job Therapy, a prisoner-rehabilitation program.

"I hope we'll have a quick prosecution of this case," said Finegold, who was returning from Vancouver, Wash., where he has been representing federal government personnel in the \$2.1 million civil lawsuit against San Francisco Mayor Joseph Alioto.

"I'll take care of him when he get put away," Simmons said. "We've never had one (a hijacker) before, but we've helped every other type of criminal."

"It wasn't until the money was being handed over that I thought of being hijacked," Finegold said.

"When they brought the money and parachutes aboard, we realized what had happened," said Bill MacPherson, Seattle real-estate executive.

SIMMONS DEFENDED the crew's decision to lie to the passengers as necessary to keep the passengers from getting alarmed and upsetting their abductor.

"I slept most of the time we were up there," Simmons said.

Simmons' wife, Barbara, also active in prisoner-rehabilitation, said she first thought they had gotten on the wrong flight.

"First we went right past Seattle, then Everett," Mrs. Simmons said. "All I could think of was the plane was going to Vancouver and we were on the wrong flight."

"Our concern now is for the people (crew) who stayed aboard," Mrs. Simmons said.

William Mitchell, 20, Redmond, said he sat across the aisle from the hijacker and didn't realize what was happening as the man issued his demands to the stewardess.

"He didn't move when we left the plane," Mitchell said.

Robert B. Gregor, Sumner, said he paid no attention to the man during the flight, but took a look at him as the passengers left the plane.

"He was quite relaxed," Gregory said. "He was sit-



Richard Simmons and his wife, Barbara, told of the hijacking after they and 34 other passengers and two stewardesses were allowed to deplane at Seattle-Tacoma Airport. Simmons is head of Job Therapy, a prisoner-rehabilitation program here.—Staff photo by Greg Gilbert.

ting on the back seat, starboard side."

Passengers said that shortly after the take-off from Portland, little things happened that later were understandable as the first part of their abduction.

"I saw one stewardess answer a call and her face dropped," Simmons said. "She looked bewildered and gulped. I guess she learned what was happening then." Another passenger recalled hearing a stewardess

say, "pull the curtain aside so he can see everything." The open curtain allowed the man to see to the front cabin door from his rearmost seat.

Passengers praised the stewardesses for their calmness and the flight crew for their relaxed voices during announcements.

"We didn't realize what it was until we got out and found ourselves on a dark, cold and wet runway and they told us to get away from the plane," said one passenger.

As the passengers hurried across a runway to a waiting bus for the ride to the airport terminal they left their luggage aboard the plane.

THE PASSENGERS were smiling as they reached the airport terminal, a bit embarrassed at the attention focused on them.

A Northwest spokesman said that as F. B. I. agents organized the questioning, hostesses offered the passengers sandwiches and overnight toothbrush-shaving kits.

"Only four wanted sandwiches and nobody wanted a kit," the spokesman said. "We'll get their luggage to them as soon as we can."

DB Cooper-22340

(Mount Clipping in Space Below)

Would 'D. B. Cooper' try it again? — Anti-skyjacking measures costly, but are paying off

Sub B

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

WITH the arrival of spring there are unofficial reports that Federal Bureau of Investigation agents have resumed their search of Southwest Washington for some trace of "D. B. Cooper."

Law-enforcement and aviation-industry officials are pretty well convinced that "Cooper" has been dead in a tree in the densely wooded Lewis River-Lake Merwin country since his \$200,000 Thanksgiving Eve skyjacking in 1971. They think "Cooper" perished in his parachute jump from a commandeered Boeing 727 en route from Seattle to Reno.

Whether or not the mystery of "D. B. Cooper" is ever solved, his status as something of a folk hero is likely to diminish when air travelers begin to face up to the extra costs the likes of "D. B. Cooper" have imposed on them:

THE AVIATION INDUSTRY has estimated that the new anti-skyjacking security measures, implemented last month in airports around the nation will cost up to \$153 million a year.

Under the administration's plan, now in effect, the costs of the added security measures are being borne by the airports and airlines, which they in turn probably will pass on to air travelers.

Most of the major carriers already have asked the Civil Aeronautics Board to authorize modest fare increases.

A strong bipartisan bloc in Congress wants Uncle Sam, instead, to pick up the tab. Either way, of course, the public pays.

THE ARGUMENT OVER skyjacking controls does not end with the cost factor. Congressional opponents of the administration's local-responsibility plan believe a federal force of armed guards, especially trained for airport duty, would provide superior security.

"I do not regard skyjacking as a 'local' crime," says the Senate minority leader, Hugh Scott, in a rare break with President Nixon's views. "Nor do I feel that local law-enforcement officials have either the manpower or the expertise necessary to handle such a difficult and delicate operation."

Senator Howard D. Cannon, chairman of an

aviation subcommittee of the Senate Commerce Committee, calls the administration's local-police plan "a hodge-podge enforcement effort and a continuation of divided authority."

BUT FORMER TRANSPORTATION Secretary Volpe thinks use of federal officers at the airport would be "an unnecessary and unwarranted intrusion of the federal police power into the jurisdictions and responsibilities of state and local governments." Volpe sees no reason for the federal government to "get into the day-to-day crime-prevention business at our airports."

Regardless of how increased airport security ultimately is financed and organized, the new system seems to be working. Skyjacking attempts have fallen off drastically since armed guards were stationed at airport boarding gates six weeks ago.

And it is apparent that the vast majority of air travelers not only tolerate the delays and minor inconveniences of the security procedures, but welcome them as providing reassurance against a side trip to Cuba or Algeria.

AN EXTRA MEASURE OF security is in force at Seattle-Tacoma International Airport, which is one of eight major airports where computerized metal-detectors have been installed. These devices are so sensitive they can spot concealed weapons while ignoring such items as keys and cigarette lighters.

If "D. B. Cooper's" 1971 adventure did not, in fact, end in the Cowlitz County backwoods, one doubts that he would elect to try for another \$200,000 by challenging such a device with a pistol in his jump suit.

—Dwight Schear

p.A12 Seattle Times
Seattle, Wash.

Date: 3/29/73
Edition: Final
Author: Dwight Schear
Editor: Henry McLeod
Title:

NORDAK

Character:
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

164-81-Sub B

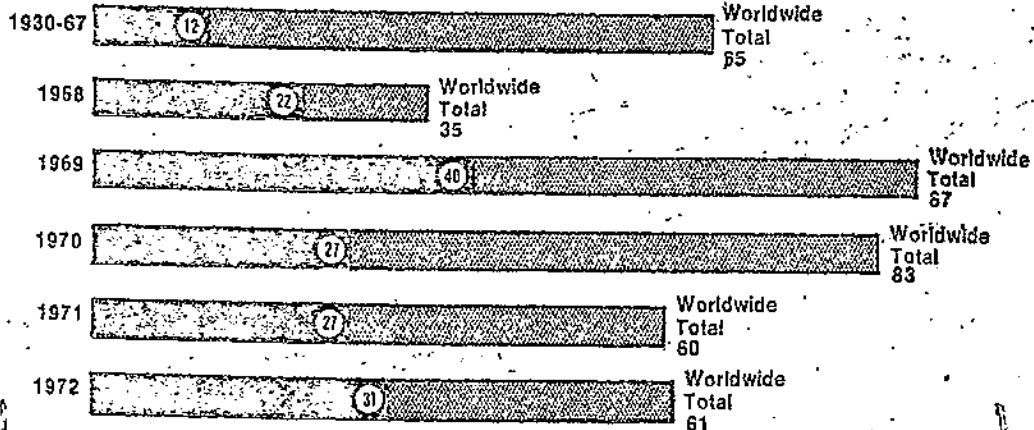
SEARCHED	INDEXED
SERIALIZED	FILED

DB Cooper 22341

Reported Skyjacking Attempts



ATTEMPTS IN U.S.A.



Source: Federal Aviation Administration

(Mount Clipping in Space Below)

Sub B

FBI AGENTS RESUME HUNT FOR 'COOPER'

WOODLAND, Wash. (UPI) — FBI agents have resumed the hunt for parachuting hijacker "D. B. Cooper" in this farm area where he disappeared 18 months ago, the Portland (Ore.) Journal said Monday.

The newspaper said several residents of the Woodland district had notified it that federal agents were again searching for the skyjacker.

Asked about the report, an FBI agent said the search

might relate only to "a part of the continuing investigation in the 'D. B. Cooper' case."

A man who signed the flight manifest as "Cooper" hijacked a Seattle-bound jetliner in 1971 and obtained a \$200,000 ransom. He parachuted from the back door of the 727 without leaving a trace.

Authorities have searched this area across the Columbia River from Oregon several times in the past without success.

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

P.17

The Vancouver Sun,
Vancouver, B.C.,
Canada

Date: 3/20/73

Edition:

Author:

Editor: William T. Galt

Title:

NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

 Being Investigated

FEDERAL BUREAU

164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
MAR 27 1973	
FBI—SEATTLE	

DB Cooper-22343

(Mount Clipping in Space Below)

/D. B. Cooper' hunt reports surface

The recurring reports and rumors of the continuing search for the parachuting airplane hijacker "D. B. Cooper," are afloat again.

A staff member of The Lewis River News in Woodland, Cowlitz County, said there have been reports of persons purported to be Federal Bureau of Investigation agents who have asked permission of owners to come on their land.

He said the reports came from "six to eight miles upstream from Woodland on the Lewis River."

The Woodland, Lewis River and Lake Merwin areas have been the center of a hunt for traces of the criminal.

A man listed as "D. B. Cooper" hijacked a jetliner on Thanksgiving Eve in 1971.

and obtained \$200,000 in ransom. He apparently parachuted from the rear door of a Model 727. No trace of "Cooper" or the money has turned up since despite extensive searches.

The F. B. I. has been reported holding to the theory that "Cooper" was killed in his jump.

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

P. A14

Seattle Times
Seattle, Washington

Date: 3/20/73

Edition:

Author:

Editor: Henry McLeod

Title:

NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

164-81-Sell B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
MAR 22 1973	
FBI—SEATTLE	

DB Cooper-22344

FBI narrows area of search for skyjacker

United Press International

WOODLAND, Wash. — The Federal Bureau of Investigation said yesterday a daring hijacker who parachuted from an airliner with \$200,000 ransom probably landed in a tiny wooded area east of here, and might still be there.

"We feel he's in this area," FBI Agent Thomas Manning said of the 3-by-5-mile stretch of rough timber country 35 miles north of Portland, Ore. "If we have to, we'll cover every square foot of it."

In addition, an Army helicopter was sent to check out "something white" spotted by a search plane.

Search officials said it could be a parachute shroud, but also a number of other things, including white plastic left by loggers.

The hijacker, a swarthy, middle-aged man who called

Artist's composite drawing of man suspected of hijacking Northwest Airlines jet on Nov. 24.

himself "D. B. Cooper," took over a Northwest Airlines 727

with a "bomb" during a flight from Portland Wednesday.

He forced the plane to land at Seattle, collected four parachutes and \$200,000 in \$20 bills in a white cloth bag and allowed the passengers off. Then he ordered the crew to fly him to Reno, Nev.

Somewhere along the way he parachuted into the night.

Manning said the plane's in-flight recorder showed that at 8:10 p.m., when the plane was over the target area of the search, instruments showed the rear door being lowered.

Three minutes later, he said, a "slight change in altitude" of the plane indicated that was the moment of the jump.

The FBI agent said skydivers in the area had told him they doubted a man wearing street shoes could jump with

a parachute of the type the skyjacker was using and land without suffering injury.

"We've got to have a theory," Manning said. "This is the one we've adopted. People say the aircraft crew does not know exactly when he went out but it's all been computerized, and we feel he's in this area."

Meanwhile, a parade of autos, pickup trucks and motorcycles carrying fortune-hunters looking for the 10,000 bills diminished yesterday, discouraged by the rough terrain.

A young farmer in a battered pickup truck commented that "even a good Christian man" would be tempted to keep the money if he came across it in the woods.

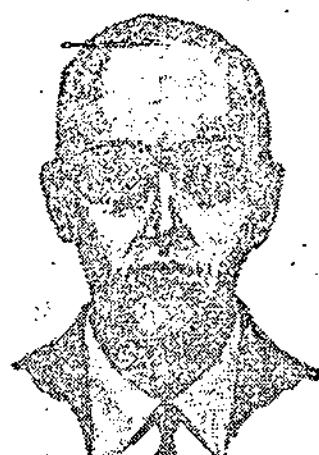
"A man could buy himself a pretty nice farm with that kind of money."

DB Cooper-22345

164-81-Sub B Subs
SEARCHED INDEXED SERIALIZED FILED
JAN 5 1973
FBI - SEATTLE

MONTH END PAYOFF

(Mount Clipping in Space Below)



D. B. Cooper

A new composite drawing of the skyjacker who parachuted from a Northwest Airlines jet November 23, 1971, with \$200,000 ransom is being circulated by the Federal Bureau of Investigation.

Published in the December issue of the F. B. I. bulletin to law-enforcement officers, the drawing was accompanied by a description of "Dan Cooper." "D. B. Cooper" previously was announced as the name used by the skyjacker.

F. B. I. has new 'Cooper' drawing



Dan Cooper

The new composite shows Cooper with and without wrap-around sunglasses. The new Cooper's mouth is more turned down at the corners than the old, and he has a hairline starting farther lower on his forehead.

The nose and the entire face are wider and heavier.

F. B. I. spokesmen here and in Washington, D. C., have said previously they believe the skyjacker is dead.

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

p.C2 Seattle Times
Seattle, Wash.

Date: 12/28/72

Edition: Final

Author:

Editor: Henry McLeod

Title:

NORJAK

Character:

or

Classification: 164-81-*SLB*
Submitting Office: Seattle Being Investigated

COPY SENT TO BUREAU

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
JAN 3 1973	
FBI—SEATTLE	

DB Cooper-22346

(Mount Clipping in Space Below)

Dan Who?

BY RICK ANDERSON

The FBI, after 13 months of looking, has given up its man-hunt for the first and most famous folk hero of air piracy, D. B. Cooper.

Apparently the problem was, there isn't any D. B. Cooper.

Federal agents, according to this month's FBI Bulletin, are now running around, after somebody named Dan Cooper.

DAN:



D. B.

And the new Cooper, suspected of hijacking Flight 305 on Thanksgiving evening here last year and parachuting into history with \$200,000, doesn't look much like good ol' D.B.

In fact, Dan Cooper fits the role better, more rugged, dashing. If he has a look alike, it might be a young Jolin Payne.

(Payne once starred in a move with actor Ben Cooper, and remember, you read it here first.)

Dan Cooper has more hair than D.B., the hairline starting farther down the forehead. The hair is combed differently, from the front swept back neatly to the right. D.B.'s hair was thin, curly, and was seemingly finger-combed straight across like a slightly balding bank teller.

The new Cooper has a wider, thinner mouth, turned down more prominently at the corners.

His cheek lines are deeper, the chin rounder, the forehead broader and creased slightly and, unlike D.B., Dan Cooper appears in new FBI sketches with AND without the infamous wrap-around sun glasses, revealing "possibly brown" eyes.

The FBI in Seattle won't talk about the new Cooper, or why one alias was replaced with another, if that is in fact true, and why suddenly there is, in effect, a new suspect in the world's first successful skyjacking.

"If you want to write a news story about it," said an FBI spokesman, "then I have no comment."

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

p.A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/28/72
Edition: Final
Author: Rick Anderson
Editor: Dick Lyall
Title:

NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle Being Investigated

COPY SENT TO BUREAU

164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
JAN 3 1973	
FBI—SEATTLE	

The FBI has been in the past going on the theory Cooper is dead, having been killed during his dramatic plunge from the low-flying 727 jet possibly in Southwest Washington, where major search efforts have centered.

Previous theories about how the hijacker got the name of D.B. Cooper were mainly that he may have selected it at random from the telephone directory in Portland, where he boarded his dream flight Thanksgiving afternoon, 1971.

There was, and still is, a Dan Cooper listed in the Portland book. There wasn't, and still isn't, a D.B. Cooper listed. (Seattle's 1971 directory had one Dan and two D.B.'s.)

Cooper, who at 3:22 p.m. on Northwest Orient Airlines flight No. 305 en route to Seattle, pulled out a supposedly bomb-rigged briefcase, demanded \$200,000 ransom for the 36 passengers and went on to become a folk hero in absentia — inspiring D.B. Cooper T-shirts and a ballad even — is now described by the FBI as speaking:

"Low . . . intelligently (with) no particular accent, possibly from the Midwest section of the United States."

The FBI also says he was "very polite at all times," as anyone with a bomb and a \$200,000 gift might be.

Federal agents also now are looking for a new Cooper that is at least an inch shorter than the previously reported height of 6-1; he's now 5-10 to 6-0.

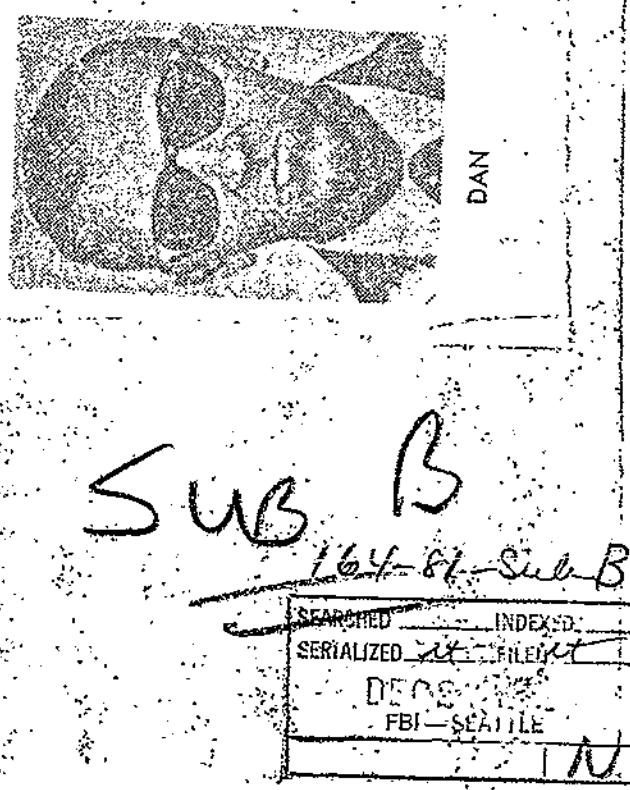
Some similarities between D.B. and Dan remain — age in the middle 40's, white, male, complexion of "Olive, Latin appearance, medium smooth," and he is, or was, a "heavy smoker" of Raleigh filter-tip cigarettes, "the ones with the bonus coupons."

Last seen, Cooper was cuddling up to \$200,000 in marked \$20-bills and four parachutes in the rear of the 727 heading slowly towards Reno, where, the FBI Bulletin explains:

" . . . When the plane landed, it was determined that Cooper, two parachutes, and the ransom money, had disappeared."

Which is to say he jumped.
Into history, maybe into hiding, possibly into his grave.

Whatever, it was his big moment. And somebody messed up on the name.



DAN WHO?

BY RICK ANDERSON

The FBI, after 13 months of looking, has given up its man-hunt for the first and most famous folk hero of air piracy, D. B. Cooper.

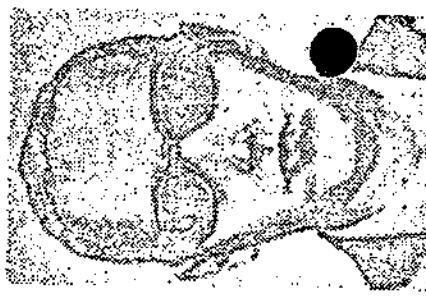
Apparently the problem was, there isn't any D. B. Cooper. Federal agents, according to this month's FBI Bulletin, are now running around after somebody named Dan Cooper.

And the new Cooper, suspect-ed of hijacking Flight 305 on Thanksgiving evening here last year and parachuting into his-tory with \$200,000, doesn't look much like good ol' D.B.

In fact, Dan Cooper fits the role better, more rugged, dash-ing. If he has a look alike, it might be a young John Payne,

Page A-8, Column 1

D. B.



RICK ANDERSON

Dan

Who?

From Page A-1

(Payne once starred in a move with actor Ben Cooper, and remember, you read it here first.)

Dan Cooper has more hair than D.B., the hairline starting farther down the forehead. The hair is combed differently, from the front swept back neatly to the right. D.B.'s hair was thin, curly, and was seemingly finger-combed straight across like a slightly balding bank teller.

The new Cooper has a wider, thinner mouth, turned down more prominently at the corners.

His cheek lines are deeper, the chin rounder, the forehead broader and creased slightly and, unlike D.B., Dan Cooper appears in new FBI sketches with AND without the infamous wrap-around sun glasses, revealing "possibly brown" eyes.

The FBI in Seattle won't talk about the new Cooper, or why one alias was replaced with another, if that is in fact true, and why suddenly there is, in effect, a new suspect in the world's first successful skyjacking.

"If you want to write a news story about it," said an FBI spokesman, "then I have no comment."

The FBI has been in the past going on the theory Cooper is dead, having been killed during his dramatic plunge from the low-flying 727 jet possibly in Southwest Washington, where major search efforts have centered.

Previous theories about how the hijacker got the name of D.B. Cooper were mainly that he may have selected it at random from the telephone directory in Portland, where he boarded his dream flight Thanksgiving afternoon, 1971.

There was, and still is, a Dan Cooper listed in the Portland book. There wasn't, and still isn't, a D.B. Cooper listed. (Seattle's 1971 directory had one Dan and two D.B.'s.)

Cooper, who at 3:22 p.m. on Northwest Orient Airlines flight No. 305 en route to Seattle, pulled out a supposedly bomb-rigged briefcase, demanded \$200,000 ransom for the 36 passengers and went on to become a folk hero in absentia — inspiring D.B. Cooper T-shirts and a ballad even — is now described by the FBI as speaking:

"Low . . . intelligently (with) no particular accent, possibly from the Midwest section of the United States."

The FBI also says he was "very polite at all times," as anyone with a bomb and a \$200,000 gift might be.

Federal agents also now are looking for a new Cooper that is at least an inch shorter than the previously reported height of 6-1; he's now 5-10 to 6-0.

Some similarities between D.B. and Dan remain — age in the middle 40's, white, male, complexion of "Olive, Latin appearance, medium smooth" and he is, or was, a "heavy smoker of Raleigh filter-tip cigarettes," the ones with the bonus coupons.

Last seen, Cooper was cuddling up to \$200,000 in marked \$20-bills and four parachutes in the rear of the 727 heading slowly towards Reno, where, the FBI Bulletin explains:

" . . . When the plane landed, it was determined that Cooper, two parachutes, and the ransom money, had disappeared."

Which is to say he jumped.

Into history, maybe into hiding, possibly into his grave.

Whatever, it was his big moment. And somebody messed up on the name.

DB Cooper-22349

Can You Identify This Hijacker?



The Crime

A lone white male using the name Dan Cooper boarded Northwest Orient Airlines Flight No. 305 at Portland, Oreg., on November 24, 1971. At approximately 3:22 p.m., while the flight was en route to Seattle, Wash., he indicated to a stewardess that his briefcase contained a bomb which would blow up the plane unless his demands were met.

The hijacker demanded \$200,000 and four parachutes in exchange for the safety of the 36 passengers aboard the plane. When the aircraft landed at Seattle, Northwest Orient Airlines complied with his instructions. After he received the parachutes and money, the hijacker allowed all passengers and two of the airline stewardesses to deplane.

He then ordered the remaining crew members into the first-class section of the aircraft and informed them he desired to fly to Mexico City. The hijacker instructed that the plane proceed in a southerly direction and fly at a low altitude and slow speed which enabled the rear door of the plane to be opened during the flight.

The hijacker apparently bailed out somewhere between Seattle and Reno, Nev., where, when the plane landed, it was determined that "Cooper," two parachutes, and the ransom money had disappeared.

The Criminal

Artist conception drawings of the aircraft hijacker were prepared by the FBI Exhibits Section and are considered an excellent likeness. He is described as follows:

Race.....	White.
Sex.....	Male.
Age.....	Middle 40's.
Height.....	5 feet 10 inches to 6 feet.
Weight.....	170 to 180 pounds.
Complexion.....	Olive, Latin appearance, medium smooth.
Hair.....	Dark brown or black, parted on left, combed back.
Eyes.....	Possibly brown. During latter part of flight he put on dark, wrap-around sunglasses with dark rims.

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

DEC 21 1971
FBI - SEATTLE
N

lar accent, possibly from the Midwest section of the United States.

Characteristics..... Heavy smoker of Raleigh filter-tip cigarettes.

Wearing apparel..... Black or brown suit; narrow black tie; black dress suit; black rain-type overcoat or dark topcoat; dark briefcase or attache case; carried a paper bag—4 by 12 by 14 inches; brown shoes.

Sus B

Sus C

Remarks..... Very polite at all times.

Notification

Anyone having any information or knowledge believed to refer to this individual, please notify the Acting Director of the Federal Bureau of Investigation, Washington, D.C. 20535, or the Special Agent in Charge of the nearest FBI field office, the telephone number of which appears on the first page of most local telephone directories.

"FINDER" BEGINS OPERATION

A prototype automatic fingerprint reader system, known as "FINDER," which utilizes advanced optical scanning techniques and a computer to automatically classify, search, and compare fingerprints, is now in operation in the Identification Division of the FBI. The equipment will permit the FBI to test, evaluate, and perfect on the job its theories of automatic fingerprint identification which, when fully operational, will insure greatly increased operating efficiency and resultant economies to the Government.

FBI Law Enforcement Bulletin

(Mount Clipping in Space Below)

A Ballad To the Man Called D.B.

It is the first anniversary of the "D. B. Cooper" skyjacking. To this day, officials are unable to confirm whether "Cooper" survived his parachute jump from the rear exit of a Northwest Airlines 727 with his \$200,000 ransom money.

P-I reporter Dick Clever covered the story and made two trips to Clark County to cover the subsequent searches for "Cooper" and/or his remains. He offers this ballad as a spoof on the legend surrounding "the man called D.B."

BY DICK CLEVER

Copyright, Seattle Post-Intelligencer,
1972.

He was cool, he was calm,
The man with the "bomb,"
Who boarded Flight Three-Six
With ease.
And pilot Bill Scott,
Not suspecting the plot,
Took off with the man
called D.B.

They were just in the air,
When the stew caught the
stare,
Of the man in the back of
the plane.
He passed her a paper,
Which she thought she'd
read later.
She thought him a flirt and
quite vain.

"Read the note," his wave
told,
And she thought him quite
bold,
To make such a pass in
mid-flight.
But she did as he asked,
And she read and she
gasped,
As the jet flew on into the
night.

The crew was quite shocked,
To find this short hop,
This all-stop, short-hop flight skyjacked.
But they did as he ordered,
For a pirate had boarded,
And they circled the field at Sea-Tac.

The runway lights went dim,
The plane coasted in,
And sat pale as a ghost on
the field.

"Give me chutes, give
me money,"
He said, "Nothing funny."
He used Tina, the stew, as
a shield.

"Get this show on the road,"
Officials were told,
And the plane thundered
into the night.
"Fly it slow, fly it low,"
He said, "On to Mexico!"
And the rear-door stayed
open in flight.



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

p.A19 Seattle Post-Intelligencer Seattle, Wash.

SWB B

It's jump or face jail,
And he stood at the tail,
Watching the darkness below.
He took a deep breath,
Said, "It'll be a quick
death,"
And leaped into space all alone.

Clark County lay still,
In the brisk evening chill,
And the heart of the land
skipped a beat.
There was something not
right,

In the primeval night,
There were thumps, bumps
and clumping of feet.
When the morning mist
cleared,
And the story of D.B. was known.

Thanksgiving was here,
And the story of D.B. was known.
The hills of Clark County
Swarmed with hunters for
bounty,
And the seeds of a legend
were sown.

It spread near and far.
In the taverns and bars,
Was repeated with relish
and glee.
Might you ever suppose,
The woods will disclose,
The bones of a man called
D.B.?

Date: 11/23/72
Edition: Final
Author: Dick Clever
Editor: Dick Lyall
Title:

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

COPY SENT TO BUREAU

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 29 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

A Year Without Trace of Air Pirate and \$200,000 Cash

BY ELDON BARRETT
United Press International

With \$200,000 cash strapped to his chest, he jumped out the rear exit of a 727 jet into the murky night to become the first of the ransom skyjackers, a legend known as "D.B. Cooper."

The question today is whether D.B. Cooper is a living legend or a dead one — "screwed into the ground up to the elbows," as the chief of security for the Federal Aviation Administration in this region believes.

It was a year ago this Thanksgiving Eve that the mysterious Cooper, whoever he may be, pulled his infamous hijacking, brandishing what appeared to be a homemade bomb in a carrying case, he hijacked a Northwest Orient Airlines 727 shortly after it took off from Portland, Ore., for Seattle.

He demanded \$200,000 in \$20 bills and four parachutes and when these were put aboard at the Seattle-Tacoma International Airport, he allowed the flight's 36 passengers and two stewardesses to disembark unharmed. Then he ordered Capt. William Scott, the pilot, and flight officers W. "Bob" Rataczak and H. E. Anderson and stewardess Tina Mucklow to "take off for Mexico."

He demanded the plane fly at about 10,000 feet and at about 200 miles per hour and he prescribed a route that held it over the lowlands of Western Washington and Oregon.

When the plane landed at Reno for a "refueling stop," 3½ hours later, the hijacker, the money, one parachute and the "bomb" were gone. The four crew members were unscathed.

The FBI is convinced the hijacker bailed out over southwestern Washington, most likely in the Lake Merwin area between the snow-mantled cone of 9,677-foot Mt. St. Helens and the Columbia River.

Since then this area has been scoured by searchers, including a contingent of more than 300 soldiers from Ft. Lewis sent there on "maneuvers." The bodies of two murdered women have been found, but not a sign of Cooper.

Nor have any of the \$20 bills given the hijacker turned up at any bank or clearing house, and the serial numbers were noted before the bills were gathered from four Seattle banks for delivery to the 727.

Last month, Donald W. Nyrop, Northwest Airlines president, announced the company is offering a

\$25,000 reward to any person who returns the \$200,000 ransom.

A finder of the money also will be able to keep 15 per cent of any lesser amount recovered.

The Post-Intelligencer is offering a \$5,000 reward, as a part of its Secret Witness program, for information leading to the arrest and conviction of the missing skyjacker.

Max Shaffer, chief of security for the Northwest FAA region, has been as close to the mystery as anyone.

"I'm inclined to go along with the FBI's theory that he's dead," said Shaffer. "I feel that one of these days some hunter in Oregon or Washington is going to find the skeleton of this man screwed into the ground up to the elbows."

He pointed out that although the hijacker seemed to be familiar with the procedures for bailing out, conditions for a jump were far from ideal. He wore Oxford shoes, not jump boots; he was clad in a business suit, not a jump suit; the night was very dark, and it was raining.

Yet, the crew reported that the hijacker appeared to be "very relaxed."

The folks who live around the 12-mile lake are convinced that Cooper dropped in among them, but their opinions are divided on whether he survived or "is hanging up in some tree as crow bait."

Many contend the incident was planned too carefully to have gone awry, but that's pure guesswork.

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

p.A18 Seattle Post-Intelligencer Seattle, Wash.

Sub B

Date: 11/23/72
Edition: Final
Author: Eldon Barrett
Editor: Dick Lyall
Title: NORJAK

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

Being Investigated

COPY SENT TO BUREAU	
<i>164-81 Sub B</i>	
SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 29 1972	
FBI—SEATTLE	

Even so, a lot of odd things had happened around Lake Merwin on Thanksgiving Eve and the night before.

For example, Jess Hatfield heard a thumping on his rooftop. And in the community of view, a small plane was reported to have landed at an isolated strip near the home of Mrs. Melvin Anderson. Emil Neiger's wife recalled the plane circling overhead.

And at La Center, five miles west of View, Mrs. Donald Haun remembered a small plane landed on a strip adjacent to the Haun's blackberry ranch the night before the hijack. The craft took off with the aid of automobile headlights, returned about 45 minutes later and then both the car and the plane left. Was that a rehearsal?

The night of the hijack, the Hauns, like just about every one else in and around La Center, were attending a wedding in the Evangelical Church.

And for some inexplicable reason, an organized search for Cooper did not get really going in this area until the Saturday after Thanksgiving. The soldiers' helicopters much of the time were unable to penetrate the mist that shrouds the foothills and farmland around Lake Merwin. The 300-foot maximum depth of the lake made a thorough search of its cold waters impractical.

Meantime, the FBI has checked out every possible clue — letters purportedly written by Cooper to newspapers and television stations; cigarette butts found in the forest, because the hijacker was a chainsmoker, and even a Seattle-area skydiver who resembles the composite of Cooper drawn from a description says Cooper is "white with an olive complexion," 6-foot-1, 170-175 pounds, and in his mid-40s. His dark hair was cut short and neatly combed. He wore

tinted glasses with dark frames and in addition to a dark suit, was clad in a white shirt with narrow black tie and a dark trenchcoat.

Regardless of whether he got away with the \$200,000, several other persons were able to cash in on the episode, some with dire regrets.

Dick Daiser, a 29-year-old Portland restaurant worker, wasted no time in designing and manufacturing D. B. Cooper T-shirts which he sold at \$1.50 wholesale, although a consignment obtained at the Seattle-Tacoma Airport gift shop never were put up for sale.

And a Portland night club singer named Tom Bresh wrote and recorded a record called "D. B. Cooper, Where Are You?" with short-lived success.

At Ariel, Anna Friday penned and published a whimsical little book entitled "Skyjacker's Guide — Or Please Hold This Bomb While I Go to the Bathroom." It was illustrated by her cartooning brother-in-law, Bill. One of his cartoons shows a sleeping

contented bear with parachute shrouds dangling out of his mouth.

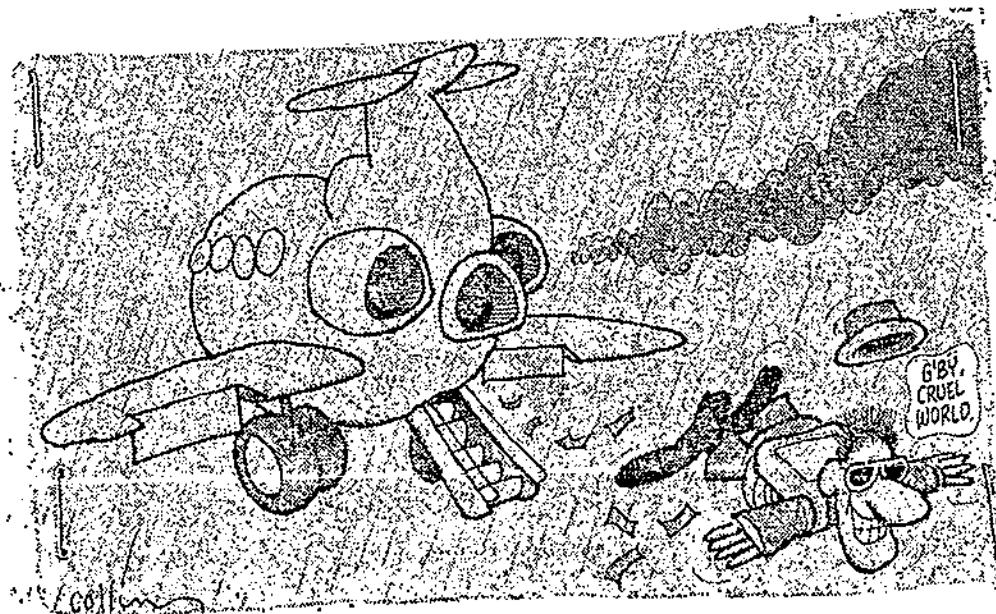
And then there is the case of former Newsweek writer Karl Fleming of Los Angeles. He paid out \$30,000 for an exclusive interview with D. B. Cooper for the new weekly "LA," of which he is editor. That case comes up in federal court in Seattle Nov. 27 with William J. Lewis, 33, and Donald S. Murphy, 49, a couple of Bremerton, Wash., real estate developers charged with conspiracy to defraud Fleming.

Since the Cooper hijacking, there have been 21 extortion-hijacks of airplanes. In these a total of \$12,712,000 has been demanded, Shaffer said. Only the \$200,000 paid Cooper and \$303,000 extorted May 5 by Frederick W. Hanneken has not been accounted for.

Three extortionist hijackers have been killed by FBI agents.

Six of the hijackers parachuted, but only Cooper has not been found.

"Since Cooper," said Shaffer, "we're getting a new animal in this thing. The out-and-out criminal."



(Mount Clipping in Space Below)

Year later, D.B. Cooper legend grows

Sub B

By BYRON JOHNSRUD

Soft breezes brush the fir and hemlock along the Lewis River dividing Clark and Cowlitz Counties in what, natives say, has "been the loveliest autumn in years."

Bright leaves spiral down and an occasional cone chunks into the leafy undergrowth.

But, alas. Nary a D. B. Cooper \$20 bill.

So now, on the anniversary of the first parachute-skyjacking, D. B. Cooper grows larger than life in lore and legend in the area. But what actually may have happened to him is as much a mystery as ever.

"About the best we can do in the way of Cooper bills," said Anna Friday of Ariel, "are some reasonable facsimiles. The Oaks Restaurant has printed its Thanksgiving menu on them as a sort of anniversary memento, Cooper and Thanksgiving all in one."

IT WAS a misty, cloudy, miserable Thanksgiving Eve when Cooper, obviously an alias, jumped from a Northwest Orient Airlines 727, \$200,000 in \$20 bills attached to his person.

Along with the ransom, he had asked for four parachutes and demanded that the plane

be flown at 10,000 feet and 200 miles an hour. When the 727 landed at Reno, Cooper, the money and one of the parachutes were gone. The Ariel-La Center-Woodland area has been fixed as the most probable spot of his drop.

"Around here," said Mrs. Friday, a writer on The Lewis River News, "people deplore the horrors of the skyjackings that came after. But Cooper never hurt anybody — a Little Boy Blue, or Little Lord Fauntley by comparison.

"So, even though people here are in full accord that something must be done about skyjacking, most of us have adopted Cooper as a sort of folk hero.

"Most of us think he got away with it and I'd bet most hope he did."

NONE OF the Cooper money has turned up. This could mean that Cooper still is lying low or that in his drop to earth "he screwed himself into the ground up to the elbows."

If it's the latter, no clues have been found. But it's a wild country above the flatlands along the river and a body or shreds of chute might go undiscovered for years.

Elk hunters flooded the area during hunting season, many of them as eager for Coop-

er loot as for elk. Some didn't even get an elk.

There are rumors afloat that Federal Bureau of Investigation agents still prowl the hills.

"But if so, they don't drop into my place for a beer and chat about it with me," said Germaine Tricola.

Mrs. Tricola operates the Ariel general store and tavern, a favorite gathering place for Cooper gossips from near and far.

"NEWSMEN STILL come around once in awhile," said Mrs. Friday. "That's fine with me. They always seem to mention my little book and we've had to start printing another thousand copies."

Mrs. Friday wrote a Cooper skyjacking spoof titled "Skyjackers Guide—Or Please Hold This Bomb While I Go to the Bathroom."

(Cooper pulled off his stunt with what he said was a bomb.)

There are a few indefatigable amateur Cooper hunters.

"There's an old fellow from Portland still around quite a bit," Mrs. Tricola said.

The local joke is that this fellow really is E. B. Cooper come back to look for a wallet he dropped in his jump.

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

p. Al Seattle Times
Seattle, Wash.

Date: 11/22/72
Edition: Final
Author: Byron Johnsrud
Editor: Henry McLeod
Title:

NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle Being Investigated

COPY SENT TO BUREAU

164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 27 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

How the D.B.-Cooper case was 'solved'—or the plot thickened

Sub B

By ALEXANDER
AUERBACH
Los Angeles Times

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

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

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

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

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

THE FIRST installment told of D. B. Cooper ("an ordinary, God-fearing, patriotic, country club-oriented, upward-climbing WASP engineer") leaving his suburban Seattle home with a briefcase stuffed with two wigs, an altimeter and compass, a make-up kit, gloves and

three red flares wired to look like a dynamite bomb.

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

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

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

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

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

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

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

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

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

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

"I gave him the whole \$30,000 at our first meeting, after I was convinced that this was D. B. Cooper," Fleming says. "At that point a con man would have taken the money and run like hell, but this guy, Cooper, came back and submitted himself to eight hours of taped in-

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

p.A21 Seattle Times
Seattle, Wash.

Date: 11/9/72
Edition: Final
Author: Alexander Auerbach
Editor: Henry McLeod

Title:
NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 15 1972	
FBI—SEATTLE	

terviews, >30 minutes of filmed interviews and still photographs.

"His intermediary signed a contract (saying the \$30,000 would be used for Cooper's legal defense) with his real name and left his fingerprints all over the contract."

The story was to have been in the opening issue of LA. To avoid charges of aiding a fugitive from justice, Fleming turned his material over to the F.B.I. 10 days before publication. (He had told Cooper not to tell him anything he didn't want the police to know.)

Included were Xerox copies of the \$20 bills Fleming had been shown as proof of Cooper's identity. The serial numbers matched those on the list of ransom bills, but F.B.I. documents experts said that the photo-copies indicated that the bills were counterfeit.

With all the information Fleming's subjects had supplied, the F.B.I. had no trouble rounding them up.

(The meeting with Fleming, according to police reports, took place at the Swept Wing Inn near the Seattle-Tacoma Airport.)

WITH THE trial scheduled to begin November 27, Fleming says he still finds it "difficult to accept" the possibility that he was duped.

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

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

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

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

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

IN THAT CASE, of course, Fleming's series would be a true account of the hijacking, as readers of Part One might have thought, not the

account of how a reporter got duped, as Part Three indicates, or perhaps it would be both.

Fleming may have some

lingering doubts about the man he interviewed, but Platypus Publications, publisher of LA, appears to have none.

It has filed a \$30,000 civil

suit against the men arrested by the F. B. I., charging that it was defrauded because the men were not the people they purported to be.

(Mount Clipping in Space Below)

Sav B

Bones found by hunters near Cougar

Bones found by three hunters near Cougar Sunday may be those of a Battle Ground youth who became lost hunting last November according to the Cowlitz County Sheriff's Office.

There was some speculation that the skeletal parts might be the remains of famed skyjacker D. B. Cooper, but authorities said it is more likely they are those of 16-year-old James Annis, who was reported missing east of Cougar on Nov. 13, 1971.

Glen C. Johnson, of Camas, Carl Campbell and Charles M. Campbell, both of Amboy, found the bones scattered over a fairly wide area on rugged terrain Sunday.

They were leading a search party back to the spot today according to Sheriff Chuck Gill. Dr. D. F. Winebrenner, county coroner, Undersheriff Bill Stuart and Deputy Sheriff Bob Swanson were among those making the trip.

The sheriff said several skeletal parts were found, including a skull with the lower jaw missing, but the upper teeth intact.

The hunters found no clothing, rifle or personal belongings of the victim.

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

P.1

The Daily News
Longview, Washington

Date: 11/6/72

Edition:

Author:

Editor: John McClelland, J

Title:

NORJAK

Character: 164-81-Sub-B
or

Classification: 164-81

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 9 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

Bones found in rugged Cougar area

COUGAR. — Cowlitz County sheriff's deputies went into a rugged area near Cougar today to check what were reported to be human bones found by three hunters on Sunday.

The sheriff's office reported that the bones were found in an area east of Cinnamon Peak, which is about three and one-half miles north of Cougar, not far from the Skamania County line.

The remains were scattered over a large area; the hunters reported.

No clothing was found, and deputies said the identity probably would have to be established through examination of the teeth.

Hunters who found the bones were Carl Campbell and Charles M. Campbell of Amboy and Glen C. Johnson of Camas.

The area being checked is brush and tree-covered land containing lava caves.

Although identification of the victim would be only speculation at this time, the area is not far from where James Annis, 16, of Hockinson, disappeared while on a hunting trip in November 1971.

Annis apparently was seen for the last time by two hunters southeast of Grass Lake, which is on the Cowlitz-Skamania county line. This is northeast of Cougar and southeast of Cinnamon Peak.

Some speculation also has been voiced that the remains might be those of D. B. Cooper, who parachuted from a jet liner with ransom money late last year. The FBI has searched the Lewis River country for some trace of Cooper, but so far has not reported any concrete results.

Sub B

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

P.1

The Columbian
Vancouver, Washington

Date: 11/6/72

Edition:

Author:

Editor: Jack R. Campbell

Title:

NORJAK

Character:

or

Classification: 164-81
Submitting Office Seattle Being Investigated

COPY SENT TO BUREAU
164-81 - Sub B

SEARCHED..... INDEXED.....

SERIALIZED..... FILED.....

NOV 9 1972

FBI—SEATTLE

E

S Fri, June 29, 1973 Seattle Post-Intelligencer



A Disc-Point Landing

ACCURACY first is the name of this competition. Here, Earl Cossey of Seattle reaches for the center disc (shown by arrow) in the target area at the National Parachuting Championships being held in Tahlequah, Okla., through July 1. The Seattleite was one of 137 competitors in the individual accuracy event. — AP Photo

Seattle Post
Intelligencer
6-29-73

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 30 1973	
FBI - SEATTLE	

N

SAC, SEATTLE (164-81) (P)

10/31/72

SA [redacted]

b6
b7C

Sub B

NORJAK
OO: SEATTLE

RE: PUBLICITY
SUB B

The following information concerning the \$25,000 reward being offered by Northwest Orient Airlines was made available to various organizations and newspapers in the Woodland, Washington, area:

On October 12, 1972, SA THOMAS J. MANNING gave a speech to the "Cowlitz Game and Anglers Society." At that time, SA MANNING passed out the circular describing the location into which UNSUB parachuted into as well as information on the reward to approximately 200 members of the society.

On October 18, 1972, SAC, Seattle, spoke to the Longview Rotary Club and, in addition, distributed approximately 130 information circulars.

Information contained in the circular made available to the Vancouver "Columbian" newspaper, Longview, Washington, and the "Centralia Daily Chronicle" newspaper, Longview, Washington.

ARMED AND DANGEROUS.

RNN:bgw
(3)

Sub B

164-81-4051

to to

JL

DB Cooper-22360

Sab R
Sab B

Los Angeles Times

Airline Asks Search for Hijack Cash

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

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

Cooper, the only successful parachute hijacker, is believed to have bailed out of a Northwest 727 jetliner last Thanksgiving Eve somewhere over the southwest Washington area. Law enforcement agencies have scoured the area several times but without success.

Northwest, still convinced Cooper didn't survive the jump, hopes a hunter will stumble on the loot.

Ju
sin
At
or
an
the
mo

19

164-81-Sab B

D.B. Cooper 22361

Part A

Friday, April 28, 1972

IN THIS SECTION:

A young, new breed of American criminal is jockeying for power in the nation's families of crime. A complete change in leadership is seen within the next five years. Page 2.

Most Americans living abroad will not be able to vote in the presidential election. They will, however, have nonvoting delegations at the conventions who can air their views. Page 5.

No Trace of Hijacker in Foot-by-Foot Search

Fate of 'D. B. Cooper,' Who Jumped From Airliner With \$200,000 Still a Mystery

BY DARYL LEMBKE

Times Staff Writer

LAKE MERWIN, Wash.—Vince Tricola, proprietor of a grocery store and adjoining pub here on the shores of Lake Merwin, is waiting for delivery of a painting which he plans to display behind the bar.

It will commemorate the search for the elusive "D.B. Cooper," who the FBI thinks bailed out over this area with \$200,000 on a rainy day last Thanksgiving eve after hijacking a Northwest Orient Airlines plane.

Tricola said he doesn't know if the artist is going to depict the hijacker floating safely and serenely to earth, or hanging by his parachute from a tree.

Tricola's customers have debated both possibilities endlessly since the hijacking.

Mystery Remains

The fate of "D.B. Cooper" is as much a mystery now as when he jumped, despite a new, intensive search of a 10-square-mile area around the lake by 200 soldiers from Ft. Lewis, Wash.

That 18-day hunt ended last week without finding either the hijacker's body or a single clue as to what happened to him. There was no parachute, no clothing and none of the 10,000 \$20 bills which

hunt and who described the search as "cold, miserable and a lot of walking."

"Either he got away alive or he's at the bottom of the lake, or the FBI calculations of where he jumped aren't correct, but I have no doubt that this is where he dropped."

Capt. Charles Markham, an Army helicopter pilot with two hitches in Vietnam who participated in the search, said troops covered every three to five feet of the search area on foot.

Tapes were stretched out to make sure that everything was systematically covered. Observers in eight Army helicopters also scanned the terrain from the air. Every broken treetop was examined.

Markham was asked if he believes "Cooper" survived.

"I think it's quite possible he did," replied Markham. "There's a lot of wide open area in which he could have jumped and got away. It's possible that he's dead somewhere in there and we didn't find him, but not probable."

FBI Agents Join In

Shirooma said that having divers search the bottom of the lake, which is 12 fathoms deep,

DB Cooper 22362

SAC, SEATTLE (164-81)

10/12/72

SAC, LAS VEGAS (164-60)(RUC)

Sub B

NORJAK
CO: Seattle

Sub FF

Re Seattle nited dated 10/16/72.

Contact with representative of the Las Vegas Review Journal and the Las Vegas Sun on October 17, 1972, disclosed that they had previously received the news release by DONALD W. NYROP from the Wire Services to which they both subscribe and in fact had publicized same in the Sunday editions of their respective newspapers appearing October 15, 1972.

On basis of the foregoing no additional contact is being made at Las Vegas.

2 - Seattle
1 - Las Vegas
HEI:kf
(3)

Sub B

164-81-4620

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
OCT 24 1972	
FBI - SEATTLE	

(Mount Clipping in Space Below)

Sus B
Sus C
Sus FF

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

Page 1
The Daily Chronicle
Centralia, Washington

Reward offered

PORTLAND, Ore. (AP)—The FBI in Portland announced today that Northwest Orient Airlines is offering a \$25,000 reward for recovery of the \$200,000 ransom paid to skyjacker D.B. Cooper last November.

The FBI release quoted Northwest Orient president Donald W. Nyrop as authorizing the \$25,000 "finder fee" for recovery of the total ransom, or 15 per cent for any portion of the money returned to the airline.

Date: 10/19/72
 Edition: afternoon
 Author: Staff AP
 Editor: TOM KOENNINGER
 Title: NORJAK

Character:
 or
 Classification: 164-81
 Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

164-81-Sus B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
OCT 24 1972	
FBI—SEATTLE	

DB Cooper-22364

(Mount Clipping in Space Below)

Sue BSue CSue FF

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

Page 1
The Columbian
Vancouver, Washington

Reward offered for data aiding skyjacker capture

Hunters have been alerted to be on the lookout for game that's bigger than deer or elk—like money.

Still pressing the search for skyjacker "D.B. Cooper," the FBI has announced that the president of Northwest Orient Airlines, Donald W. Nyrop, has authorized a reward of \$25,000 to the finder of evidence of the missing skyjacker, or

15 per cent of the \$200,000 ransom money the skyjacker is believed to have parachuted with on Nov. 24, 1971.

"D.B. Cooper" was the name used by a man who hijacked a Northwest Airlines jet last Thanksgiving Eve, got \$200,000 and four parachutes from the airline, and then apparently bailed out of the plane between Seattle and Reno, Nev.

The FBI has indicated the belief that the man parachuted in the area north of the North Fork Lewis River and south of the Kalama River.

J. E. Milnes, special agent in charge of the FBI at Seattle, has specifically advised travelers, hunters and others in the forested area northeast of Woodland to watch for the remains of a man, possibly dead for about a year. Other wanted evidence is remnants of a parachute, harness or parachute shroud lines; a deteriorated raincoat or overcoat; and a small briefcase or attache case.

The money consisted of 10,000 twenty-dollar bills wrapped in a parachute canopy. All serial numbers are known and can be identified.

Persons discovering evidence of the skyjacker are requested to call the FBI in Seattle collect. The number is code 206, MA 2-0460.

Date: 10/19/72
 Edition: afternoon
 Author: staff
 Editor: Jack R. Campbell
 Title: NORJAK

Character:

or

Classification: 164-81
 Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

164-81 Sub-B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
OCT 24 1972	
FBI—SEATTLE	

[Signature]

(Mount Clipping in Space Below)

FOR D. B. COOPER RANSOM

\$25,000 Reward Offer

Northwest Orient Airlines announced yesterday that it will pay \$25,000 to any person who returns the \$200,000 ransom paid last year to "D. B. Cooper."

Northwest president Donald W. Nyrep also said the finder would be able to keep 15 per cent of any lesser amount recovered.

In the meantime, the FBI has distributed notices to hunters and hikers in Clark County and Cowlitz County south of the Kalama River to be on the watch for traces of the hijacker or his equipment.

The airliner, a Boeing 727, was hijacked Nov. 24, 1971, by a man who later parachuted from the plane.

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

p.A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 10/14/72

Edition: Final

Author:

Editor: Dick Lyall

Title:

NORJAK

Character:

or

Classification: 164-81

Submitting Office: Seattle

 Being Investigated

164-81-Sub B

SEARCHED _____

INDEXED _____

SERIALIZED *at* FILED *at*

FBI—SEATTLE

COPY SENT TO BUREAU

DB Cooper-22366

10/17/72

AIRTEL

AIRMAIL

Sub B
Sub FF

TO SAC, PORTLAND (164-41)
FROM SAC, SEATTLE (164-81) (P)
SUBJECT NORJAK
OO: Seattle

Enclosed for Portland Division is one copy of a circular describing the area into which Unsub parachuted, specific things to look for, and reward information. This circular is being distributed to game wardens having cognizance over the area into which Unsub parachuted.

ARMED AND DANGEROUS.

2 - Portland (Enc. 1)
2 - Seattle
RNN:jlb
(4)

DB Cooper-22367

Sub B

164-81-3996

NR003 SE PLAIN
6:50PM NITEL 10-16-72 DCB
TO BUTTE (164-26)
LAS VEGAS (164-60)
PORTLAND (164-41)
FROM SEATTLE (164-81) 1P

Sub B
Sub FF

NORJAK; OO: SEATTLE.

ON OCTOBER THIRTEEN SEVENTYTWO, DONALD W. NYROP, PRESIDENT, NORTHWEST ORIENT AIRLINES, AUTHORIZED HIS APPROVAL FOR RELEASE TO NEWS MEDIA IN THE PACIFIC NORTHWEST AREA OF THE FOLLOWING NEWS RELEASE:

"DONALD W. NYROP, PRESIDENT, NORTHWEST ORIENT AIRLINES, MINNEAPOLIS DASH ST. PAUL, MINNESOTA, HAS AUTHORIZED A FINDER FEE OF TWENTY FIVE THOUSAND DOLLARS TOTAL REWARD OR FIFTEEN PERCENT OF ANY PORTION OF THE D. B. COOPER RANSOM MONEY THAT IS RETURNED."

RECEIVING OFFICES WILL ARRANGE TO MAKE THE ABOVE QUOTED INFORMATION AVAILABLE TO THE APPROPRIATE NEWS MEDIA.

ARMED AND DANGEROUS.

END

FBI BUTTE TDS

CLR

Sub B

DB Cooper-22368

164-81-3990

Sub B
Sub C
Sub FF

'Pot of gold' for hunters

A \$25,000 finders-fee reward for the return of the D. B. Cooper ransom money was announced late yesterday by Northwest Orient Airlines. A man using Cooper's name parachuted with \$200,000 on November 24, 1971, from a Northwest jet.

The reward coincides with the opening of hunting season. The airline hopes hunters might find the ransom.

Donald W. Nyrop, airline president, said a reward of 15 per cent will be paid for anyone finding any part of the ransom.

Cooper jumped from the rear door of a 727 after collection 10,000 \$20 bills.

SEATTLE TIMES
10/14/72

164-81-Sub-B

Hijacker knocked out after 6-hour ordeal

CALGARY, Alberta — (UPI) — A masked hijacker carrying more than 40 pounds of dynamite was knocked unconscious today by an Air Canada crewman wielding a fire ax. The crewman's action 3,000 feet in the air ended a six-hour hijacking which skipped back-and-forth over the United States-Canadian border.

The hijacker, reported in fair condition today with a possible skull fracture, was putting on a parachute to bail out of the DC8 over Calgary when he was struck by the ax.

The hijacker, carrying a shotgun in addition to the dy-

namite, took control last night of the Calgary to Montreal flight carrying 123 persons. Claiming to be a member of the Irish Republican Army, the man demanded \$1.5 million and a free passage to Ireland. (A touring I. R. A. spokesman denied that the hijacker belonged to the I. R. A.)

After landing in Great Falls, Mont., the man accepted \$50,000 ransom. The plane took off, landed again at Great Falls, and the man let the passengers go unharmed. But he ordered the plane with its five-member crew to take off again. Indecision on the part of the hijacker led the plane back and forth across the border before he apparently decided to jump.

An Air Canada official said that as the hijacker was preparing to jump, the pilot, Capt. Vernon Ehman, 42, jumped him and a purser came up behind him and "let him have it with a fire ax."

Flight 812 made its first landing at Great Falls after the hijacker had taken over 40 miles west of Winnipeg, Manitoba. There it was refueled, and the \$50,000 was handed to the hijacker by a policewoman. The money was raised by bankers as the plane circled the city for two hours.

The plane then took off for a scheduled stop in Regina, Saskatchewan, to let the 114 passengers aboard disembark. The plane did not land in Regina, however, but turned back and set down in Great Falls again where the passengers and three of the nine crew members were set free.

On its second take-off from Great Falls, Air Canada officials said the hijacker wanted to be taken to New York City before proceeding to Ireland. The man, described as 5-feet-7, dark-haired and in his 30s, then decided he wanted to go to Phoenix, Ariz., but finally settled for Calgary.

At Great Falls Airport, Gov. Forrest Anderson and hundreds of onlookers stood by. Anderson said he came to persuade the hijacker to surrender or at least release the passengers. He never saw the hijacker, however.

Cambodian troops flee city after siege

PHNOM PENH, Cambodia — (AP) — Cambodian soldiers abandoned the ruins of Rumlong today after a 19-day enemy siege, leaving behind more than 400 wounded, the high command announced.

The garrison escaped in small groups from the town 52 miles northeast of the capital, and about 50 of the 1,000-man garrison have so far reached Cambodian lines, the command said.

Reliable sources also reported that Communist-led forces had set fire to tanks in the capital's fuel-storage depot, but the extent of damage was not immediately de-

termined. A heavy pall of smoke hung over the northern outskirts of Phnom Penh.

The loss of Rumlong leaves a four-mile stretch of Highway 6 in North Vietnamese control.

The retreat came while Cambodian reinforcements were only 100 yards from the town's northern outposts, a Cambodian spokesman said.

The battle of Rumlong pitted Hanoi's 9th Division, reinforced by the 69th Artillery Regiment, against 20,000 Cambodian troops who had been engaged in an offensive to try to clear Highway 6.

Newsman investigated

F.B.I. probe 'clumsy,' — Nixon

WASHINGTON — (UPI) — President Nixon has indicated he feels the Federal Bureau of Investigation investigation of Daniel Schorr, C. B. S. correspondent, was handled "in a clumsy way," according to the White House.

Senator Sam J. Ervin, North Carolina Democrat, said his constitutional-rights

subcommittee would investigate the incident.

White House Press Secretary Ronald L. Ziegler told newsmen yesterday that because of his concern, Mr. Nixon has ordered "that whenever anyone is being considered for a government job that he always be informed beforehand and be

told that the customary F. B. I. check is being made."

The investigation of Schorr was first disclosed in Thursday's editions of The Washington Post, which said the probe was conducted mostly during the weekend of August 20 and involved questioning of Schorr's friends, neighbors and employers.

The White House said Schorr was being considered for an administration environmental post. Schorr said he never was informed about the job.

Ziegler said Mr. Nixon had planned to emphasize to reporters, if asked at his news conference yesterday, that "no intimidation was intended in this case and never has



Published by the San P. D. Box 70, San No. 319, Monthly only \$2.75; Sunday classified section.

All Depa

MAin 2

(Classified)

A 2

Nixon
spee
troop

WASHINGTON
President Nixon ordered a speed
States troop
from Vietnam &
move 45,000 more
ember and Jan
warned Hanoi &
can forces will s
china until there
ated settlement.
necessary to mili
ual force," Mr.

He said there
son for encourag
he could speak

Airl
make
jumbo

LONDON — (I
American Wor
said it was just
ture of goodwill
fired because s
got to ask perm
Pan Am had
ceremony today
one of its Boe
"Clipper Sonja"
the wife of Aust
Minister Willia
They left for Lo
day.

But Pan Am
ask McMahon—

Today, McM
tary. Reg Mc
"we only heard
in a roundabu
weren't asked d
"And the Pr
said he did not
craft named
McMahon."

McMahon "son," McDonal

Udall son listed
as Army deserter

DB Cooper-22371

Sub B
Sub C
Sub M

(Mount Clipping in Space Below)

To D. B. Cooper disappearance

FBI hopes hunters may find clues

The FBI is hopeful that one of several thousand deer hunters beating the brush in Cowlitz and Clark counties this fall may run across evidence of D.B. Cooper (or whatever his name is) who parachuted out of a jetliner nearly a year ago with about 40 pounds of \$20 bills.

The State Game Department is cooperating with the FBI and will distribute thousands of form letters asking hunters for their help and outlining what to

look for.

J. E. Milnes, special agent in charge at Seattle, asks hunters or campers to contact the FBI if any of the following is noticed:

- (1) The remains of a man, possibly dead for one year.
- (2) The remnants of a parachute, harness or parachute shroud lines.
- (3) Ten thousand \$20 bills wrapped in a parachute canopy. The serial numbers are known and can be identified.

- (4) Deteriorated raincoat or overcoat.
- (5) Small briefcase or attache case.

Tom Manning, special FBI agent in Longview, urged anyone having any information concerning this matter to report to the nearest FBI office or call the Seattle office collect, MA2-0460.

The area where the search is being concentrated is bound on the west by Interstate Highway 5, on the south by the Columbia River, on the north by the Kalama River, and on the east by the Skamania-Clark county line.

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

P.5

The Daily News
Longview, Washington

Date: 10/3/72
 Edition: Afternoon
 Author: Dick Pollock
 Editor: John McClelland
 Title:
NORJAK

Character:

or

Classification: 164-81
 Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
OCT 6 1972	
FBI—SEATTLE	

DB Cooper-22372

Views of News

(continued from Page 1)

nearly a year ago.

The FBI clings to the belief that skyjacker "Cooper" parachuted from a Northwest Airlines jet with 40 pounds in \$20 bills somewhere in the rugged Lewis River drainage country.

Because none of the \$20 bills have turned up anywhere in the country, the FBI thinks the money and perhaps Cooper's remains are somewhere in far eastern Cowlitz County or northern Clark County.

The bureau has spent thousands of dollars and employed the services of hundreds of Army troops in massive searches of the terrain around Merwin and Yale Lakes. They turned up nothing.

"Cooper" is the only skyjacker who has never been caught or identified. That bothers the FBI and so it doggedly continues to search for its man. It will keep after the case until either "Cooper" or the money or both are found. Such determination is one reason the FBI is such a successful law enforcement agency. They just keep working at their cases until they are solved.

Hunt continues

IF YOU DON'T think the Federal Bureau of Investigation is tenacious, read the story elsewhere in today's edition asking hunters to be alert for either "D. B. Cooper" or the \$200,000 he bailed out of a jetliner with

Sue B

(Mount Clipping in Space Below)

FBI's Search for Parachuting Skyjacker No Picnic Around PP&L's Merwin Area

PP&L's Merwin Park could have passed for a mini-military base last month when the FBI and the U.S. Army moved in to resume the search for the mysterious "D.B. Cooper" who hijacked a Northwest Airlines 727 last November, demanded \$200,000 in ransom and parachuted with the money into the rainy night—most likely as the plane was over the Lake Merwin area.

The area was pinpointed by the FBI based on the position of the plane when the crew last spoke to the skyjacker over the plane's phone approximately two miles east of Woodland. Winds between 25 and 40 miles per hour were taken into account in determining that the hijacker could have drifted toward Lake Merwin.

A portion of the Company's property and surrounding area on the Lewis River in southwestern Washington was searched following the skyjacking but the November weather hindered the operation.

Then in March, four months after the

event, the FBI contacted Pacific wanting to renew the search of the rugged, wooded terrain and use Merwin Park as its headquarters. Two weeks later 200 men, nine helicopters and the support facilities needed to maintain the men and machines of the squadron from Ft. Lewis moved into the Company's recreational facility to assist in the air and ground search.

The resumption of the search, although what prompted it was not made public, was coordinated with PP&L personnel. Tom Selliken, assistant vice president in charge of insurance and security, along with Larry Ouzts, loss prevention engineer; G. Eldon Drennan, vice president of engineering and power operations; Stan Piper, division power superintendent; and Joe Nichols, manager of public affairs, met with the FBI to help determine measures that would insure the security of PP&L's hydroelectric dam and property.

Normally open to the public, the park

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

PACIFIC POWER &
LIGHT COMPANY
BULLETIN
Portland, Oregon
Vol. 55, No. 3

Date: May 1972
Edition:
Author:
Editor: Dolores Chenoweth
Title: NORJAK

Character: 164-81
or
Classification:
Submitting Office: SEATTLE
 Being Investigated

COPY SENT TO BUREAU
164-81-SuB

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
SEP 7 1972	
FBI—SEATTLE	

[Handwritten signatures and initials over the stamp]

was closed during the search to guard against crowds of curious people on the grounds.

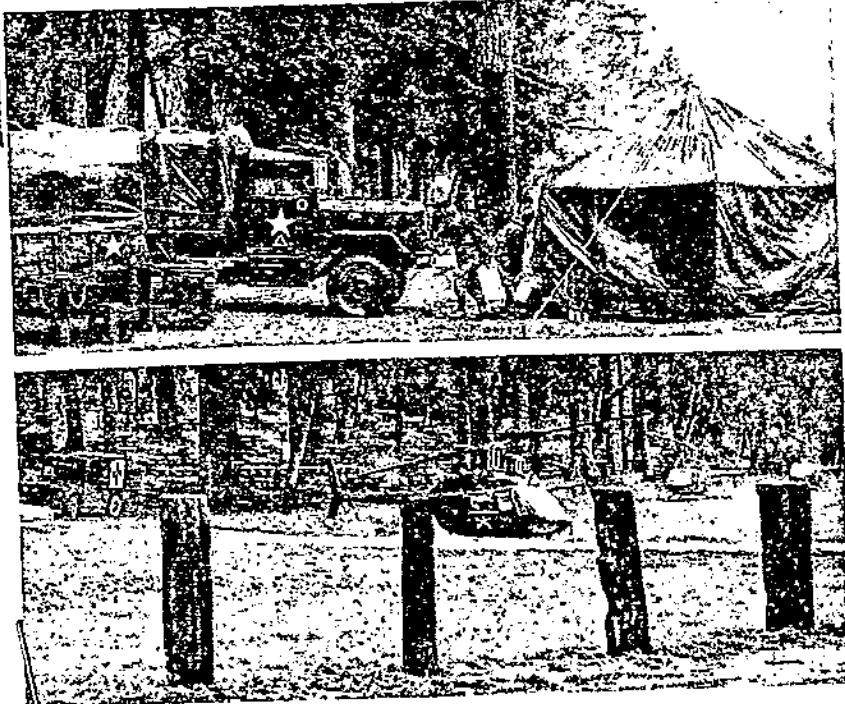
The command post for the operation where FBI agents coordinated men and helicopters was set up in one of the Company buildings at the site. The troops were bivouacked in the adjoining park area which also served as a helicopter pad.

The man who boarded the plane in Portland as "D.B. Cooper" literally vanished into the air that November night and as this issue went to press nothing new had been unearthed in the recent search.

This fact, coupled with a popular theory that the skyjacker ended up entangled in a tree in below-freezing weather and never made it any farther, may make looking for "D.B. Cooper" and the \$200,000 ransom a recreational fad on the Lewis River this summer.



MEASURES TO INSURE security of PP&L's hydroelectric dam and property was worked out prior to the resumption of the search. Larry Ouzts, left, loss prevention engineer, stops at Merwin Park gate to check in with FBI agent.



PICNIC TABLES ON A HELICOPTER PAD? Pacific's Merwin Park with scenes of Army life—mess tent, military vehicles, first aid truck and helicopters — as the FBI and Army used the park as headquarters during the recent search for "D. B. Cooper," missing skyjacker.

SAC, SEATTLE (164-81)

9/1/72

SA [redacted]

b6
b7C

Sub B
Sub W

NORJAK
OO: SEATTLE

RE: SUB B - NEWSPAPER CLIPPINGS AND
SUB V - WITHOUT ENCLOSURE

Enclosed to this memo is a copy of a story that appeared in the June issue of Mobster Times entitled, "Skyjacking: The Plane Story of D. B. Cooper." It is noted much of the information contained in the article is erroneous but two statements were of interest and there are quoted for information purposes as follows: "He had chosen a 727 because the 727 is the only kind of commercial jet from which it is safe to parachute." "He who steals a plane and \$200,000 and leaps out into the night sky is a hero."

RNN:jgm
(3)

Sub B

164-81-3849

44 44

F

DB Cooper-22376

CRIME OF THE MONTH

SKYJACKING: THE PLANE STORY OF D.B. COOPER

It's the crime with the "young look." Everyone hates the airlines. Everyone loves a hijacker. If the thought of being considered anti-social has kept you from a life of crime, consider the crime with the wings out!

Before 1960 there were only 33 aircraft hijackings. In the last ten years there have been 150. More than half of these have been in the U.S. Clearly airline hijacking is as American as apple pie.

The beginnings of this new amateur sport were Cuban but anti-, not pro-Castro. After the revolution, thousands of Cubans, unhappy with the new government, finding exit visas scarce, began hijacking Cuban planes, forcing the pilots to fly to Miami. During the first such flight, the crew of an entire Cuban airliner asking for asylum came as sweet news to Uncle Sam. The plane was not returned. Castro asked but Washington did not answer. In October of 1960, it happened again: This time the Cuban pilot wasn't a part of the rip-off and as a result, he was wounded; a guard was killed, and the plane limped into Key West, Florida. The gunmen were hailed as Freedom Fighters.

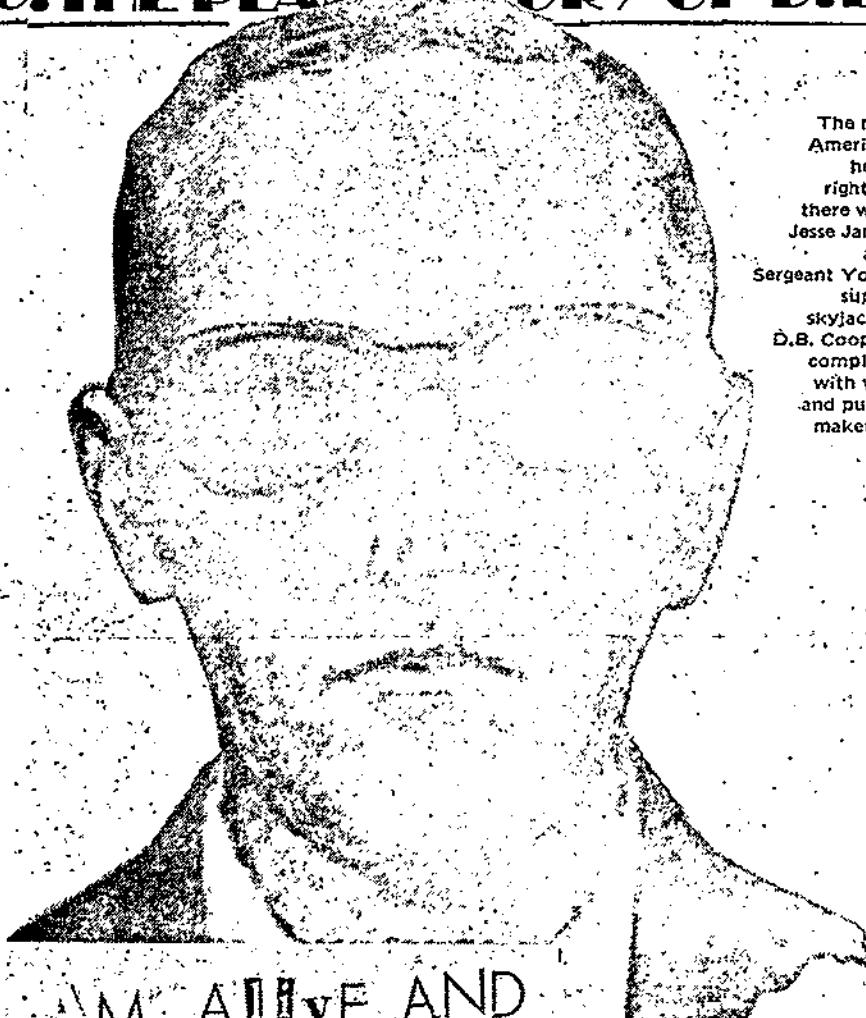
Then on July 24, 1961, the worm turned.

An American plane, an Eastern Airlines Electra with 38 passengers on board, was forced to fly to Cuba. The U.S. Air Force was notified of the action when the plane was en route. They sent up a F-102, which flew helplessly alongside the Electra till the plane neared Cuba. It had only been 3 months since the Bay of Pigs. America wasn't looking for more trouble.

The Electra made a safe landing. The passengers and crew—only 3 months after a Bay of Pigs invasion—were sent back to Miami.

Not the Electra. Why should it be sent back? Uncle Sam had kept the last 6 Cuban ships. Was a new Age of Adventure about to begin? Would we have pirate-ship battles in mid-air? Errol Flynn's in airtight cabins, battling it out in the stratosphere with Olivia de Havilland in space suits?

Alas, no. Law and Order rules the world. Castro, the Arab countries, America are all members of the same world airplane organizations. They insure each other against losses. How can



I AM ALIVE AND
doing well in
Home town P.D.

The system that beats the system.

D.B. COOPER

1320 S.W. 6th St.
97201

The new American hero, right up there with Jesse James and Sergeant York: super-skyjacker D.B. Cooper, complete with wig and putty makeup.

there be a war when each side has to pay the other for losses? When Israel destroyed several planes in Lebanon it was among the countries which had to pay the fee to the central insurance fund for their replacement.

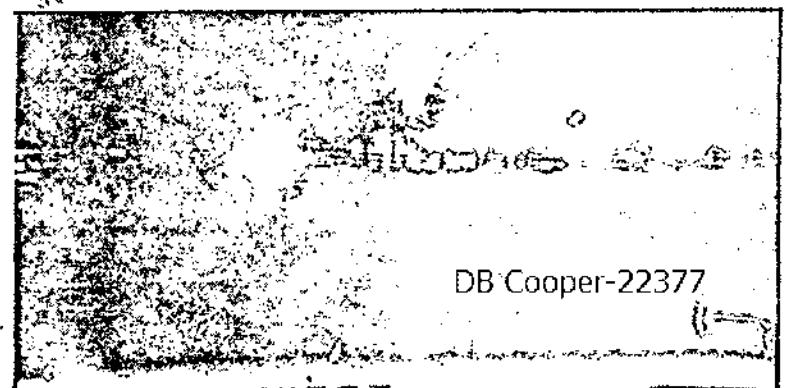
But if the nations of this world do not love hijackers, the people do. The hijackers caught the front pages and soon the race was on. It was so easy! All you had to do was hold up an object, declare to the stewardess it was a gun or a bomb, and tell them where you wanted to go.

Romance! The sky, the night, the excitement, the fainting pregnant women, the FBI clumsily disguised as repairmen surrounding the plane when it stopped to refuel. Many flocked to the new Thing: the patriotic, the young, the romantic, the demented. Cuba, a false emblem of Freedom, was the favorite target. The reality was harsh. The hijackers were treated with suspicion. Several returned home.

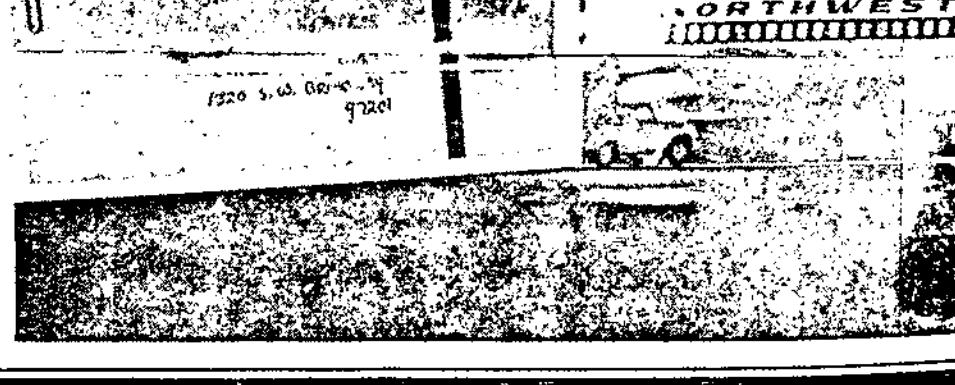
There were metal-detecting devices put around the airlines, but these have proven ineffectual. Everyone has metal somewhere on them, and lots of bombs are non-metallic.

The game was good. The question was—the goal: One hijacker, Raphael Minichiello, a Vietnam vet, took his captive airplane to Italy and was greeted

World Wide Photos



DB Cooper-22377



CRIME OF THE CENTURY

THE PLANE STORY OF D.B. COOPER

SKYJA

It's the crime with the wings on!
Everyone hates the airline hijacker. If the thief considered anti-social has a life of crime, consider the wings on!

Before 1960 there were no craft hijackings. In the last ten years there have been 150. Most of these have been in the U.S. line hijacking is as American as apple pie.

The beginnings of this sport were Cuban but not Castro. After the revolution of Cubans, unhappy with government, finding exit visa by hijacking Cuban planes, lots to fly to Miami. During such flight, the crew of an American airliner asking for a sweet news to Uncle Sam was not returned. Castro Washington did not answer. In October of 1960, it happened again. This time the Cuban pilot wasn't alone. This time off and as a result, he was captured. A guard was killed, and the wounded, a plane limped into Key West, Florida. The gunmen were hailed as Freedom Fighters.

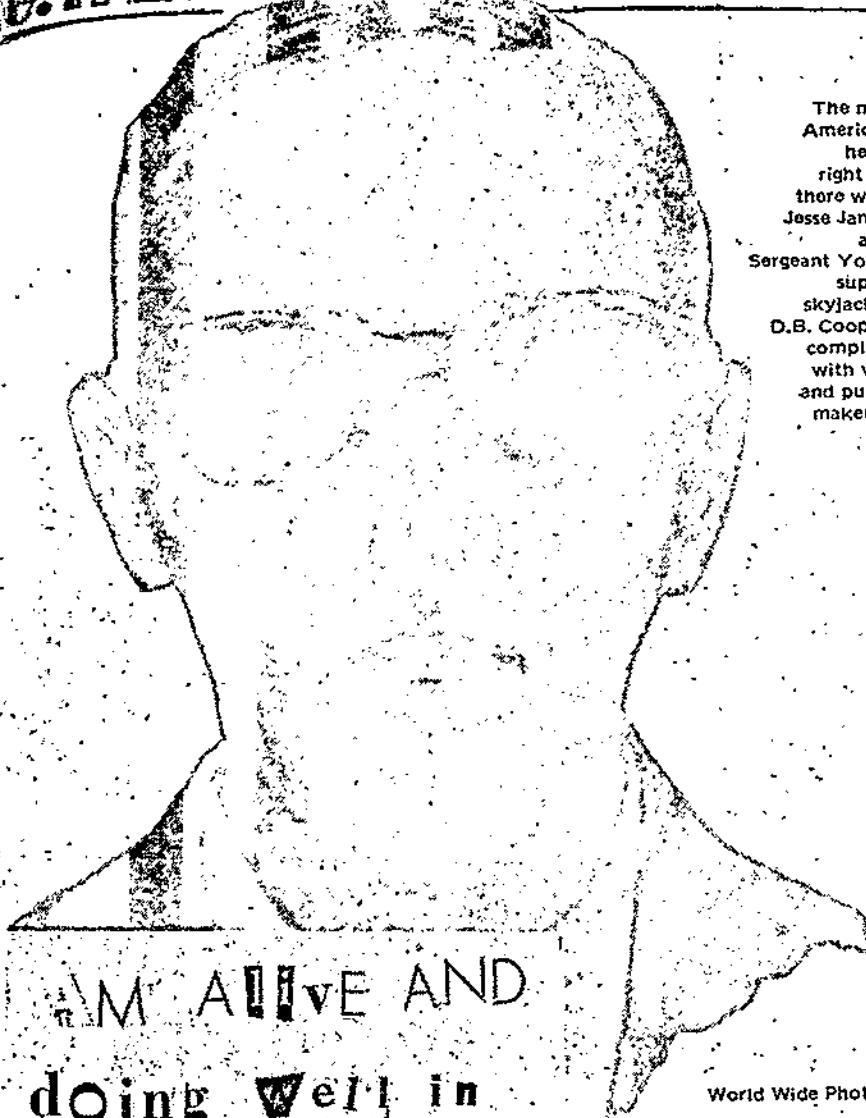
Then on July 24, 1968, the worm turned.

An American plane, an Eastern Airlines Electra with 38 passengers on board, was forced to fly to Cuba. The U.S. Air Force was notified when the plane was sent up a F-102 which alongside the Electra neared Cuba. It had only been 3 months since the Bay of Pigs, looking for more trouble.

The Electra made a safe landing. The passengers and crew—of 38—were sent back to Miami.

Not the Electra. Why should it be kept the last age of Adventure? We have pictures of Errol Flynn's it out in the Havillands in

older rules the lab countries, of the same nations. They insist. How can



World Wide Photos

The new American hero, right up there with Jesse James and Sergeant York: super-skyjacker D.B. Cooper, complete with wig and putty makeup.

there be a war when each side has to pay the other for losses? When Israel destroyed several planes in Lebanon it was among the countries which had to pay the fee to the central insurance fund for their replacement.

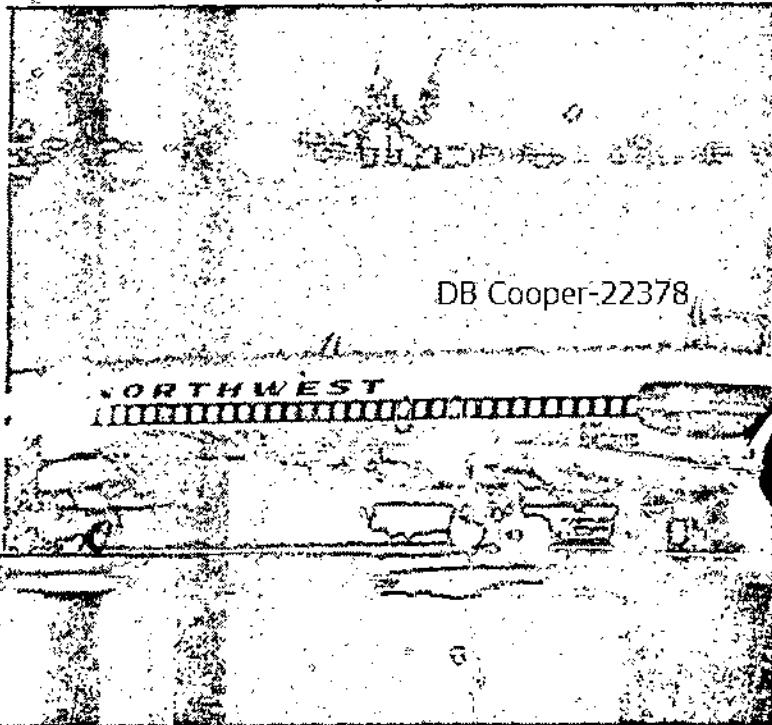
But if the nations of this world do not love hijackers, the people do. The hijackers caught the front pages and soon the race was on. It was so easy! All you had to do was hold up an object, declare to the stewardess it was a gun or a bomb, and tell them where you wanted to go.

Romance! The sky, the night, the excitement, the fainting pregnant women, the FBI clumsily disguised as repairmen surrounding the plane when it stopped to refuel. Many flocked to the new Thing: the patriotic, the young, the romantic, the demented. Cuba, a false emblem of Freedom, was the favorite target. The reality was harsh. The hijackers were treated with suspicion. Several returned home.

There were metal-detecting devices put around the airlines, but these have proven ineffectual. Everyone has metal somewhere on them, and lots of bombs are non-metallic.

The game was good. The question was—the goal: One hijacker, Raphael Minichiello, a Vietnam vet, took his captive airplane to Italy and was greeted

Editor - Oregonian
1324 S.W. Broadway
Portland



warmly by the Italian people. The government was forced to give him a light jail sentence. (America, angry, was demanding extradition but the Italian authorities, knowing of the death sentence Congress had imposed for hijackers, wouldn't allow it.) Minichiello, now out of jail, has been photographed happily waiting on tables in Rome (presumably not at the airport).

But where to go if you're not Italian?
You can always just disappear.

THE SAGA OF D.B. COOPER

That's what the last, most efficient hijacker, "D.B. Cooper," did.

D.B., the first (but probably not the last) of a new breed of Disappearing Hijackers, got on a Northwest flight in Portland, Oregon. Later, a passenger who was sitting across from him noted that he was "quite relaxed." It was the night of November 24th. The plane, a Boeing 727, was on the last leg of its flight. It had been in Minneapolis and Montana and was due to go from Portland to Spokane.

D.B., our hero, showed the stewardess a briefcase containing two red cylinders and wires. He told her he would blow up the aircraft unless he got \$200,000 and four parachutes.

The plane stopped at Seattle. It was refueled and the passengers disembarked. The \$200,000 was rounded up along with two military-model parachutes.

He refused to take them. He wanted sporting models. The difference? The sporting models were opened manually. The military models opened automatically after 200 feet of fall. If you wanted

NOV. 29 - DE 3
1971

MON CONGRATULATIONS!
D.B. COOPER

TUE

WED DAD'S CLUB

THURS POPS CONCERT

FRIDAY BB STARTS

SAT BASKETBA

WRESTLING TOURNAMENT

EXECUTIVE

GRANT VS
DEVON 8:00



While the F.B.I.
scrabbles for clues,
America canonizes
its new patron saint
of system-fucking:
D.B. Cooper,
where are you?



people. The government gave him a light sentence, angry, was denied. The Italian who got the death sentence for hijacking, Minichello, now photographed happily in Rome (presumably).
But where to go if you're not Italian? You can always just disappear.

THE SAGA OF D.B. COOPER

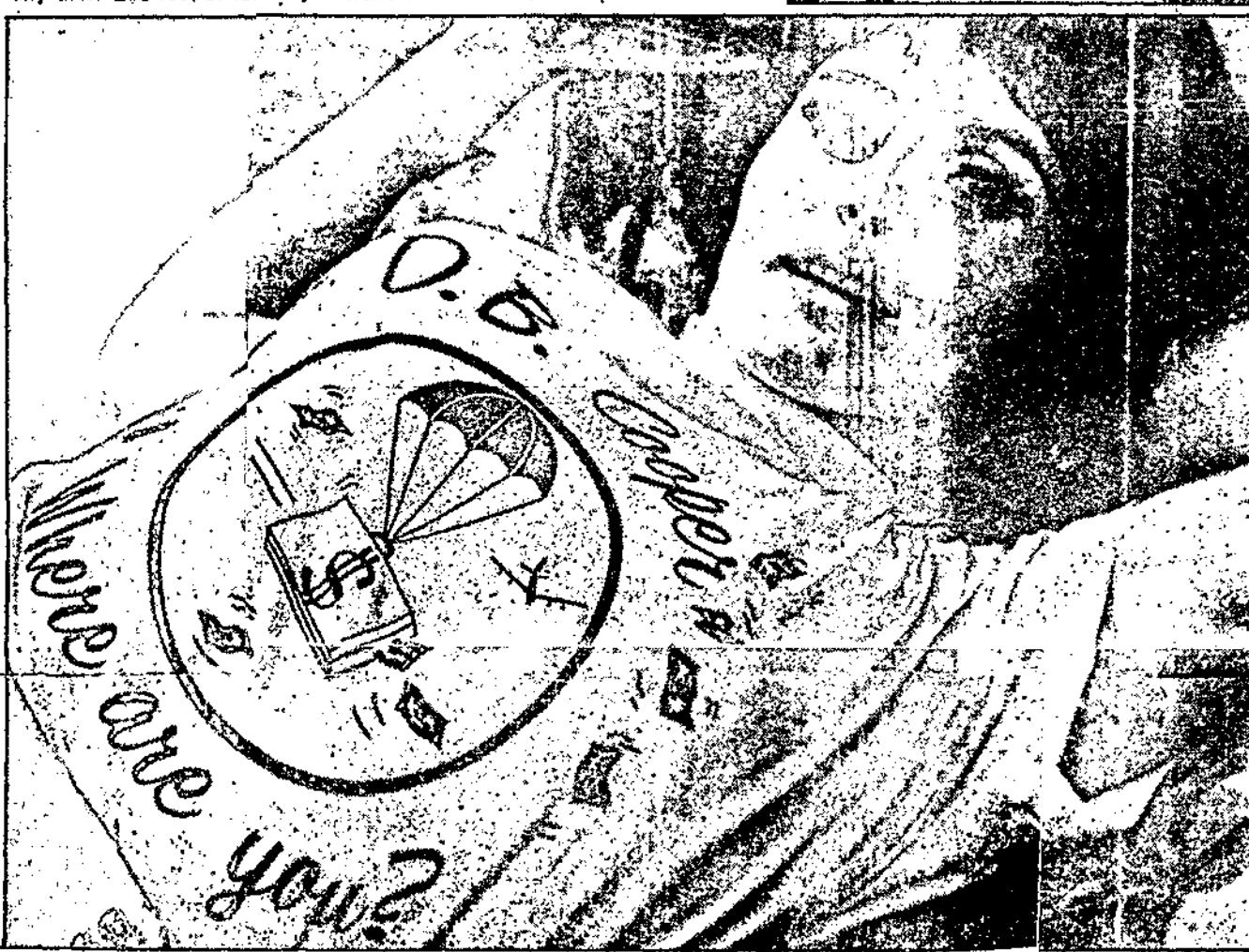
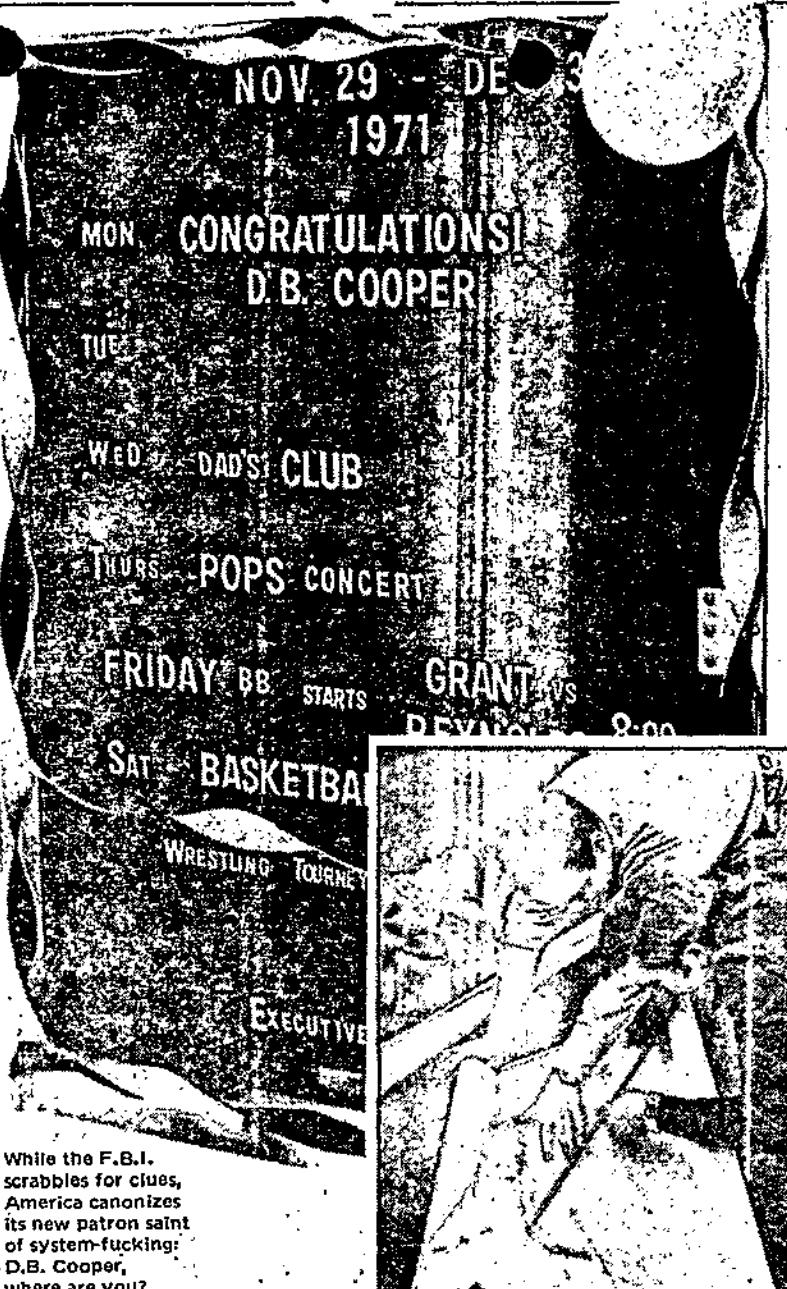
That's what the last, most efficient hijacker, "D.B. Cooper," did.

D.B., the first (but probably not the last) of a new breed of Disappearing Hijackers, got on a Northwest flight in Portland, Oregon. Later, a passenger who was sitting across from him noted that he was "quite relaxed." It was the night of November 24th. The plane, a Boeing 727, was on the last leg of its flight. It had been in Minneapolis and Montana and was due to go from Portland to Spokane.

D.B., our hero, showed the stewardess a briefcase containing two red cylinders and wires. He told her he would blow up the aircraft unless he got \$200,000 and four parachutes.

The plane stopped at Seattle. It was refueled and the passengers disembarked. The \$200,000 was rounded up along with two military-model parachutes.

He refused to take them. He wanted sporting models. The difference? The sporting models were opened manually. The military models opened automatically after 200 feet of fall. If you wanted



to fall free in the night air, not be a white moving target, floating and visible, you needed a sporting parachute.

He got two.

He instructed the plane to take off. He knew the parachutes would be good. He had a stewardess beside him. They knew he could take her with him when he jumped.

He had chosen a 727 because the 727 is the only kind of commercial jet from which it is safe to parachute. He had asked them to go to Mexico but they told him the plane's range would not permit it so he instructed them to go to Reno. He told them the plane was to keep below 10,000 feet and that the rear exit was to be left open.

When the plane took off he locked the crew in the cockpit. He had the entire cabin to himself.

When the plane landed in Reno, D.B. was gone. So were the two parachutes. So was the briefcase with the possible explosives.

So was \$200,000.

The good people of Seattle did not organize a posse as they had years ago for a horse thief. He who steals a horse is a villain. He who steals a car is a thief. But he who steals a plane and \$200,000 and leaps out into the night sky is a hero.

The New York Times noted on December 19th, in a story sent from Seattle, that the name D.B. Cooper is advancing in notoriety on the names Jesse James and Black Bart.

Allen King of the Alpine Silk Screen Products of Portland, brought out D.B. COOPER WHERE ARE YOU? T-shirts and quickly sold 3,000 of them, sending them to far-flung admirers in Houston, Los Angeles and New York.

A letter signed D.B. Cooper was sent to The New York Times, The Washington Post and The Los Angeles Times. It read:

SIRS:

I knew from the start that I wouldn't be caught.

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

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

My life has been one of hate, turmoil, hunger and more hate, this seemed to be the fastest and most profitable way to gain a few fast grains of pâce of mind.

He informed the authorities that he would be hard to spot. He told them:

"I left no fingerprints.
I wore a toupee.
I wore putty makeup."

The FBI is studying the letter carefully. It seems they have a lot to learn. Maybe they should wear toupees and putty makeup.

Meanwhile in Seattle, a bowling alley has advertised a D.B. Cooper bowl sweepstakes.

With cash prizes, DB Cooper-22380

FBI's Search for Parachuting Skyjacker No Picnic Around PP&L's Merwin Area

PP&L's Merwin Park could have passed for a mini-military base last month when the FBI and the U.S. Army moved in to resume the search for the mysterious "D.B. Cooper" who hijacked a Northwest Airlines 727 last November, demanded \$200,000 in ransom and parachuted with the money into the rainy night—most likely as the plane was over the Lake Merwin area.

The area was pinpointed by the FBI based on the position of the plane when the crew last spoke to the skyjacker over the plane's phone approximately two miles east of Woodland. Winds between 25 and 40 miles per hour were taken into account in determining that the hijacker could have drifted toward Lake Merwin.

A portion of the Company's property and surrounding area on the Lewis River in southwestern Washington was searched following the skyjacking but the November weather hindered the operation.

Then in March, four months after the

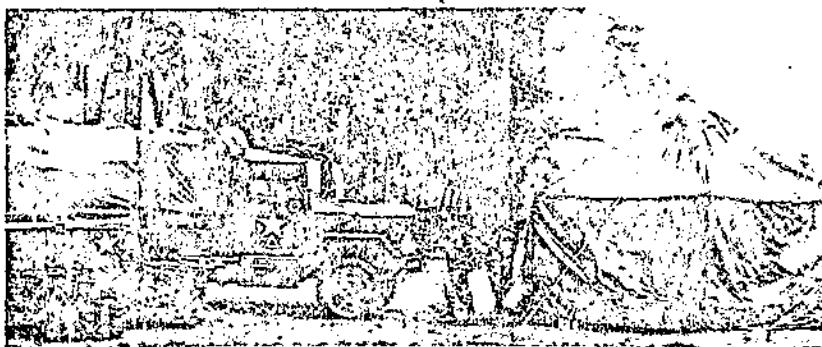
event, the FBI contacted Pacific wanting to renew the search of the rugged, wooded terrain and use Merwin Park as its headquarters. Two weeks later 200 men, nine helicopters and the support facilities needed to maintain the men and machines of the squadron from Ft. Lewis moved into the Company's recreational facility to assist in the air and ground search.

The resumption of the search, although what prompted it was not made public, was coordinated with PP&L personnel. Tom Selliken, assistant vice president in charge of insurance and security, along with Larry Ouzts, loss prevention engineer; G. Eldon Drennan, vice president of engineering and power operations; Stan Piper, division power superintendent; and Joe Nichols, manager of public affairs, met with the FBI to help determine measures that would insure the security of PP&L's hydroelectric dam and property.

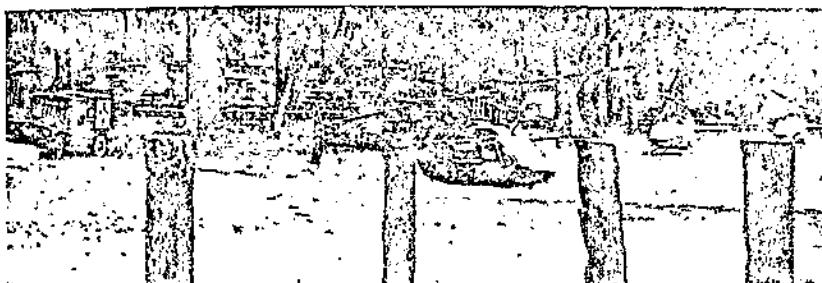
Normally open to the public, the park



MEASURES TO INSURE security of PP&L's hydroelectric dam and property was worked out prior to the resumption of the search. Larry Ouzts, left, loss prevention engineer, stops at Merwin Park gate to check in with FBI agent.



PICNIC TABLES ON A HELICOPTER PAD? Pacific's Merwin Park with scenes of Army life—mess tent, military vehicles, first aid truck and helicopters—as the FBI and Army used the park as headquarters during the recent search for "D. B. Cooper," missing skyjacker.



was closed during the search to guard against crowds of curious people on the grounds.

The command post for the operation where FBI agents coordinated men and helicopters was set up in one of the Company buildings at the site. The troops were bivouacked in the adjoining park area which also served as a helicopter pad.

The man who boarded the plane in Portland as "D.B. Cooper" literally vanished into the air that November night and as this issue went to press nothing new had been unearthed in the recent search.

This fact, coupled with a popular theory that the skyjacker ended up entangled in a tree in below-freezing weather and never made it any farther, may make looking for "D.B. Cooper" and the \$200,000 ransom a recreational fad on the Lewis River this summer.

HOW HE FOILED FBI

Last November 24th, a man identifying himself as D.B. Cooper parachuted from a Northwest Orient Airlines 727 jetliner between Seattle and Reno, Nevada with a parcel containing 10,000 twenty dollar bills which was the ransom money that had been delivered to him while he held the planes crew hostage at the Seattle-Tacoma International airport.

The F.B.I. and other state and local law enforcement agents assisted by companies of G.I.'s from Fort Lewis have futilely wasted many hours and thousands of tax-payers dollars looking for cooper.

So far Cooper has successfully eluded his following in the same ingenious manner that he pulled off his skyjack caper, only staying a safe distance away from in-gaters.

The F.B.I. headquarters in Seattle has vowed to scrutinize every foot of land between the Sea-Tac airport and Reno to turn up clues in the case.

Despite rewards of 5,000 dollars by the Medias "Ink or your Friends" programme the public has generally painted Cooper adoration and somewhat a hero status. An anonymous interviewer from the twice weekly newspaper the "Seattle Flag" has produced a story from taped interview with D.B. Cooper which is validated by the presentation of one of the recorded twenty dollar bills included in the ransom money.

This story was run in the "Flag" because the interviewer was unable to send it to the "Post-Intelligencer" because they had the 5,000 dollar reward out for Coopers and also television stations would have requested a tape on which voice prints could possibly be produced, therefore, running the story in the Flag was the only solution.

Cooper said that the witnesses description were off about fifteen pounds and a couple of inches. Also that the artist's impression were very poor. When asked why he was still in Washington state he added that he felt was safer to hide where no one would imagine him to rather than to go to some place like Mexico or South America where the authorities would naturally expect him to go.

He said he started actual work on his skyjacking plan at June. The idea had come to him while he was watching T.V. He figured that skyjackers before him had been fools - with their hijacking planes to go to Cuba; risking the death penalty which all they had to do is charter a boat or go to Mexico and take a plane from there.

He stated that he did it for the money, realizing that a answer was not merely how to get it but rather how get away with it. After making extensive preparations destroyed hundreds of timetables, graphs, aircraft manuals, weather reports and pages of notes. He felt at he had done enough preparations to be worth 200,000 dollars.

He described jumping from a jet going 200 miles an hour as being cold, dark, loud, windy and scary, very scary!

He had prepared to some extent with long underwear and gloves but in order to remain unnoticed aboard the plane he had to sacrifice some elements of comfort. He had activated the stairs and opened the back door before he has over the touchdown area to confuse the F.B.I.... Finally using Kleenex for earplugs he liked down to the tenth step and stepped off into the mercy of the wind and gravity... In the darkness he heard the engines of the following planes. But he realized that

it was a calculated risk that's why he jumped in bad weather and at night, also he waited a little longer than usual before pulling his ripcord. Adding that his free fall was about 5,000 of the total 7,000 feet. Which was very risky doing at night.

He came down about a hundred miles away from S.W. Washington contrary to the F.B.I. report that he touched down near Vancouver Washington.

The first thing he did on landing was bury his chute, he was within five miles of where he had intended in an evergreen wooded terrain. He credited this accuracy to his projected calculations and his Japanese watch. He wouldn't say whether he had an accomplice on the ground. He said he had lived in Seattle and had once

two parachutes he had ordered. A stewardess came back with the money in a canvas bag to where cooper was holding another stewardess as hostage in the rear of the passenger cabin.

Cooper checked out the loot, first thing and noticed that they recked of duplicating fluid. Then the stewardess made two more trips out on to the runway to bring in the chute.

Then one of the fuel trucks pulled up... then he ordered the passengers off the plane, and everyone else into the cockpit... a middle-aged, executive looking man started to push his way back through the line into the tourist cabin. Cooper tensed up expecting the guy to try something heroic - but he had just left his briefcase on his seat and was retrieving it...



worked at Boeing's on the construction of the first Boeing 727 in 1963 and got to know the 727 from the inside out.

The reason he was attracted to the plan was the alignment of the three Pratt & Whitney engines two on the sides of the rear fuselage and the third at the base of the T-tail assembly. Also the down-flaps stallling speed. One hundred and nine miles per hour which was risky but jumpable.

Then also he took into account the small crew. Three on the flight deck and the three stewardesses. Two central galleys and the wardrobes with the two toilets to the rear, figuring that they might come in handy as a place to hold a stewardess hostage.

THE ACTUAL JUMP

First the briefcase bomb was only real in the sense that it worked, it was constructed of Gillette shaving cream cans, painted red and rigged up with prima-cord fuses. When he finished them to the stewardesses they carried out his instructions because they were well indoctrinated and thoroughly trained. Also they obeyed instructions from Mr. Nyrop of the head of Northwest.

Nyrop figured that it was easier to pay a mere 200,000 than to risk four lives and a \$5-million dollar airplane. Cooper could smell vapor fluid on the money and knew that the twenties had been duplicated.

He stayed close to his original plan, only having one nervous moment when he was still negotiating on the ground at Sea-Tac airport. The fueling was being stalled, and he was getting edgy, figuring someone was planning some kind of strategy in an effort to shoot him or something. One of the pilots brought out the money and the

He figured if the F.B.I. was going to make a move it would be at Sea-Tac. Everybody but the stewardess he was holding hostage and the three man crew was clear of the plane. Buzzing the cockpit he asked the captain what he hold-up was. Trouble with the vapor lock was the answer. And another truck was coming. Cooper told the Captain: "Not more than one fuel truck at a time" but eventually five fuel trucks came out, only three of which were able to deliver. Cooper almost blew his cool, he went forward to the cockpit and told the captain "It was take off time, and to take the plane to Mexico.

The plane was again airborn at 7:40 p.m. four hours and forty-two minutes after leaving Portland.

The parachutes were unacceptable so he decided to jump without a reserve chute, he cut the extra chute up and used the strips to tie the money to his waist.

Next he took the stewardess forward and ordered the captain to lock the door from the inside. Then he returned sit, closing the first class and tourist compartments behind him.

Then he got on the intercom and told the captain to hold the aircraft at 7,000 feet and speed at 200 miles per hour.

Last he ordered that nobody, under any circumstances, was to attempt to make any further contact with him. Shortly after he jumped.

Cooper declared to the reporter that he was going to retire life night of the interview and head to an undisclosed destination. He said he would be back in five years, thinks to "The Status of Limitations!"

....by Mike Noble

DB Cooper-22382

Sub B

(Mount Clipping in Space Below)

Trial Set for 2 Accused In Cooper Interview Case

Two men charged with attempting to sell a fake interview with skyjacker "D. B. Cooper" to a former Newsweek editor pleaded not guilty yesterday in Federal Court.

U.S. District Judge Walter McGovern set Nov. 27 as trial date for William John Lewis, alias Jack Lewis, 33, and Donald Sylvester Murphy, 49, both of the Bremerton area.

The government charges Lewis answered newspaper ads placed by Karl P. Fleming of Los Angeles asking "D. B. Cooper" for a confidential interview.

The government contends

Murphy posed as Cooper in the interview with an asking price of \$30,000.

Cooper was the name given by the man who hijacked a jetliner between Seattle and Portland last Thanksgiving eve.

Cooper demanded and got \$200,000, bailed out somewhere between Seattle and Reno and has not been seen since.

Assistant U.S. Attorney Larry Finegold, one of the passengers aboard the skyjacked Northwest Airlines plane, will try the case against Lewis and Murphy for the government.

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

p.A9 Seattle Post-Intelligencer Seattle, Wash.

Date: 7/25/72
Edition: Final
Author:
Editor: Dick Lyall
Title: NORJAK

Character:
or
Classification: 164-81-
Submitting Office: Seattle
 Being Investigated

W

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 27 1972	
FBI—SEATTLE	

DB Cooper-22383

W

(Mount Clipping in Space Below)

Sub B

Two plead innocent of 'Cooper' hoax

Two Kitsap County men charged with carrying out a \$30,000 "D. B. Cooper" hoax pleaded innocent yesterday in federal court here. They are scheduled for trial November 27.

William J. Lewis, 33, Seabeck, and Donald S. Murphy, 49, Bremerton, were charged with a plot in which Murphy impersonated Cooper, the only parachuting airline hijacker not yet caught.

They are accused of obtaining \$30,000 from Karl Fleming, a former Newsweek-magazine editor, after Murphy, posing as Cooper, submitted to a filmed and tape-recorded interview.

A man using the name D. B. Cooper hijacked an airliner last Thanksgiving Eve and parachuted from the plane with \$200,000 ransom.

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

p.B6 Seattle Times
Seattle, Wash.

Date: 7/25/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 27 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

Conspiracy charged in 'Cooper interview' case

The federal government has added a conspiracy count to earlier charges filed against two Kitsap County men accused of setting up a phony interview with "D. B. Cooper," who hijacked an airplane here last November.

Four additional counts were filed here yesterday by United States Attorney Stan Pitkin against William John Lewis, also known as Jack Lewis, and Donald Sylvester Murphy.

The conspiracy count in yesterday's information charges that Lewis and Murphy conspired together and with other unknown persons to defraud Karl Fleming of Newsweek Magazine and Platypus Publications, Inc., of Los Angeles, of more than \$5,000.

The charge also says that as a part of the conspiracy Lewis demanded \$45,000 for the bogus interview.

In an additional count, the federal government charges the two men with transmitting messages by wire and telephone communications in interstate commerce between Seattle and Los Angeles to defraud.

Lewis, 32, of Seabeck, and Murphy, 49, of Bremerton, were charged originally in May. Lewis posted \$50,000 bail, and Murphy posted \$3,000 bail.

They were charged with trying to swindle Fleming, a former contributing editor of

Newsweek, by convincing him Murphy was D. B. Cooper.

Pitkin filed the added charges yesterday after the defendants waived their rights to go before the federal grand jury which could indict them.

Lewis and Murphy asked for and were granted a delay so they could review government evidence, including tapes and films.

"D. B. Cooper" was the name used by the man who

hijacked a Northwest Airlines flight between Portland and Seattle last Thanksgiving eve and parachuted out enroute to Reno after extorting \$200,000 from the airline. No trace of Cooper or the money has been found.

Two additional counts in the new charges deal with the dates from February 1, 1972, continuing to May 2, 1972, in which the defendants are accused of devising their scheme to defraud, knowing their information was false.

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

p.A4 Seattle Times
Seattle, Wash.

Date: 7/16/72
Edition: Final
Author:
Editor: Henry McLeod
Title:

NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 1 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

2 Men Charged In 'Cooper' Case

U.S. Attorney Stan Pitkin yesterday filed charges against two Kitsap County men, contending they conspired to swindle a former Newsweek employee out of \$45,000 in return for an "exclusive interview" with air hijacker "D. B. Cooper."

Pitkin filed his charges after William John Lewis, 32, of Seabeck and Donald Sylvester Murphy, 49, Bremerton, waived their rights to go before the federal grand jury which could indict them.

The defendants had asked for and were granted a delay so they could peruse government evidence against them, including tapes and films.

Pitkin charges that Lewis on Feb. 1, telephoned Karl Fleming, a former

contributing editor in Los Angeles, saying he could arrange an interview with the still-elusive skyjacker D. B. Cooper in Seattle.

Fleming flew to Seattle and paid Lewis and Murphy, the latter posing as Cooper, \$30,000 of a \$45,000 fee payable in three installments for the interview, according to the information.

Pitkin said Fleming, no longer employed by Newsweek at the time of the transaction, got the money from Platypus Publications, Inc., of Los Angeles.

"D. B. Cooper" was the name used by the man who extorted \$200,000 from Northwest Airlines, then bailed out after the plane left Seattle for Reno last Thanksgiving eve.

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

p.A18 Seattle Post-
Intelligencer
Seattle, Wash.

Date: 7/14/72
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 1 1972	
FBI—SEATTLE	

[Signature]

(Mount Clipping in Space Below)

Pair Charged In Hoax Out on Bail

Two men, charged with conspiracy to defraud in connection with the selling of what was represented as "D. B. Cooper's" personal account of his \$200,000 skyjacking in November, were released on bail yesterday.

Bail for William John Lewis, 32, Seabeck, Kitsap County, was set by the U.S. magistrate at \$50,000; for Donald Sylvester Murphy, 49, Bremerton, \$8,000.

They are accused of receiving \$30,000 cash from Karl Payne Fleming, Los Angeles, for what Fleming said he was told was a personal interview with Cooper on a Puget Sound beach in King County.

A man identified only as "D. B. Cooper" is believed to have parachuted over Clark County from a Northwest Airlines plane Nov. 24. With him he had \$200,000 that the airline had given him on his demand before the plane left Seattle.

The complaint against Lewis and Murphy says that the latter impersonated Cooper in the interview with Fleming and that Lewis arranged for the interview.

In the interview, the complaint says, Fleming represented a Los Angeles publishing firm, from

which he said he got the \$30,000.

Although Cooper is being sought for questioning in connection with the skyjacking, there is no warrant for his arrest and he has not been indicted, unless secretly.

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

p.D13 Seattle Post-Intelligencer Seattle, Wash.

b6
b7C

Date: 5/4/72
Edition: Final
Author:
Editor: Dick Lyall
Title: NORJAK

Character:
or 164-81
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 8 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

'Cooper' Swindle Charged Here

BY CRAIG SMITH

Two Kitsap County men were arrested yesterday and charged in federal court with scheming to swindle a former Newsweek contributing editor out of \$45,000 in return for an "exclusive interview" with airline skyjacker "D. B. Cooper."

Arrested and held in King County Jail following a bail hearing were William John Lewis, 32, of Seavue Estates, Seabeck, also known as Jack Lewis, and Donald Sylvester Murphy, 49, of 540-4th Ave., Bremerton.

U.S. Attorney Stan Pitkin said during the bail hearing he believes the two men have \$30,300 obtained from Karl Payne Fleming, the former Newsweek editor, who got the money from Platypus Publications, Inc., of Los Angeles. An affidavit by FBI Agent Charles E. Farrell said \$15,000 was to be paid when Fleming was convinced he was talking to the hijacker, \$15,000 to be paid after the interviews and a final \$15,000 after publication of the story.

The complaint said Fleming gave Lewis \$300 for expenses.

The complaint said Fleming conducted interviews with Murphy, who was disguised as "Cooper," on Feb. 22 and 23. According to the complaint, the sound man and cameraman recording the interview Feb. 23 at a Seattle-area beach had to work from "an extreme distance while wearing earplugs" to give "added credibility to the fraudulent scheme."

"D. B. Cooper" is the name used by a skyjacker who extorted \$200,000 from Northwest Airlines, then apparently bailed out with his money after the plane left Seattle en route to Reno last Thanksgiving eve. "Cooper" has not been arrested.

Pitkin said Newsweek was not a party to the interview agreement and that Fleming is no longer employed by the magazine.

Bail for Lewis has been set at \$50,000, \$5,000 of which must be posted in a cashier's check and the remainder in a property-bond agreement to be signed by his wife and parents. Murphy, who told U.S. Magistrate Charles Schaaf that he went

bankrupt two years ago, is required to post an \$8,000 cashier's check or "sufficient sureties."

The complaint said the scheme started after Fleming placed a classified advertisement Feb. 1 seeking a confidential interview with "Cooper."

The complaint says Fleming flew to Seattle, and on Feb. 16 met Murphy who was disguised as "Cooper" at an airport motel.

On Feb. 21 according to the government, copies of three \$20 bills said to have been taken in the hijacking were shown to Fleming. In the complaint, the government said the bills in the copy were phonies because serial numbers of hijack money had been superimposed.

The government claims that on the same day Fleming paid \$30,000 to Lewis, who was acting as the go-between using the name "Seth Thomas," and that on the next day the interviews began.

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

p.Al Seattle Post-Intelligencer Seattle, Wash.

b6
b7C

Date: 5/3/72
Edition: Final
Author: Craig Smith
Editor: Dick Lyall
Title: NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 4 1972	
FBI—SEATTLE	



A written agreement stipulated that the money would be held in a defense fund for "Cooper" if he was apprehended. The government said in the complaint that fingerprints lifted from the receipts for the \$30,000 "have been identified as belonging to William John Lewis."

The film, tape and copy of the three bills are in custody of the FBI, Pitkin said.

Lewis, a land developer and dance hall operator, was arrested by FBI agents at his home. Murphy, a real estate developer, was arrested outside Jack's Cafe at Gorst. Each man is the father of three children.

The men are charged with two counts — conspiring to defraud Fleming and inducing him to travel to Seattle for the execution of the scheme. The maximum sentence on the two counts combined is 15 years in jail, \$15,000 fine, or both.

Pitkin described the purported plan of Lewis and Murphy as "a very curious scheme that had trappings of credibility."

—P-I Photo by Tom Barlet.

DONALD MURPHY, LEFT, AND WILLIAM LEWIS LEAVING COURTHOUSE

The Kitsap County men are accused of a hoax to swindle \$45,000

(Mount Clipping in Space Below)

Bail set for two men in Cooper interview

By DEE NORTON

William John Lewis, 32, charged with carrying out a Clifford Irving - style fraud involving the "D. B. Cooper," airplane hijacker, was ordered held for \$50,000 bail yesterday by United States Magistrate Charles Schaaf.

Donald Sylvester Murphy, 49, accused of impersonating Cooper in a meeting with a former contributing editor for Newsweek magazine, was ordered held for \$8,000 bail.

Schaaf said that he set the high bail for Lewis because \$30,000 which the government says was paid by Karl Fleming for a bogus interview with Cooper has not been recovered.

Lewis, a former employee of the City of Bremerton, manages a dance hall there and also is involved in freelance engineering work and land development. He lives in Sea-Vue Estates, near Seabeck.

Murphy told Schaaf he "lost everything two years ago" and has been slowly paying off a \$3,500 federal tax lien. He lives in downtown Bremerton.

LEWIS was charged with a "similar event" several years ago in Port Angeles, Stan Pitkin, United States attorney for Western Washington, said during the hearing. Bruce Harrod, defense attorney, said that charge later was dismissed. Pitkin did not explain the nature of the earlier charge.

Lewis and Murphy are charged with using interstate facilities to obtain money under false pretenses, and with conspiracy. If convicted, they could be sentenced to up to 10 years in prison and fined \$10,000 on the interstate-facilities count, and sentenced to five

years and fined \$10,000 on the conspiracy count.

Last week Lewis told The Times he had been interviewed by federal agents and now wished the whole thing—"a publicity stunt"—never had happened. He did not give any details of the stunt.

IN THE COMPLAINT filed yesterday Lewis is accused of telephoning Fleming in Los Angeles where he did work for Newsweek and telling him he knew Cooper and could arrange an interview. Fleming had placed an advertisement in The Times seeking information about "D. B. Cooper," who hijacked a Northwest Orient Airlines 727 November 24 and ransomed it and 36 passengers for \$200,000 by saying he had a bomb.

The hijacker parachuted from the airliner somewhere between Seattle and Reno. The hijacking is the only one in this country not yet solved by the Federal Bureau of Investigation.

The complaint said that Lewis introduced Murphy, posing as Cooper, to Fleming during a meeting February 16 at the Swept Wing Inn near the Seattle-Tacoma International Airport. Lewis told Fleming his name was "Seth Thomas," according to the complaint.

THE DEFENDANTS demanded \$45,000 from Fleming but later settled for \$30,000 the government says. Platypus Productions, Inc., Los Angeles, provided Fleming with the money to buy the "confession" after Newsweek rejected the story.

Fleming filmed and tape-

recorded an interview of Murphy February 22 and 23 on a beach in King County, the complaint said.

Lewis and Murphy, it said, supported their statements by giving Fleming copies of three \$20 bills purported to be part of the ransom money. The complaint said that serial numbers of ransom bills were superimposed on other bills by the defendants. The serial numbers of the ransom bills have been made public by the F. B. I.

FLEMING also received photographs of "Cooper." The complaint said the photos were posed by Lewis, showing Murphy dressed as the hijacker and wearing a wig and glasses.

It also said Fleming has told federal authorities the bills were shown him by Lewis and that two receipts Lewis gave Fleming for the money were found to have Lewis' fingerprints.

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

p.E15 Seattle Times
Seattle, Wash.

Date: 5/3/72
Edition: Final
Author: Dee Norton
Editor: Henry McLeod
Title: NORJAK

Character: 164-81
or
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED INDEXED
SERIALIZED FILED

MAY 8 1972
FBI—SEATTLE

DB Cooper-22390

b6
b7C

Agents who have interviewed Lewis and Murphy have examined the film and tape recordings of the interview and have identified the people involved as Lewis and Murphy, the complaint said.

An exhibit attached to the complaint — a copy of a note signed by Lewis — said the \$30,000 was to be held in trust for Cooper to pay attorney fees should he be arrested or surrendered.

PITKIN would not comment when asked if Lewis also sold his information to The Seattle Flag, a bi-weekly newspaper.

The Flag Monday published a purported interview with Cooper, saying it had paid \$1,000 to the interviewer, who was not identified. The newspaper carried a

photograph of a \$20 bill bearing a serial number of a ransom bill.

Lewis last week said he began investigating the hijacking in hopes of collecting

a \$10,000 reward.

He described reports about the Cooper investigation moving to the Bremerton area as a "publicity stunt," rather than a hoax.



Manacled and carrying their personal possessions in envelopes, Donald Sylvester Murphy, left, and William John Lewis were taken from the United States Courthouse to jail.

(Mount Clipping in Space Below)

2 charged here with 'D. B. Cooper' hoax

By DEE NORTON

Two Kitsap County men were charged today with defrauding a former representative of a national news magazine of \$30,000 by setting up a phony interview with "D. B. Cooper," airplane hijacker.

Arrested were William John Lewis, Bremerton dance-hall manager, and Donald Sylvester Murphy, Silverdale real-estate salesman.

They were accused of conspiring to use interstate commerce to obtain \$30,000 from Platypus Publications, Inc., Los Angeles, by having Murphy pose as Cooper in meetings with Karl Fleming, who then was a contributing editor in Los Angeles for Newsweek magazine.

Lewis, who also works as a free-lance engineer and land developer, telephoned Fleming February 1 in response to an advertisement in The Times placed by Fleming seeking information about Cooper, the complaint said.

Lewis told Fleming he had talked with Cooper, knew his true identity and could arrange an interview, according to the government.

A man using the name "D. B. Cooper," hijacked a North-

west Orient Airlines 727 and its 36 passengers and collected \$200,000 ransom last November 24. The man parachuted from the plane.

Lewis and Murphy superimposed the serial numbers of \$20 bills given Cooper on other bills and gave Fleming copies of them to convince him that Murphy was Cooper, the complaint said.

The complaint said Murphy dressed like an artist's sketch of Cooper, using a wig and glasses, to be photographed by Lewis. The photographs were given Fleming to support the fraud, the complaint said.

Lewis and Murphy met Fleming February 16 at the Swept Wing Inn near the Seattle-Tacoma Airport, the complaint added. It said Lewis used the name "Seth Thomas" and introduced Murphy to Fleming as Cooper and demanded \$45,000.

The defendants agreed to settle for \$30,000, however, according to the government. On February 22 and 23 Murphy posed as Cooper and submitted to an interview filmed on a beach in King County and confessed the hijacking, the complaint said.

Platypus Publications provided Fleming with "he

money after Newsweek rejected Lewis' story, the complaint said.

Lewis' fingerprints have been found on two receipts Lewis gave Fleming after getting the money, the complaint said.

An exhibit attached to the complaint said Lewis had agreed that the \$30,000 was to be used only for legal defense for Cooper; when he was apprehended or sur-

rendered.

Stan Pitkin, United States attorney for Western Washington, would not comment when asked if the information Lewis gave Fleming also was the basis for a "D. B. Cooper" interview published yesterday by The Seattle Flag, a biweekly newspaper. The Flag said it paid \$1,000 for an interview conducted by an unidentified person.

Lewis told last week how F. B. I. agents had questioned him extensively. Lewis said he had begun investigating the D. B. Cooper hijacking in hopes of collecting a \$10,000 reward.

Lewis mentioned Cooper's name in an advertisement to sell some land. Response to the ad started him on "a better theory than what the F. B. I. has been doing," he said.

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

p.Al Seattle Times
Seattle, Wash.

b6
b7C

Date: 5/2/72
Edition: Final
Author: Dee Norton
Editor: Henry McLeod
Title: NORJAK

Character: 164-81
or
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 4 1972	
FBI—SEATTLE	

DB Cooper-22392

(Mount Clipping in Space Below)

Two Kitsap Men Face Cooper Fraud Charges

By DENISE KALETTE
and OREN CAMPBELL
Of The Sun Staff

Two Kitsap County men today were charged by the federal government with a plot to impersonate skyjacker "D. B. Cooper" in order to extort more than \$30,000 from a Los Angeles writer.

According to U. S. Atty. Gen. Stan Pitkin, the FBI arrested William "Jack" Lewis, 32-year-old land developer from Seabeck, and Donald Sylvester Murphy, 49, a Bremerton real estate promoter, after a complaint was signed today by a U. S. magistrate in Seattle.

The two were to appear in federal court in Seattle this afternoon for a preliminary hearing.

According to U.S. Atty. Gen. Stan Pitkin, the plot revolved around one of the men masquerading as "Cooper," the name a man gave last Thanksgiving eve when he bailed out of a Northwest Airlines 727 jet with \$200,000 he had extorted from the airlines.

The skyjacker has not been found, and the money apparently has not turned up, according to FBI reports.

Lewis and Murphy are charged with conspiring to defraud Karl Fleming of Los Angeles, former Newsweek contributing editor, in return for an exclusive story from "Cooper" on how the hijacking was carried out.

It is a federal crime to induce a person to cross state lines in furtherance of a fraud.

Lewis was arrested at his home at Sea-Vue Estates near Seabeck, while Murphy, a resident of Higgs House,

(Name of newspaper, city and state.)

P.1

Bremerton Sun
Bremerton, Wn.

b6
b7C

Date: 5/2/72

Edition:

Author: Denise Kalette

Editor: Oren Campbell

Title:

NORJAK

Character:

or

164-81

Classification: Seattle

Submitting Office:

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 8 1972	
FBI—SEATTLE	

DB Cooper-22393

560 4th St., was taken into custody at a Gorst cafe; Both arrests were made about noon without incident.

Murphy maintains a business office at 6608 Kitsap Way. Lewis has an office for Seven Beaver Lakes Country Club at the same address.

Charges filed by Pitkin contend that Lewis and Murphy used photo copies of three \$20 bills with serial numbers from money given to the hijacker superimposed over the original numbers as part of their scheme to get Fleming to accept their story that Murphy was "Cooper."

The Associated Press said the two are charged with dressing Murphy in a wig and glasses to make him look like an artist's drawing of "Cooper."

A news release this afternoon from the FBI said Fleming allegedly paid the men \$30,000 for an exclusive story, pointing out to them that Newsweek couldn't support the undertaking but that a partner of Fleming's in Platypus Publications, Inc., would put up the money.

Federal authorities claimed Fleming met with Lewis and a disguised Murphy on Feb. 16 at a Seattle motel.

The affidavit from FBI Agent Charles E. Farrell said Fleming came to Seattle again Feb. 20 with \$30,000 in cash and turned the money over to Lewis after both signed a statement that the money was to be held in trust as a legal defense fund should "Cooper" ever be captured or should surrender. The agent said Fleming also gave Lewis \$300 for expenses.

An interview with Murphy posing as "Cooper" was carried out on a Puget Sound beach near Seattle on Feb. 23, the charges said. A motion picture camera and a tape recorder were placed so that their operators could not see or hear the interview by Fleming of "Cooper" and Lewis. Both operators were told to wear earplugs, the charge said.

The film, tape and copy of the three alleged ransom bills are in custody of the FBI, Farrell said.

An advertisement in at least one Seattle newspaper late last December is believed to have started a chain of events that eventually led the FBI to the charges. The Sun has learned.

The advertisement, in the personal columns of the Seattle Times the week of Dec. 23, said in part:

"D. B. Cooper"

"If you are interested in telling your poignant story to an absolutely discreet and trustworthy writer for a responsible national magazine without jeopardizing your safety in any way, phone area code 213-826-5457."

That was the home phone number of Fleming, who at that time was a contributing editor of Newsweek magazine, in West Los Angeles.

That advertisement was noticed by William "Jack" Lewis, 32-year-old Seabeck man who—among other occupations—is a land developer. Lewis later told The Sun that ad gave him an idea for an advertisement he placed in The Sun on Dec. 30.

Lewis' ad read:

"D. B. Cooper"

"Have 2½ acre investment tracts. Will defer down payment. Call MY 2-6864-MY 2-2815."

What happened after that ad appeared has not yet been determined, but FBI agents apparently have been trying to find out if the parachuting hijacker who extorted \$200,000 from Northwest Airlines last Nov. 24 answered Lewis' ad.

Several times since the first of this year, Lewis has told The Sun he thought he had been contacted by the skyjacker, whose voice he recognized on the telephone.

However, Lewis also has said at various times before the FBI began questioning him that:

—He has been acting as a go-between to sell the skyjacker's story.

—He has made contact with Fleming and given him the facts for a story.

—He has been seeking a guarantee of amnesty for the skyjacker, who would like to surrender himself and all the money at a time that would coincide with publication of the story.

He has received some money from Fleming for expenses incurred in arranging details of the story's sale.

—He has been waiting for verification that the story will be purchased. He assumes that perhaps the deal is off.

—He has no proof that the man with whom he has been in contact actually is the skyjacker . . . he's merely operating on a "supposition."

Fleming was contacted Saturday by The Sun and declined to confirm or deny anything about the case. Fleming, who recently resigned from the Newsweek staff to edit a weekly tabloid to be published in Los Angeles starting next month, said Fleming himself would keep his "big,

fat, vulnerable mouth shut."

He declined comment on whether or not the FBI has been questioning him about his knowledge of the skyjacker or Lewis, and he declined to say if any money has been paid by him to Lewis.

In March, when The Sun had first contacted Fleming in an attempt to verify Lewis' story, the writer said at first that he knew nothing about a hijacker or about a forthcoming story concerning a hijacker.

But he telephoned the newspaper later the same day to say he remembered a call about midnight the night "from someone purporting to have a yarn about D. B. Cooper."

"He had a supposition that he wanted to report to me. He continued to bend my ear with such incredible nonsense that I turned around and went back to sleep," Fleming said in that conversation.

A portion of the ad Fleming placed in the Seattle Times urged the skyjacker to "call the phone number after midnight and I'll direct you to a safe phone."

Fleming was asked Saturday if he would stand by the comments he had made to The Sun in March. He gave no direct answer, saying he would leave that up to The Sun.

(Mount Clipping in Space Below)

FBI man won't talk about search of Lake Merwin

J. Earl Milnes, special agent in charge of the Seattle FBI office, would not comment Monday on the possibility of having divers search Lake Merwin for the airplane hijacker known as D. B. Cooper.

He also declined to make a statement about an alleged interview with Cooper which was published in the Seattle Flag, a biweekly newspaper just five editions old.

A ground search of several weeks ended last week in the area near Merwin, in the Lewis River country, where Cooper was believed to have parachuted.

Maj. Warren Shiroma, operations officer for the search, said Cooper "got away alive or he's at the bottom of the lake, or the FBI calculations of where he jumped aren't correct."

The major was quoted by United Press International as saying that search of the lake

bottom would be "a staggering job." Merwin Lake is nine miles long.

A man who registered in the name of D. B. Cooper hijacked a plane last November and parachuted from it with \$200,000 ransom.

Search for Cooper was centered in the Woodland area in the fall, and was resumed this year by the FBI, with the help of Army troops, some in helicopters.

In Seattle, the Flag newspaper has published what it claims was a transcript of a taped interview with Cooper.

The newspaper said in Monday's edition it paid \$1,000 for the interview conducted by an anonymous, "ordinary-looking man of 20 years plus" and signed "an agreement of confidentiality."

The Flag quoted Cooper as telling the anonymous inter-

view that he was fun."

The newspaper, staffed primarily by persons in their 20s, said it agreed to buy the interview after the anonymous reporter showed a photograph of a \$20 bill which had a serial number identified as among those in the marked bundle of \$20 bills given to "Cooper."

Of the agreement to buy the transcript, the Flag remarked:

"It stated that under no conditions could we divulge our sources, that we were not allowed to print the interview before the 1st of May, that after transcriptions the tape must be destroyed, in addition, we agreed not to cooperate in any way with local police authorities."

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

P.6

The Columbian
Vancouver, Wn.

Sub-E.

Date: 5/2/72

Edition:

Author: Jack R. Campbell

Editor:

Title: NORJAK

Character:

164-81

or

Classification:

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED _____ SERIALIZED _____
FILED _____

MAY 8 1972
FBI—SEATTLE

DB Cooper 22395

(Mount Clipping in Space Below)

Seattle Publication Claims Taped 'Cooper' Interview

A central figure in the local investigation of the "D. B. Cooper" case met for more than one hour this morning with his attorney.

William "Jack" Lewis, 32-year-old Seabeck land developer,

entered the office of Curtis Coons, 509 4th Street, at 9:09 a.m. and emerged at 10:27 a.m.

Lewis entered the attorney's office alone. His father, William "Bill" Lewis, arrived there at 9:24 a.m. The two left together.

Last week Lewis said the FBI had warned him of his constitutional rights after questioning him several times. He said Wednesday night that he was waiting for Coons to return from California and that the FBI had agreed to leave him alone until he could confer with an attorney.

FBI officials continued their silence on the matter today, and also refused to comment on a report published in a weekly called the Seattle Flag.

That publication published information it claims came from a tape recording of the skyjacker's voice.

According to the Flag's story, a man contacted the publication early this year and wanted to sell the taped interview.

The man demanded \$1,000, according to the story, and offered a photo of a \$20 bill as proof. The paper said it checked with a bank and was told that the bill was one of those given to the skyjacker in the \$200,000 ransom from Northwest Airlines.

The Flag's story claims that the paper had to agree that "under no conditions could we divulge our source, that we were not allowed to print the interview before the first of May, that after transcription the tape must be destroyed... in addition we agreed not to cooperate in any way with local police authorities."

The interview with Cooper was alleged to have taken place in the Seattle area in March.

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

P.1

Bremerton Sun
Bremerton, Wn.Sub-406
So flag:

Date: 5/1/72

Edition:

Author:

Editor:

Title: NORJAK

Character:

or

Classification: 164-81
Submitting Office: Seattle Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 8 1972	
FBI—SEATTLE	

DB Cooper-22396

(Mount Clipping in Space Below)

Sub E

Lake a possibility in hijacker search

J. Earl Milnes, special agent in charge of the Seattle office of the Federal Bureau of Investigation, would not comment today on the possibility of having divers search Lake Merwin, Clark County, for "D. B. Cooper," airplane hijacker.

Army men last week ended an 18-day ground search of a 10-square-mile area into which it was believed the hijacker might have parachuted with \$200,000 last November 24.

Maj. Warren Shiroma, operations officer for the search, said, "Either he got away alive or he's at the bottom of the lake, or the F. B. I. calculations of where

he jumped aren't correct. But I have no doubt that this is where he dropped."

Observers in eight Army helicopters checked every broken tree top.

Shiroma said it would be a staggering project to search the bottom of the lake, which is 12 miles long and 300 feet deep.

Milnes and Stan Pitkin, United States attorney for Western Washington, would not comment on a purported interview with "D. B. Cooper" published in The Seattle Flag, biweekly newspaper.

The Flag said it paid \$1,000 to transcribe a tape recording of the purported interview.

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

p.D13 Seattle Times
Seattle, Wash.

Date: 5/1/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character:
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 4 1972	
FBI—SEATTLE	

DB Cooper-22397

(Mount Clipping in Space Below)

Lewis Maintains Position On 'D. B. Cooper' Case

By DENISE KALETTE
Sun Staff Writer

William "Jack" Lewis, who has been repeatedly questioned by the FBI in connection with a federal investigation of the "D. B. Cooper" hijacking case, said today that his "whole position remains the same."

"But," Lewis added, "there's no way in the world I'll be able to contact this guy" at the present.

Lewis said he feels he may know who the hijacker is, "but I've got no proof and until I have proof I can't name anybody."

That hijacking of a Boeing 727 took place Nov. 24 and netted a skyjacker \$200,000. The skyjacker parachuted from the plane after it took off from Seattle, headed toward Reno.

Lewis said he would be sitting in the office of his attorney, Curtis Coons, at 9:30 a.m. Monday.

Coons has been in California, and he has not been in contact with him recently, he said.

"When he gets back to his office, I will sit down and try to explain the whole thing to him," Lewis said. "I don't really know what to do until I talk to my attorney."

Lewis, who has been in contact with other news media this week, said he is "talking to the press" because "I want them to take my comments and not suppositions on what the FBI is talking to me about."

He said FBI officials "went through each long distance call I've ever made in the last six

months." They have been questioning friends and associates of his, also, Lewis said.

He said the Seattle businessman questioned this week was a friend of his. "They drug him out-of a restaurant in the middle of a meal and drug him in for questioning. The guy had nothing to do with it."

"Well, hell, if this guy (Cooper) ever was gonna give me a handful of money to invest for him, Christ, now he never will. He'll be out to Timbuktu by now and I don't blame him if he is."

Lewis said FBI officials informed him of his rights Wednesday, and that they have not questioned him since.

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

P.1

The Bremerton Sun
Bremerton, Wn.

b6
b7C

Date: 4/29/72
Edition:
Author: Denise Kalette
Editor: Gene Gisley
Title: NORJAK

Character: 164-81
or
Classification: Seattle
Submitting Office:
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 4 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

Search For 'D.B. Cooper' Appears Centered Here



This sketch of skyjacker "D. B. Cooper" has been circulated throughout the nation by the Federal Bureau of Investigation.

By DENISE KALETTE
and OREN CAMPBELL
of The Sun Staff

The search for skyjacker "D. B. Cooper" apparently is centered this week in the Bremerton area.

Agents for the Federal Bureau of Investigation are visiting downtown businesses asking for help in identifying some photographs of a man they believe resembles the hijacker-parachutist who collected \$200,000 ransom last Thanksgiving eve from Northwest Airlines officials in Seattle.

At least one of the photographs appeared to be taken in downtown Bremerton.

That photo — of a man with stylish long, dark hair — apparently was taken on the sidewalk in front of L. H. King Imports, a wig store at 427 Pacific Avenue.

A spokesman for that store said FBI agents told them the photo was received in the mail last week from an unidentified tipster. The spokesman said employees were told that the man in the photo might be D. B. Cooper.

J. Earl Milnes, agent in charge of the Seattle office of the FBI, declined to make

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

P.1

Bremerton Sun
Bremerton, Wn.

b6
b7C



Date: 4/28/72

Edition:

Author: Denise Kalette
Editor: Oren Campbell
Title: Gene Gisley
NORJAK

Character:

or 164-81

Classification:

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

Searched INDEXED
Serialized FILED

MAY 4 1972
FBI—SEATTLE

DB Cooper-22399

any statement about the FBI investigation here.

But Milnes told the Associated Press in Seattle today that Army units from Ft. Lewis have been pulled out of the area southeast of Woodland in the Merwin Dam vicinity, where a search for clues in the Cooper case has been conducted.

"We don't have a mass of men there any longer but we are still working on it," Milnes said.

He declined to tell the AP whether any evidence has been found in the investigation.

The search in southwestern Washington was resumed last month. Authorities said none of the marked currency given the hijacker had turned up.

Mrs. David (Joy) Jensen, manager at King Imports, said four FBI agents have been to the store three days this week.

She said she was shown two photos. One day she said she was shown a photo of a man without the wig and another day she was shown a photo of a man with a wig.

She said the man in the photos looked familiar. "It was just a man that if I saw him I'd recognize him."

Mrs. Jensen said she remembered when

the photos were taken "a couple of months ago." "Three men came in at that time, she said.

She remembered that the man in the photo tried on wigs because "he was irritating in a way and they spent an hour trying different colors and styles and then they didn't buy."

Mrs. Jensen said it was unusual that three men would spend so much time in the wig shop.

Photos were taken just in front of the shop, she said. "They kept running in and out and trying different ones on," she said.

In addition to seeking the identity of the man in the photos, the FBI is questioning William "Jack" Lewis, 32, of Seavue Estates near Seabeck.

Lewis, who told The Sun he believes he might know the identity of the skyjacker, said he has been visited by FBI agents "at least eight times" since last Saturday.

"I've seen seven or eight agents," he said.

Lewis reportedly has declined to tell the FBI who he thinks the skyjacker is. He contends that he has no proof.

A one-time assistant city engineer in Bremerton (for several months in 1970)

Lewis said agents visited him at his home last night and informed him of his rights. He said they agreed to leave him alone until his attorney, Curtis Coons, returns Sunday from California.

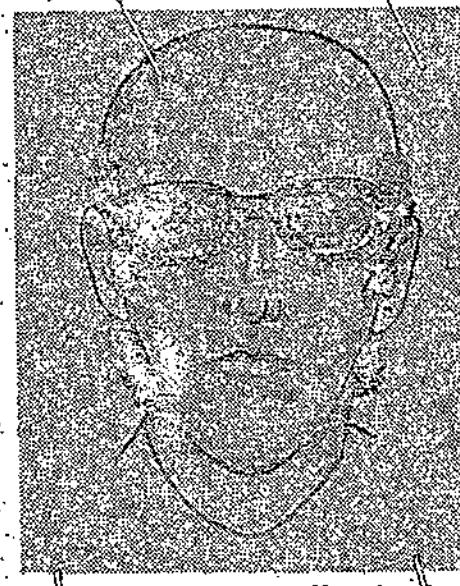
Speaking to The Sun by telephone, Lewis acknowledged that his telephone might be wiretapped.

"I've spoken to Northwest Bell and I know how it's being tapped," Lewis commented. He said telephone officials didn't admit the wiretapping, but they told him about wiretapping procedures and informed him what wiretap evidence is admissible in court.

FBI agents have asked Lewis not to speak with "certain persons" about the questioning, he said, but they didn't say he shouldn't speak with the press . . . or with the man he thinks may have committed the crime.

Lewis is a part-owner of Perl's Dance Pavilion, is a land developer in partnership with his father, William B. Lewis of Seabeck, and says he is a representative of a firm called World Wide Engineering. That firm, Lewis said, markets — among

(Continued on Page 2, Col. 1)



This sketch, by Sun staff artist Doug Richards, is similar to a photo being shown by FBI agents to persons in some downtown Bremerton businesses.

FBI Skyjacker Search

Appears Centered Here

(Continued from Page 1)
other things—a device for tapping telephone lines.

Lewis also describes himself as a freelance civil engineer. He formerly worked as project engineer for several heavy construction jobs.

Lewis insists that the man pictured in the photos shown to him by the FBI is not the man he believes to be "Cooper."

In addition to the photo of a man with the long hair—possibly a wig, FBI agents are showing photos of a man with the same facial features—with hair only on the sides of his head and in back—with a cap and heavy coat pulled around his face.

Several other downtown businesses reported that FBI agents paid visits this week.

Mrs. Georgia Ambler, a cashier at Pay Less Drug Store, across the street from King Imports, said an FBI agent came to the store this week and showed her a photo, too.

She said the man in wig and dark glasses looked familiar, but she did not know his name.

At Simpson's Barber Shop, where an FBI agent came Tuesday, Tom Phillips reported he was shown two photos. He was under the impression one photo showed a partly bald man with hair combed forward to cover the baldness, he said.

The man in the photo "looked real familiar" he said.

Jay D. Simpson told The Sun the agent did not say what they were investigating, but asked "if I recognized the fellow in the picture, if I'd ever seen him before."

Simpson said he did not know the man. "In the picture he showed us, he told us

the man was completely bald and when the picture was taken he had a wig on," he said.

A customer who was in the barber shop at the time, Dennis A. Smith, co-owner of The Apothecary Shop, said today he remembers the FBI agent's visit.

"Both barbers said he (the man photographed) looked real familiar but they couldn't place him."

"Stephanie Wahi next door at L. H. King Imports told me they were looking for D. B. Cooper," he said.

"Apparently they're hitting all the barber shops and wig shops," Smith said.

The skyjacking occurred last Nov. 24 on a flight from Portland to Seattle.

The FBI, in a circular to law enforcement agencies, listed "Cooper" as being white, male, in his mid-40s, 5-foot-10 to 6-foot, 170-180 pounds, average to well-built, with an olive complexion, medium smooth and a Latin appearance.

The circular said he had dark brown or black hair, normal style, parted on the left and combed back, with sideburns at low ear level.

Other details from the circular included:

"Eyes: Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims."

"Voice: Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S."

"Characteristic: Heavy smoker of Raleigh filter tip cigarettes."

"Wearing apparel: Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes."

(Mount Clipping in Space Below)

b6
b7C

Skyjacking Probe

Continues In Area

By DENISE KALETTE
Sun Staff Writer

Federal investigation into the case of the elusive "D. B. Cooper" continued in the Bremerton area today with reports of questioning by FBI agents from at least three more businesses.

A Seattle resident also reportedly has been questioned.

Cooper was the name used by a man who hijacked a Northwest Airlines Boeing 727 last Nov. 24, parachuting from the plane somewhere between Seattle and Reno with \$200,000 in extorted cash.

FBI agents have been questioning local businessmen and residents recently in connection with the skyjacking, and showing photos to those questioned for possible identification.

At the Melody Lane Restaurant, em-

ployees indicated this morning that agents from the Federal Bureau of Investigation have been there nearly every day this week, showing photos and asking questions.

A cook at the restaurant, Mrs. Mary Jeffries, said she was shown three glossy photos, and that she thought she recognized one of the men photographed.

But, she said, "it would not be fair" to identify him publicly.

A car used by FBI officials was parked at the restaurant about 5 p.m. yesterday, and employees said agents had been in at least twice during the day.

J. Earl Milnes, agent in charge of the Seattle FBI office, said today that he has been "badgered by the press" but declined comment on whether pursuit of the hijacking case in Kitsap County had turned up significant new leads or whether a suspect was being held.

A Seattle resident reportedly has been questioned by the FBI several times since Saturday night, according to one source.

The man reportedly was told that someone had accused him of being the skyjacker. Later, FBI agents allegedly informed the man he was no longer a suspect in the case, according to the source, who said he has been in contact with the FBI.

The Seattle man was located Saturday night at a Seattle restaurant and taken to the Federal Building for interrogation and to be photographed, according to the source.

One informed source told The Sun that the FBI definitely has narrowed its

(Continued on Page 2, Col. 2)

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

P.1

Bremerton Sun
Bremerton, Wn.

Date: 4/28/72

Edition:

Author: Denise Kalette

Editor: Gene Gisley

Title:

NORJAK

Character:

or 164-81

Classification:

Submitting Office: Seattle

 Being Investigated

COPY SENT TO BUREAU

SEARCHED INDEXED

SERIALIZED FILED

MAY 4 1972

FBI—SEATTLE

DB Cooper-22402

Skyjacking Probe Continues Here

(Continued from Page 1)

search for the man in the photograph to someone who is bald headed.

Joe Davis, vice president and general manager at Caséy's Ford, Inc., in Poulsbo, said three men paid a visit to his business about midday Wednesday.

Two of the men identified themselves as FBI agents, he said, but Davis added that he is not convinced the men actually were from the FBI.

"Looking back, they were very nervous. I don't think they were FBI. I think if they were, they would have approached me differently."

The men showed him photos, he said, and "They wanted to know about a yellow car with dealers plates".

The men said they wanted to speak to "Bill and Jack Lewis" Davis said. "They said they were having trouble locating them.

"I said you shouldn't have any trouble locating them, they live out at Seabeck, and Bill is home most of the time."

Jack Lewis has told the Sun he has been questioned by FBI agents "at least eight times" since last Saturday. Bill Lewis is Jack's father.

Agents also questioned employes at the Kitsap Golf and Country Club Tuesday and Wednesday and asked whether they could identify photographs, employees said.

Mrs. Elmer (Jerry) Driver, a bartender at the club, said an FBI man showed her three photographs about lunchtime Wednesday. The first two showed a man in dark glasses, with a wig and a tam, a type of cap, on his head, and a photo of a bald man.

That photo was similar to one that appeared in The Sun yesterday, she said.

"I didn't recognize the man. The FBI agent thought he might have been in the club," she said. "I said, 'but this is a private club'" she continued. The agent told her the man "might have come in as a guest" and that he was merely "checking all the angles". But the agent did not say what he was checking, or who he was looking for, she said.

The agent showed her a third picture of a younger man with dark hair and a dark beard "that just barely outlined his face". She did not know that man either, she said, but the agent "did not seem too concerned. He seemed to know who this other person in the third picture is," Mrs. Driver said.

Other employes said they were shown photos too, but did not recognize those pictured.

(Mount Clipping in Space Below)

2-Bremerton Men Queried in Hijack

A Bremerton-area land developer said yesterday that he and a friend have been questioned in connection with the "D. B. Cooper" hijacking of a Northwest Airlines plane last Thanksgiving eve.

The hijacker was thought to have parachuted from the plane somewhere in Clark County with \$200,000 extorted from the airline after he had commanded the pilot to fly from Seattle to Reno.

William "Jack" Lewis, of Seabeck, the land developer who is also a freelance engineer, said the FBI first talked to him last Saturday after he ran a

gimmick newspaper advertisement promoting his development and addressed to "D. B. Cooper," the name used by the hijacker.

Lewis said FBI agents have also talked to a friend of his who resembles Coop-

per.

Lewis said last January he told the Bremerton Sun he thought he knew who the hijacker was.

It was not the friend questioned by the FBI, he said.

The FBI declined comment on Lewis' statement that he and his friend had been questioned.

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

p.A15 Seattle Post-Intelligencer Seattle, Wash.

[Redacted]
b6
b7C

Date: 4/28/72
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJAK

Character:
or 164-81
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED INDEXED
SERIALIZED FILED

MAY 4 1972
FBI—SEATTLE

(Mount Clipping in Space Below)

Lewis Maintains Position On 'D.B. Cooper' Case

By DENISE KALETTE
Sun Staff Writer

William "Jack" Lewis, who has been repeatedly questioned by the FBI in connection with a federal investigation of the "D. B. Cooper" hijacking case, said today that his "whole position remains the same."

"But," Lewis added, "there's no way in the world I'll be able to contact this guy" at the present.

Lewis said he feels he may know who the hijacker is, "but I've got no proof and until I have proof I can't name anybody."

The hijacking of a Boeing 727 took place Nov. 24 and netted a skyjacker \$200,000. The skyjacker parachuted from the plane after it took off from Seattle, headed toward Reno.

Lewis said he would be sitting in the office of his attorney, Curtis Coons, at 9:30 a.m. Monday.

Coons has been in California and he has not been in contact with him recently, he said.

"When he gets back to his office, I will sit down and try to explain the whole thing to him," Lewis said. "I don't really know what to do until I talk to my attorney."

Lewis, who has been in contact with other news media this week, said he is "talking to the press" because "I want them to take my comments and not oppositions on what the FBI is talking to me about."

He said FBI officials "went through each long distance call I've ever made in the last six

months." They have been questioning friends and associates of his, also, Lewis said.

He said the Seattle businessman questioned this week was a friend of his. "They drug him out of a restaurant in the middle of a meal and drug him in for questioning. The guy had nothing to do with it."

"Well, hell, if this guy (Cooper) ever was gonna give me a handful of money to invest for him, Christ, now he never will. He'll be out to Timbuktu by now and I don't blame him if he is."

Lewis said FBI officials informed him of his rights Wednesday, and that they have not questioned him since.

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

p.1 Bremerton Sun
Bremerton, Wash.

b6
b7C

Date: 4/29/72
Edition: Vol. 73 #20
Author: Denise Kalette
Editor: Gene Gisley
Title:

Character:
or
Classification:
Submitting Office: Seattle

Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
FBI—Seattle	

(Mount Clipping in Space Below)

Man sent to San Diego on pot charge

Dennis Leo McLaren, arrested here this week, was ordered returned yesterday to San Diego to face charges involving the smuggling of marijuana into the country from Mexico.

United States Magistrate Alan Froelich also ordered McLaren to continue to be held under \$50,000 bail. Federal authorities said McLaren took part in a marijuana-smuggling ring formerly centered in San Diego. McLaren also faces charges of failing to appear for trial and for jumping bail.

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

p.A6 Seattle Times
Seattle, Wash.

Date: 4/29/72
Edition: Final
Author:
Editor: Henry McLeod
Title:

DENNIS LEO MC LAREN

Character:
or BOND DEFAULT
Classification: 115-263

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MAY 2 1972	
FBI—SEATTLE	

DB Cooper-22406

(Mount Clipping in Space Below)

Bremerton man probes Cooper case

By DEE NORTON

William (Jack) Lewis, a Bremerton dance-hall operator, who has been interviewed by federal agents about the "D. B. Cooper" hijacking November 24, said today he wishes he never had begun investigating the hijacking on his own.

Lewis, 32, Seabeck, who also works as a free-lance engineer, said that as many as four Federal Bureau of Investigation agents interviewed him eight times between Saturday morning and Wednesday, asking about the man who ransomed a Northwest Airlines 727 for \$200,000. The interviews ended, Lewis said, when the agents informed him of his constitutional rights and he said he wanted an attorney present during the questioning.

LEWIS SAID he has investigated the hijacking in hopes of collecting a \$10,000 reward. In January he in-

cluded Cooper's name in an advertisement to sell some property, he said.

Response to the advertisement started him on a "better theory than what the F. B. I. has been doing," Lewis said.

"I have cooperated with

the F. B. I., but now I just want to forget the whole thing," he said. "A friend who looks like Cooper but who I'm sure is not was pulled away from his dinner table and treated very un-gentlemanly and I have lost a friend. I'm sure he'll never

talk to me again."

Lewis would not identify the friend today or say where the friend lives.

LEWIS SAID F. B. I. agents showed him photographs of an unidentified man in a wig standing in

front of a Bremerton wig store. The photographs were mailed anonymously to the F. B. I.

"No way is the real Cooper going to stand in a plainly identifiable background and have his picture taken," Lewis said.

Mrs. Joy Jensen, wig-store manager, has told agents the man in the photo spent an hour in the store about three months ago, tried on several wigs but bought nothing. The Bremerton Sun reported.

Lewis said he will meet with agents Monday when his attorney, Curtis Goons, returns from California. "I expect to be called before the grand jury now," he said. "I just want to forget the whole thing."

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

p.A16 Seattle Times
Seattle, Wash.

b6
b7c

Date: 4/28/72
Edition: Final
Author: Dee Norton
Editor: Henry McLeod
Title: NORJAK

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

Being Investigated

COPY SENT TO BUREAU

SEARCHED INDEXED

SERIALIZED FILED

MAY 2 1972
FBI—SEATTLE

(Mount Clipping in Space Below)

Search For 'D.B. Cooper' Appears Centered Here

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

p.1 Bremerton Sun
Bremerton, Wash.

b6
b7C

By DENISE KALETTE
and OREN CAMPBELL
of The Sun Staff

The search for skyjacker "D. B. Cooper" apparently is centered this week in the Bremerton area.

Agents for the Federal Bureau of Investigation are visiting downtown businesses asking for help in identifying some photographs of a man they believe resembles the hijacker-parachutist who collected \$200,000 ransom last Thanksgiving eve from Northwest Airlines officials in Seattle.

At least one of the photographs appeared to be taken in downtown Bremerton.

That photo — of a man with stylish long, dark hair — apparently was taken on the sidewalk in front of L. H. King Imports, a wig store at 427 Pacific Avenue.

A spokesman for that store said FBI agents told them the photo was received in the mail last week from an unidentified tipster. The spokesman said employes were told that the man in the photo might be D. B. Cooper.

J. Earl Milnes, agent in charge of the Seattle office of the FBI, declined to make

any statement about the FBI investigation here.

But Milnes told the Associated Press in Seattle today that Army units from Ft. Lewis have been pulled out of the area southeast of Woodland in the Merwin Dam vicinity, where a search for clues in the Cooper case has been conducted.

"We don't have a mass of men there any longer but we are still working on it," Milnes said.

He declined to tell the AP whether any evidence has been found in the investigation.

The search in southwestern Washington was resumed last month. Authorities said none of the marked currency given the hijacker had turned up.

Mrs. David (Joy) Jenson, manager at King Imports, said four FBI agents have been to the store three days this week.

She said she was shown two photos. One day she said she was shown a photo of a man without the wig and another day she was shown a photo of a man with a wig.

She said the man in the photos looked familiar. "It was just a man that if I saw him I'd recognize him."

Mrs. Jensen said she remembered when

Date: 4/27/72
Edition: Vol. 73 #18
Author: Denise Kalette
Editor: Oren Campbell
Title: Gene Gisley
NORJAK

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

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED

MAY 4 1972
FBI—SEATTLE

the photos were taken "a couple of months ago." Three men came in at that time, he said.

She remembered that the man in the photo tried on wigs because "he was irritating in a way and they spent an hour trying different colors and styles and then they didn't buy."

Mrs. Jensen said it was unusual that three men would spend so much time in the wig shop.

Photos were taken just in front of the shop, she said. "They kept running in and out and trying different ones on," she said.

In addition to seeking the identity of the man in the photos, the FBI is questioning William "Jack" Lewis, 32, of Seavue Estates near Seabeck.

Lewis, who told The Sun he believes he might know the identity of the skyjacker, said he has been visited by FBI agents "at least eight times" since last Saturday.

"I've seen seven or eight agents," he said.

Lewis reportedly has declined to tell the FBI who he thinks the skyjacker is. He contends that he has no proof.

A one-time assistant city engineer in Bremerton (for several months in 1970)

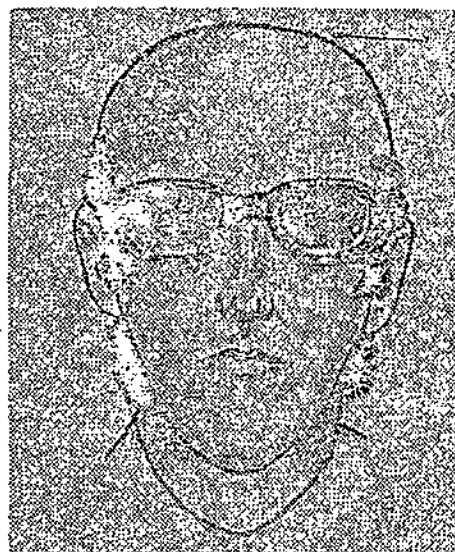
Lewis said agents visited him at his home last night and informed him of his rights. He said they agreed to leave him alone until his attorney, Curtis Coons, returns Sunday from California.

Speaking to The Sun by telephone, Lewis acknowledged that his telephone might be wiretapped.

"I've spoken to Northwest Bell and I know how it's being tapped," Lewis commented. He said telephone officials didn't admit the wiretapping, but they told him about wiretapping procedures and informed him what wiretap evidence is admissible in court.

FBI agents have asked Lewis not to speak with "certain persons" about the questioning, he said, but they didn't say he shouldn't speak with the press . . . or with the man he thinks may have committed the crime.

Lewis is a part-owner of Perl's Dance Pavilion, is a land developer in partnership with his father, William B. Lewis of Seabeck, and says he is a representative of a firm called World Wide Engineering. That firm, Lewis said, markets — among



This sketch, by Sun staff artist Doug Richards, is similar to a photo being shown by FBI agents to persons in some downtown Bremerton businesses.



This sketch of skyjacker "D. B. Cooper" has been circulated throughout the nation by the Federal Bureau of Investigation.

FBI Skyjacker Search Appears Centered Here

(Continued from Page 1)
other things—a device for tapping telephone lines.

Lewis also describes himself as a freelance civil engineer. He formerly worked as project engineer for several heavy construction jobs.

Lewis insists that the man pictured in the photos shown to him by the FBI is not the man he believes to be "Cooper."

In addition to the photo of a man with the long hair—possibly a wig, FBI agents are showing photos of a man with the same facial features—with hair only on the sides of his head and in back—with a cap and heavy coat pulled around his face.

Several other downtown businesses reported that FBI agents paid visits this week.

Mrs. Georgia Ambler, a cashier at Pay Less Drug Store, across the street from King Imports, said an FBI agent came to the store this week and showed her a photo, too.

She said the man in wig and dark glasses looked familiar, but she did not know his name.

At Simpson's Barber Shop, where an FBI agent came Tuesday, Tom Phillips reported he was shown two photos. He was under the impression one photo showed a partly bald man with hair combed forward to cover the baldness, he said.

The man in the photo "looked real familiar" he said.

Jay D. Simpson told The Sun the agent did not say what they were investigating, but asked, "if I recognized the fellow in the picture, if I'd ever seen him before."

Simpson said he did not know the man. "In the picture he showed us, he told us

the man was completely bald and when the picture was taken he had a wig on," he said.

A customer who was in the barber shop at the time, Dennis A. Smith, co-owner of The Apothecary Shop, said today he remembers the FBI agent's visit.

"Both barbers said he (the man photographed) looked real familiar but they couldn't place him."

"Stephanie Wahl next door at L. H. King Imports told me they were looking for D. B. Cooper," he said.

"Apparently they're hitting all the barber shops and wig shops," Smith said.

The skyjacking occurred last Nov. 24 on a flight from Portland to Seattle.

The FBI, in a circular to law enforcement agencies, listed "Cooper" as being white, male, in his mid-40s, 5-foot-10 to 6-foot, 170-180 pounds, average to well-built, with an olive complexion, medium smooth and a Latin appearance.

The circular said he had dark brown or black hair, normal style, parted on the left and combed back, with sideburns at low ear level.

Other details from the circular included:

"Eyes: Possibly brown. During latter part of flight put on dark, wrap-around sunglasses with dark rims.

"Voice: Low, spoke intelligently; no particular accent, possibly from Midwest section of the U.S..

"Characteristic: Heavy smoker of Raleigh filter tip cigarettes."

"Wearing apparel: Black or brown suit; white shirt; narrow black tie; black dress suit; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes."

(Mount Clipping in Space Below)

Sub - C

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

Page 12

Bellingham Herald

Bellingham, Wash.

Date: 4/12/72

Edition: Final

Author:

Editor: WILLARD K. FOWLER

Title:

NORJAK

Character:

or 164-81 - *Sub-B*

Classification:

Submitting Office: Seattle

 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 17 1972	
FBI—SEATTLE	

DB Cooper-22411

(Mount Clipping in Space Below)

Sub- C

Air desperados face long odds

It doesn't pay to imitate "D. B. Cooper." If the truth be known, it probably doesn't pay to be "D. B. Cooper," either.

Excellent work by Federal Bureau of Investigation and other law-enforcement agents resulted in the rapid arrest over the weekend of two suspects in separate extortion-parachute-hijacking escapades modeled on the exploits of "D. B. Cooper," who parachuted out of a hijacked airliner with \$200,000 Thanksgiving Eve after ordering the plane to fly from Seattle to Reno.

Of the eight parachute-hijacking attempts, only the "Cooper" case is listed as unsolved. And

he might well have met his fate in the Southwest Washington wilderness. At least, not any of the marked bills he received as ransom have turned up.

Thought is being given in Congress to prohibiting airlines from making ransom payments to hijackers. We doubt that any such law could be made workable.

In any event, good law-enforcement work such as that displayed in the recent Utah and California hijacking escapades ought to have a stronger deterrent effect than any additional legislation — that and stern dealing by the courts with all convicted hijackers.

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

p.A12 Seattle Times
Seattle, Wash.

Date: 4/11/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character:
or
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 17 1972	
FBI—SEATTLE	

DB Cooper-22412

(Mount Clipping In Space Below)

b6
b7C

'Cooper' Hijack Link Studied

Associated Press

The FBI said yesterday it is "considering" the possibility that the hijacker who bailed out of an airliner with \$500,000 late Friday might be the same man as "D. B. Cooper" who pulled a similar escapade last November.

A massive search for the latest hijacker—who parachuted from a United Airlines 727 jetliner after leaving San Francisco—was conducted in the Provo, Utah, area yesterday. But the search had all but ended last night after a local official reported a suspect has been identified but not apprehended.

Meanwhile, the search was continuing in the Woodland, Wash., area for the mysterious Cooper, who parachuted Thanksgiving Eve from a Northwest Airlines 727 jetliner with \$200,000.

The FBI at Las Vegas said the possibility that the United hijacker might be the same man who used the D. B. Cooper name was "under consideration."

He said there was "always a possibility" that the two might be the same, but added that there was no evidence at this time to indicate the possibility was true.

In Salt Lake City, FBI agent in-charge

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

p. Al Seattle Post-Intelligencer
Seattle, Wash.

Date: 4/9/72
Edition: Sunday
Author:
Editor: Dick Lyall
Title:

NORJAK

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

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 12 1972	
FBI - SEATTLE	

Russell Calame said only, "You'd have to look at the general data on each of them and reach your own conclusion."

The Federal Aviation Administration said, "How would we know?" and a United spokesman said he wouldn't dare speculate.

Cooper was described as a man in his 40s and the United hijacker has been described as in his 20s.

The United hijacker was identified on the plane's passenger list only as "T. Johnson."

FBI agents said that a search by 200 persons around the Provo lake country had turned up no trace of Johnson.

The FBI refused to comment on the possibility of another search in another location.

"We are investigating, searching and following up leads," said Calame. He refused to deny or confirm a report by Provo Police Chief Jesse Evans that a "possible suspect" had been identified, but not apprehended.

In Los Angeles, meanwhile, the pilot of the United Air Lines 727 said he believes the hijacker may be a pilot.

"I would say he had an excellent knowledge of parachutes and airplanes," said Capt. Gerry Hearn.

He said the man sent specific instructions to the cockpit, and "the flight plan was similar to what we ourselves prepared."

The pilot also said the hijacker may have merely discarded four parachutes furnished by the airline and escaped in a chute carried aboard in his luggage. Hearn said the airline's parachutes were equipped with electronic tracing devices.

Rumors circulated that the hijacker was picked up by a waiting helicopter, but the FBI would not confirm or deny the report.

The hijacker, cool and methodical as he passed his commands on handwritten notes carried by stewardesses to the pilot, took over the plane on a flight from Newark, N.J., to Los Angeles.

He allowed 85 passengers, a stewardess and four United officials to leave in San Francisco after receiving \$500,000 and four parachutes.

The November hijacker known as Cooper took over the Northwest airliner shortly after it left Port

land en route to Seattle. He demanded \$200,000 and four parachutes.

The passengers were allowed to leave the plane at Seattle. The money and parachutes were turned over to the hijacker and he ordered the crew to fly to Reno, Nev.

When the plane arrived at Reno, the skyjacker, the money and two parachutes were gone.

Authorities theorized the man parachuted over rugged southwestern Washington country, and a search was carried out for nearly two weeks.

The search was resumed about two weeks ago, called off at Easter and then reinstated Friday.

The FBI has had little comment on the search for Cooper, but an Army spokesman earlier said he thought it might be the result of "negative reaction."

He explained that because none of the marked bills used as ransom money had turned up, law enforcement authorities apparently believe Cooper may have been killed when he jumped from the Boeing 727 jetliner.

The first attempted parachute skyjacking occurred last Nov. 12. It ended in failure when a member of the crew of an Air Canada jet subdued a man who had demanded money and parachutes which were delivered at the Great Falls, Mont., airport. The skyjacker was struck on the head with a fire ax as he was strapping on his chute.

In all, seven persons have used the modus operandi in the quest for instant wealth. Only Cooper and Johnson are still at large.

(Mount Clipping in Space Below)

Sub E

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

Troops Search For Skyjacker

WOODLAND, Cowlitz County — (AP) — Army troops were back on the job yesterday helping the FBI search the area around Lake Merwin for a skyjacker who commandeered a jet liner last Thanksgiving Eve.

An Army spokesman said about 200 troops of the 3rd Armored Cavalry Regiment were helping search for a hijacker who gave his name as D. B. Cooper.

p. B8 Seattle Post-Intelligencer Seattle, Wash.

Date: 4/8/72
Edition: Final

Author: Dick Lyall
Editor:
Title: NORJAK

Character:
or 164-81
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

164-81-Sub E

SEARCHED	INDEXED
SERIALIZED	FILED
APR 12 1972	
FBI - SEATTLE	

[Signature]

DB Cooper-22415

(Mount Clipping in Space Below)

Sub E

Army rejoins hunt for air hijacker

WOODLAND, Cowlitz County — (AP) — Army troops were back on the job today, helping the Federal Bureau of Investigation search the area around Lake Merwin for a skyjacker who commandeered a jetliner last Thanksgiving Eve.

An Army spokesman said about 200 troops of the 3rd Armored Cavalry Regiment were helping search for a hijacker who gave his name as D. B. Cooper. The skyjacker took over an airliner on a flight from Portland to Seattle. He is believed to have parachuted over Southwest Washington.

The troops on hand today made up "Essentially the same task force that was down there" when the search was resumed recently, an Army spokesman at Fort Lewis, where the troops are stationed, said.

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

p.A2 Seattle Times
Seattle, Wash.

Date: 4/7/72
Edition: Final

Author:
Editor: Henry McLeod
Title: NORJAK

Character:

or 164-81-SubB
Classification:
Submitting Office: Seattle E

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED

APR 12 1972
FBI—SEATTLE

DB Cooper-22416

(Mount Clipping in Space Below)

Sub-B.

Body Of Slain Girl Identified

VANCOUVER, Wash. — (UPI) — A young woman whose body was found in a cistern at an old grist mill in Clark County last week was identified yesterday as Barbara Ann Derry, 18, of Goldendale.

The girl had been stabbed to death and her body thrown into the 20-foot-high cistern. The body was found last Wednesday by two women searching for old bottles.

No one has been arrested in connection with the death, Clark County Sheriff Gene Gotton said yesterday.

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

p.A5 Seattle Post-Intelligencer Seattle, Wash.

Date: 4/4/72
Edition: Final

Author: Dick Lyall
Editor:
Title: NORJAK

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

pk
COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 5 1972	
FBI—SEATTLE	

Skyjacker Inspiration for T-Shirt

PORLAND, Ore. (UPI) — "D. B. Cooper, where are you?" says the latest T-shirt inscription sported by youngsters in Oregon as the search for a parachuting hijacker and his \$200,000 ransom continues without results.

"D. B. Cooper," or whoever he was, hijacked a Northwest Airlines jetliner on Thanksgiving eve. He parachuted into the black night and anonymity somewhere over the rugged mountains between Seattle, Wash., and Reno, Nev.

The FBI said Thursday there was "nothing pertinent or particularly encouraging" in the hunt. He gave his name as "D. B. Cooper" when he purchased a ticket at Portland the night of the hijacking.

He collected his ransom with a bomb threat as the plane flew to Seattle. Then he allowed the passengers to disembark and he disappeared out the aircraft's back entrance as it flew toward Nevada.

Newspapers in the Pacific Northwest have received letters purportedly signed by Cooper, but authorities would not comment on whether they are really from the hijacker.

Sub B

164-81-*Jub B*

SEARCHED	INDEXED
SERIALIZED	FILED
MAR 3 1972	
FBI - SEATTLE	

(Mount Clipping in Space Below)

Woman's body found in search for D.B. Cooper

Sub B

By ED GROSSWILER
Associated Press Writer

WOODLAND, Wash. (AP) — Authorities attempted Thursday to identify the body of a young woman found in the area of an intensive search for D. B. Cooper, the man believed to have parachuted from a hijacked jetliner with \$200,000 ransom four months ago.

The woman's body was found Wednesday afternoon by a woman who was looking for old bottles at the historic Grist Mill northeast of Woodland. Clark County Sheriff Eugene Cotten said the body was found at the base of a silo inside the mill. An autopsy was performed Wednesday night and fingerprints taken to aid identification.

Waited the FBI until it was determined the body was that of a woman.

The FBI, assisted by Army troops and helicopters, has been conducting a renewed search for the hijacker. The man known as Cooper took over a Portland-Seattle Northwest Airlines jet last November. After ordering it to land in Seattle he demanded \$200,000 and four parachutes. He ordered the plane to fly to Reno, Nev. but when it arrived the man, money and two parachutes were missing. Authorities theorize he parachuted over southwest Washington.

Cotten would not speculate on the cause of death. The body was partially disrobed when discovered.

No reports

The sheriff said he had no reports of missing persons whose description would match the body.

The Grist Mill is near where the body of Cynthia Glass, 25, a Portland grocery clerk was found several weeks ago. She had been abducted from the store where she worked and shot to death. Portland police have been working with authorities in Texas, Colorado and Utah where similar slayings of store clerks have taken place in the past six months.

The discovery of the body at-

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

Page 12

Bellingham Herald

Bellingham, Wash.

Date: 3/30/72

Edition: Final

Author:

Editor: WILLARD K. FOWL R

Title: NORJAK

Character:

or

164-81 -

Classification:

Sub B

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 3 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

Sub B

Body of woman found where troops hunt 'D. B. Cooper'

Authorities were attempting today to identify the body of a young woman found yesterday in the Clark County area where an intensive search is being conducted for the parachuting jet hijacker known as D. B. Cooper.

Initially the discovery of the body touched off rumors the hijacker had been found.

The Federal Bureau of Investigation, aided by Fort Lewis troops and Army helicopters, have been searching the area for the body or traces of the hijacker of a Northwest Orient Airlines 727 who escaped with \$200,000 last November 24.

While 200 troops have been used to comb the surrounding area, the woman's body was found by two women looking for old bottles at the historic Grist Mill northeast of Woodland. The body was at the bottom of a 20-foot shaft in the old mill.

Dr. Archie Hamilton, Clark County, coroner, said the woman, in her mid or late teens, died from a single stab wound in the heart. He estimated she had been dead

three weeks or longer.

Dental casts were made to aid in identification.

Clark County Sheriff Eugene Cotten said he had no reports of missing persons whose description would match the body.

The body was partially disrobed when discovered. The girl had been wearing blue jeans and a sweatshirt.

The Grist Mill is near where the body of Cynthia Glass, 25, a Portland grocery clerk was found several weeks ago. She had been abducted from the store where she worked and shot to death.

Discovery of the body attracted the attention of the F. B. I. until it was determined it was a woman.

The F. B. I. believes the hijacker who used the name D. B. Cooper parachuted from the commandeered jet somewhere near the Clark and Cowlitz County line as the plane flew from Seattle to Reno.

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

p.C3 Seattle Times
Seattle, Wash.

Date: 3/30/72
Edition: Final

Author:
Editor: Henry McLeod
Title: NORJAK

Character: 164-81-
or
Classification:
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 5 1972	
FBI—SEATTLE	

(Mount Clipping in Space Below)

Sub B

Young woman's body discovered

Washington historic site yields corpse

By STEVE ERICKSON

of The Oregonian staff

WOODLAND, Wash. — The partially decomposed body of a young woman was found under a historic grist mill nine miles northeast of Woodland Wednesday in an area where widespread searching was being conducted for an airline hijacker.

Numerous Army, FBI and local police personnel and a dozen newsmen flocked to the scene before the woman's body was recovered from the bottom of a rotted wooden dry cistern. There was speculation that the body would be that of Dan Cooper, who parachuted from a jetliner last Thanksgiving eve with \$200,000 in ransom money.

The body was discovered at midafternoon Wednesday by Shirley Free, Carnation, Wash., and her sister, Mrs. Howard Pearson, Ridgefield, Wash., as the two were searching for old bottles. They spotted the body through rotted siding at the base of the 20-foot-high cistern, and called police. A soldier used a chain saw to cut a large hole in the cistern, and the body was removed.

It was that of a woman apparently in her mid-20s, about 5 feet, 6 to 8 inches tall, weighing some 130 pounds, with dark hair. She was wearing bell-bottom blue jeans, blue low-cut tennis shoes and a sweater or sweatshirt.

The pants had been pulled to her knees and the sweater was pulled around her neck and face. The body had blood around the mouth.

Eugene Cotton, Clark County sheriff, said the body appeared to have been in the cistern "for quite some time — possibly since before January's high water."

Cotton said he was "not aware of" any missing women in the area.

The grist mill where the body was found was built in 1876 alongside Cedar Creek.

It is less than one mile as the crow flies from the spot where the body of Cynthia Glass, Portland grocery store clerk who was kidnapped and slain last month, was found. The two locations, however, are 15 to 20 miles apart by road.

Cotton said the woman could have crawled through a flume and fallen into the cistern, or "at the lower level there is an opening where a body could have been placed in there."

A platform from which a body could have been dumped into the cistern is accessible from the mill.

Cotton said he would await results of an autopsy before concluding whether the case is a homicide.

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

1 THE OREGONIAN
Portland, Ore.Date: 3/30/72
Edition: Sunrise

Author:

Editor:

Title: NORJAK

Character: 164-81-Sub. B

or

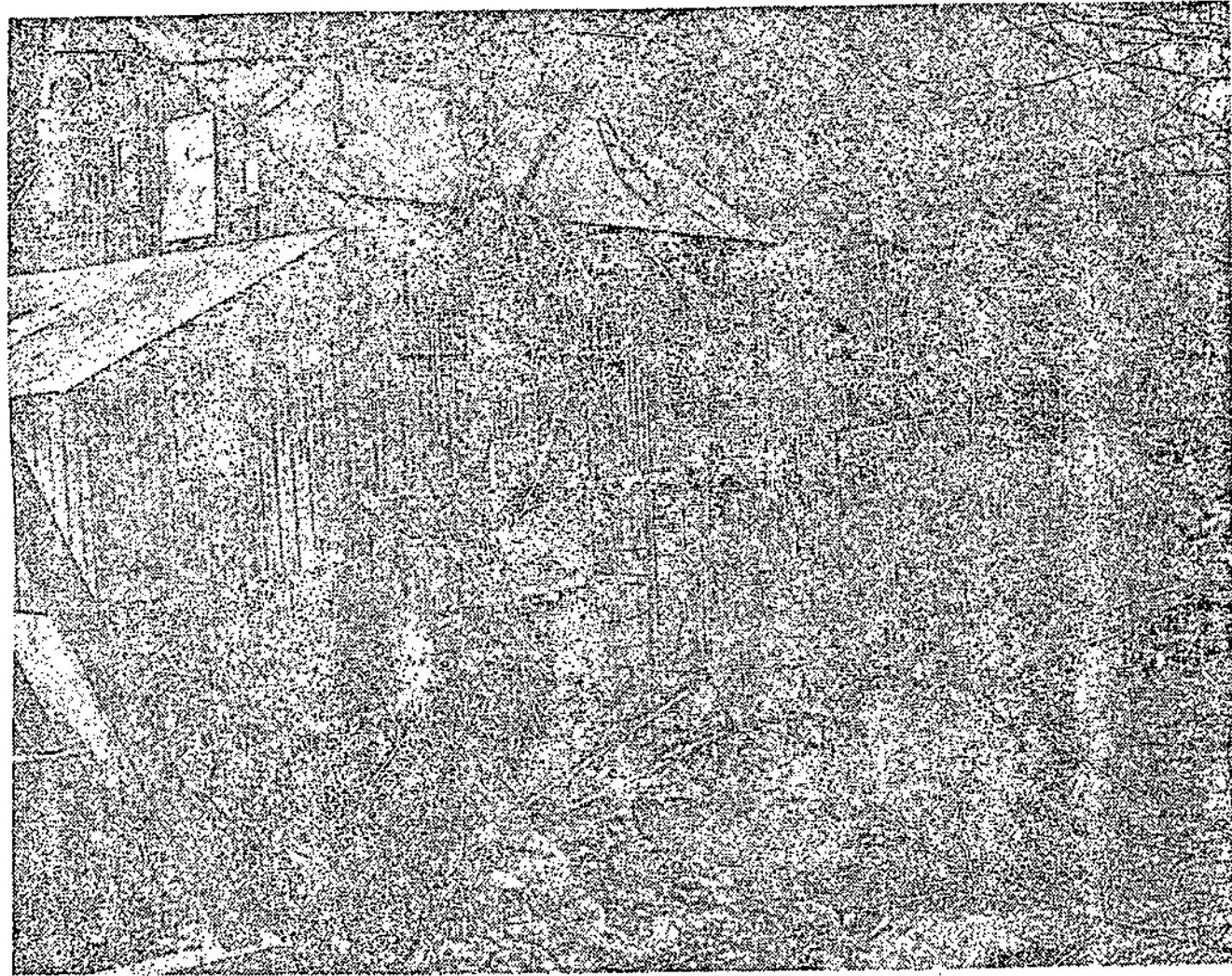
Classification:

Submitting Office: SEATTLE

 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
APR 3 1972	
FBI—SEATTLE	



Staff Photo by Jim Vincent

BODY FOUND IN MILL — Unidentified body of young woman was found Wednesday at bottom of circular mill some nine miles northeast of Woodland, Wash.

(Mount Clipping in Space Below)

Sub - B

Nobody Says, But They Must Think He's There

BY DICK CLEVER

P-I Staff

ARIEL, Cowlitz County — The FBI apparently has not changed its theory that "D. B. Cooper," the skydiving plane hijacker, bailed out of a low-flying jetliner somewhere over the area of Lake Merwin, about 16 miles east of I-5.

Aided by 200 troops and nine helicopters from Ft. Lewis, the FBI concentrated its search efforts yesterday in the hills and valleys just above and a few miles below Merwin Dam.

J. Earl Milnes, director of the FBI's Seattle office, directed the search, occasionally taking to the air

himself in an Army observation helicopter.

Amiable, as usual, and uninformative, also as usual, Milnes would only say that "this is a continuation of the search started previously."

An Army spokesman at Merwin Park, where some of the troops were bivouacked, said the 3rd Armored Cavalry is participating in the search as an "adventure exercise."

"This is great training for the men in search and rescue procedures," said Capt. Charles Markham, in response to a question about the cost of the exercise.

Officers directing troop operations

Page A-3, Column 1

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

A1 SEATTLE POST-INTELLIGENCER

Seattle, Wash.

Date: 3/24/72
 Edition: Final
 Author: Dick Clever
 Editor: Dick Lyall
 Title: NORJAK

Character: 164-81- Sub. B
 or
 Classification:
 Submitting Office: SEATTLE
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED

MAR 24 1972

FBI—SEATTLE

Searched _____
 Serialized _____
 Indexed _____
 Filed _____

DB Cooper-22423

Nobody Will Say So, But FBI Apparently Thinks Skyjacker Is Near Lake Merlin



you'd run the other way." Below Merwin Dam had another rumor was that found one of the missing a man chopping wood just bills. And still another had

one of the "Cooper" 20s turning up in Woodland.

Milnes denied that any trace of the money has been found.

Besides, he said, "You know we don't comment on that."

Individual soldiers involved in the search said they were looking for a bundle of money, a parachute or a body.

Milnes would give no reason for the timing of the new search effort. He did say that when he visited the area three weeks ago there was still snow on the ground. That would make it especially difficult to spot a parachute.

From the conduct of the search, it appears that authorities believe "Cooper" did not survive his 10,000-foot leap from the rear exit of the jetliner.

Experienced sport chutists said, however, that it could be done. The 727, in fact, is considered the only commercial jetliner from which such a jump could be made.

Crew members of the plane, which was hijacked on a flight from Portland to Seattle, said Cooper seemed to know about the 727's capabilities.

He ordered the plane flown at 200 miles per hour and 10,000 feet — very slow and very low for a jet.

When the plane landed in Reno, "Cooper" was gone, as were two of four parachutes supplied to him by authorities.



J. EARL MILNES

FBI director

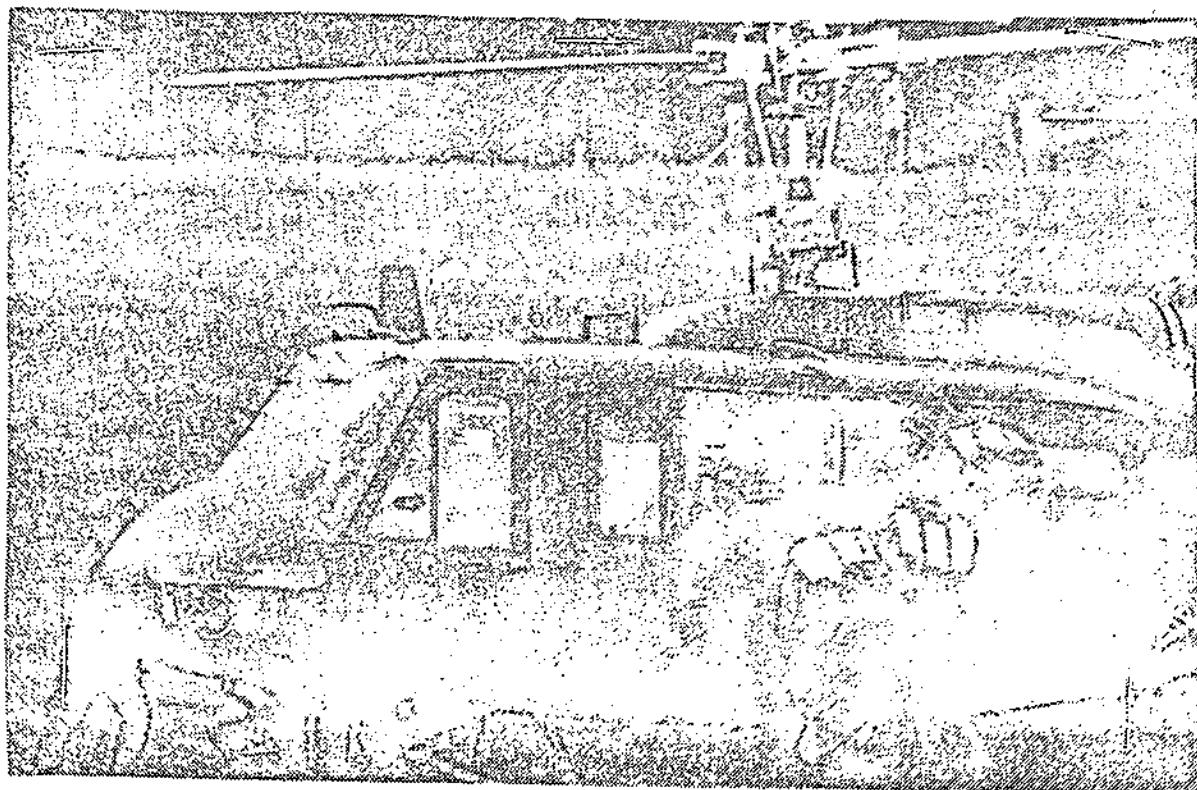
The pilot of the plane said he detected a slight change in the craft's attitude as it flew over the area of Cowlitz and Clark counties on a standard Seattle-to-Reno pattern.

And it is in that area that the search will continue. Neither Milnes nor the Army would say for how long.

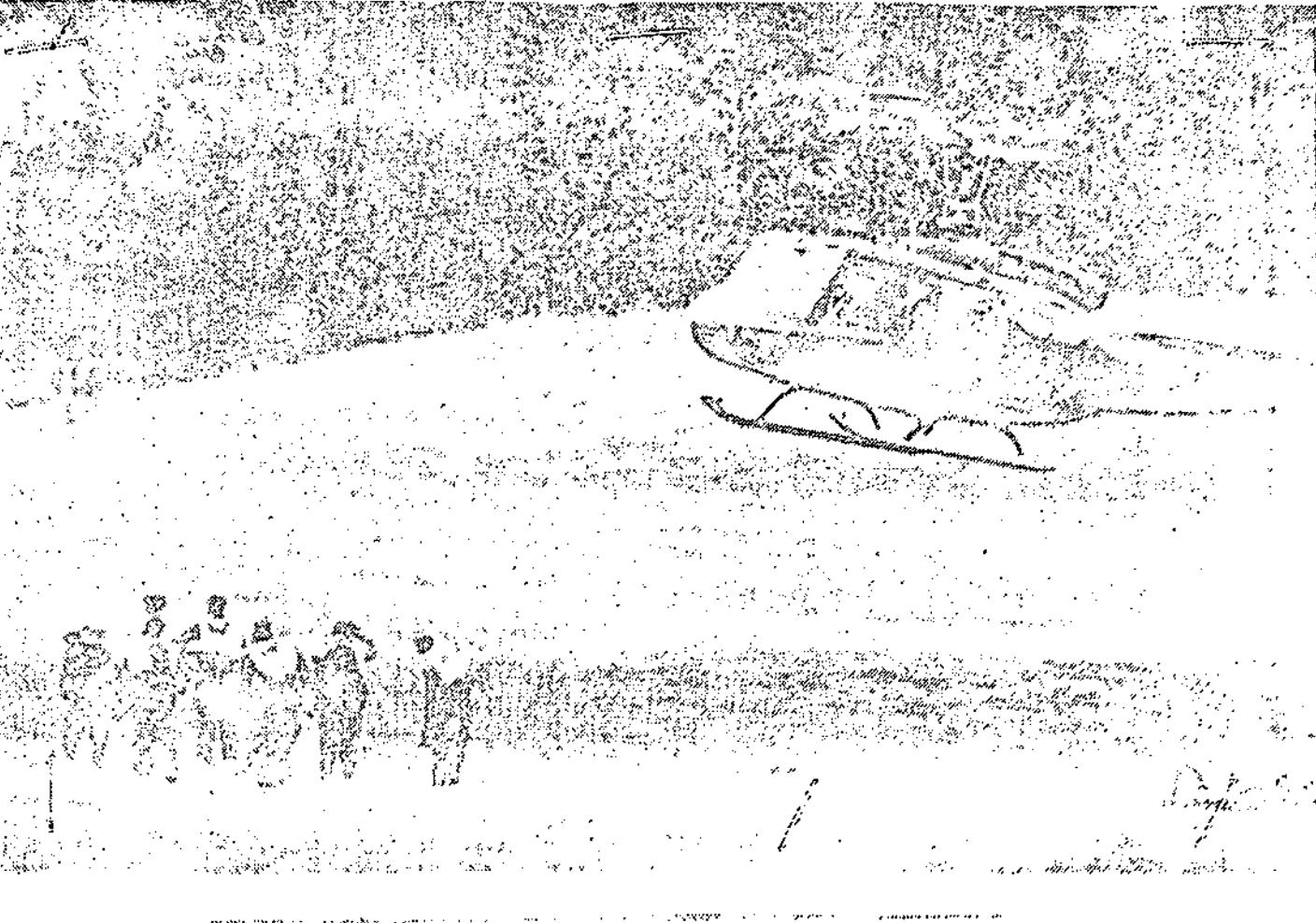
Somewhere in the beautiful Lewis River country, they hope to find the earthly remains of the man who called himself "D. B. Cooper."

Scouring almost every inch of ground, they may find some trace of the daring hijacker.

That is, unless some treasure hunter stumbled across the money first and gave "D. B. Cooper" a "dec-
ent burial."



DB Cooper-22425



HELICOPTER FROM FORT LEWIS LANDING IN PASTURE AFTER SCANNING HILLSIDES FOR TRACES OF PLANE HIJACKER "D".

Troops were transported between search areas where they made ground sweeps around Lake Merwin; officers directed with maps of the area.

(Mount Clipping in Space Below)

Search continues for D. B. Cooper

Federal Bureau of Investigation agents, aided by Army troops from Fort Lewis, continued their Southwest Washington search today for the parachuting hijacker known as D. B. Cooper.

It was the fifth day of a renewed search of the area around the boundary between Clark and Cowlitz Counties.

If any new clues were turned up, the F. B. I. wasn't saying. "There's nothing to talk about," said Paul Bibler, assistant special agent in charge of the

Seattle office of the F. B. I.

About 200 Fort Lewis soldiers, nine Army helicopters and F. B. I. agents led by J. Earl Milnes, head of the Seattle F. B. I. office, searched wooded hills and valleys yesterday for the hijacker's body, the money, a parachute or any other trace of the fugitive.

The hijacker is believed to have bailed out over the area with \$200,000 ransom money given him in Seattle November 24 after he commandeered a Northwest Orient Airlines 727.

Serial numbers of the 10,000 \$20 bills were circulated to banks and business establishments across the country but none has surfaced, the F. B. I. said.

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

Sub B

p.A8 Seattle Times
Seattle, Wash.

Date: 3/24/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character:
or
Classification:
Submitting Office: Seattle *B*
 Being Investigated

COPY SENT TO BUREAU

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

FE - SEATTLE

b
DB Cooper-22427

SUB-B

(Mount Clipping in Space Below)

FBI, Military Resume Search For Hijacker, \$200,000

KELSO, Wash. (AP) — Army troops and FBI agents searched a wooded area about 20 miles southeast of here Wednesday while Army helicopters thrashed overhead as a search for an airplane hijacker resumed.

The FBI said the search was for D. B. Cooper, a name given by a man of about 40 who took over a Northwest Airlines jet

line between Portland and Seattle last Nov. 24. He demanded \$200,000 and four parachutes as the plane landed at Seattle, then ordered it flown to Nevada.

He and two of the chutes were missing when the plane landed again, and investigators theorized he may have jumped out over southwestern Washington. Searchers spent several weeks in the area before moving on.

"This is a continuation of the search started previously," said J. E. Milnes, agent in charge of the Seattle office of the FBI. "We are being assisted by military people, and that is all I can tell you at this time."

About 200 troops and nine helicopters of the Third Ar-

mored Cavalry Regiment from Ft. Lewis, near Tacoma, were based at Merwin Park on Lake Merwin, a reservoir on the Lewis River.

A spokesman for the Army said "nothing specific" was behind resumption of the search.

"There is no new evidence," he said. "Time just went by, and it began to look more and more like they might be

searching for a dead man." "It's been four months," he said, "and not a single bill of the money has shown up anywhere. Apparently there is no

evidence of the man in circulation, increasing the possibility he is still in the area."

The troops and federal agents, with their helicopter help, are probing at rugged areas of stands of almost solid

evergreens and other expanses of logged-over land where alder and other deciduous trees are just beginning to regain new foliage.

The Longview Daily News said it learned that FBI agents were in the Cowlitz County assessor's office in Kelso two weeks ago determining the ownership of land surrounding Lake Merwin.

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

P.1
Lewiston Morning Tribune
Lewiston, Idaho

Date: 3/23/72

Edition:

Author:

Editor:

Title: NORJAK

Character: 164-81- See B

or

Classification: Seattle

Submitting Office:

 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
FEB - 23 - 72	

(Mount Clipping in Space Below)

None of hijack money found

None of the ransom money given the parachuting sky-jacker known as D. B. Cooper has turned up, a Federal Bureau of Investigation official said yesterday.

The F. B. I. circulated a list of the serial numbers of the 10,000 \$20 bills shortly after the hijacking last November 24.

Paul Bibler, assistant special agent in charge of the Seattle office of the F. B. I., said none of the bills had surfaced. But he declined to

speculate that this has increased the belief that the hijacker did not survive his jump.

The F. B. I. with the aid of about 200 Fort Lewis soldiers and nine Army helicopters is continuing a renewed ground search in Clark and Cowlitz Counties. Lake Merwin on the boundary line between the two counties is the staging area.

A thorough search of the area after the hijacking failed to turn up any traces of

the man who hijacked a Northwest Orient Airlines 727 between Portland and Seattle. The hijacker demanded and received \$200,000 and four parachutes in Seattle, released the passengers and then ordered the crew to fly him to Reno. When the plane got there he was gone.

He was believed to have bailed out somewhere over Clark County in freezing weather.

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

A19 SEATTLE TIMES
Seattle, Wash.

Date: 3/23/72
Edition: Night Sports Final
Author: Henry MacLeod
Editor: NORJAK
Title:

Character: 164-81 - Sub B
or
Classification:
Submitting Office: SEATTLE
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MARCH 24 1972	
FBI—SEATTLE	

DB Cooper-22429

(Mount Clipping in Space Below)

Hijacker Sought

By FBI, Army

FBI agents, aided by about 200 members of the Army's 3rd Armored Cavalry and nine helicopters from Ft. Lewis, have resumed the search for the missing hijacker who parachuted from a Northwest Airlines jet last Nov. 24.

The search is concentrated in the Merwin Dam area, about 20 miles southeast of Kelso, where the hijacker is believed to have bailed out during a sub-freezing flight from Seattle to Reno.

Residents in the search area said a pass was required to enter Merwin Park on Lake Merwin. The park is the staging area for the "terrain search."

"A spokesman for the Army said "nothing specific" was behind resumption of the search.

"There is no new evidence," he said. "Time just went by, and it began to look more and more like they might be searching for a dead man."

The hijacker, who used the name "D. B. Cooper," and the \$200,000 in ransom money he took with him, have disappeared without a trace.

The FBI circulated a serial-number list of the 10,000 \$20 bills to banks and businesses throughout the country, but none of the money has ever turned up, according to Paul Bibler, assistant special agent in charge of the Seattle FBI office.

Bibler refused to speculate, however, as to whether the hijacker survived his night plunge from the Boeing 727.

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

p. A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 3/23/72
Edition: Final
Author:
Editor: Dick Lyall
Title: NORJAK

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

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
MARCH 24 1972	
FBI—SEATTLE	

DB Cooper-22430

(Mount Clipping in Space Below)

Search resumes for 'D. B. Cooper'

The search for any trace of the parachuting airline hijacker known as D. B. Cooper has been resumed by the Federal Bureau of Investigation in Southwest Washington.

Army troops were assisting the F. B. I. yesterday in a search of land around Lake Merwin on the boundary line between Cowlitz and Clark Counties.

J. Earl Milnes, special agent in charge of the Seattle office of the F. B. I., confirmed that the F. B. I. was continuing its investigation and the Army was assisting in a terrain search.

He would not say how many troops were involved, where they were from, how long they had been there or how long they planned to stay.

A Portland television station reported an Army guard was turning away cars in the Lake Merwin area yesterday.

A man using the name D. B. Cooper hijacked a Northwest Orient Airlines 727 last November 24 on a flight from Portland to Seattle and demanded and received \$200,000 in ransom money and four parachutes. He re-

leased the passengers in Seattle and ordered the crew to fly him to Reno.

When the plane arrived in Reno the hijacker was gone. He was believed to have bailed out over Clark County. A search of the area after the hijacking produced no trace of him.

F. B. I. officials have felt that the chances were minimal for the hijacker to sur-

vive the jump in near-zero temperature and his body and the \$200,000 could be in the surrounding hills.

Earlier this year, the F. B. I. said it planned to resume its search of the area as soon as warm weather returned.

Asked if they had found any trace of the man called Cooper, an F. B. I. official said:

"We'll let you know."

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

D-17 Seattle Times
Seattle, Wash.

Date: 3/22/72
Edition: Final
Author:
Editor: Henry McLeod
Title: NORJAK

Character: CAA-HIJACKING

or
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

164-81- Sub-B

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
MAR 24 1972	
FBI—SEATTLE	

DB Cooper-22431

(Mount Clipping in Space Below)

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

D. B. Cooper Revisited

For those empty-headed enough to glorify the Thanksgiving Eve skyjacking of a Northwest Orient Airlines plane by the infamous and probably pseudonymous D. B. Cooper, ample reason for not doing so was provided on Christmas Eve.

On another Northwest Orient flight, from Minneapolis to Chicago, another skyjacker obviously attempted to plagiarize D. B. Cooper's script.

The Christmas Eve bandit, armed with a pistol and claiming to carry seven sticks of dynamite, threatened to blow up a Boeing 707 unless he was given \$300,000 and parachutes.

The Christmas Eve skyjacker, however, lacked his predecessor's finesse. He got his money and his parachutes

but he was left without a pilot to fly him away from Chicago's O'Hare Airport, where he was apprehended.

The point is that D. B. Cooper's escapade clearly was the inspiration for the attempted robbery, which endangered the lives of the 34 persons aboard the jetliner. Lord knows how many more larcenous and or addle-brained individuals may be mulling over similar plots.

AS FOR THE notorious D.B. Cooper, who disappeared with \$200,000 from a Boeing 727 between here and Reno, Nev., we predict he eventually will be captured, if his remains aren't impaled on an isolated pine tree somewhere in the western wilds, and his hero-worshipers made to see the folly of their admiration.

p. A6 Seattle Post-Intelligencer Seattle, Wash.

Date: 12/31/71
Edition: Final
Author:
Editor: Dick Lyall
Title: NORJAK

Character: CAA-HIJACKING;
or EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

164-81-Sub-B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 6 1972	
FBI—SEATTLE	

DB Cooper-22432

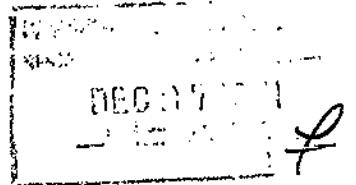
newspaper

12-26-71
S. T. M. S.

812 Personals

D. B. COOPER

If you are interested in telling your poignant story to an absolutely discreet and trustworthy writer for responsible national magazine without jeopardizing your safety in any way, phone area code 213-826-3457. I guarantee we can work it out and still assure your anonymity. Call the above number after midnight and I'll direct you to a safe phone.



(Mount Clipping in Space Below)

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

CLUE TO HIJACKER

Please Check Your \$20 Bills, FBI Asks

BY DARYL LEMBKE
Times Staff Writer

SEATTLE -- If you've got any \$20 bills left from Christmas shopping, the FBI wishes you'd take a look at them.

There's an off chance they might provide a clue as to the whereabouts of "D.B. Cooper," the fellow who literally jumped at the opportunity to get away with \$200,000.

That was the name a man gave when he pur-

chased a ticket in Portland on a Seattle-bound Northwest-Orient airliner last Nov. 24.

He then hijacked the airliner en route to Seattle by showing a stewardess wires which he said were connected to a bomb in his briefcase. He forced the airline to give him \$200,000 in \$20 bills and four parachutes when the plane landed in Seattle.

He then made the crew take off again and he apparently parachuted out of the 727 jet between Seattle and Reno, taking with him the loot.

Although he could have died in the jump, most people seem to think that "Cooper" got away with the money.

Some even hope that he did. He has become something of a folk hero. A Seattle firm is even selling "D.B. Cooper" T-shirts, showing a man floating to earth with the greenbacks.

But a robbery is still a robbery to the FBI, which has the serial numbers of the stolen money and has published them in a 34-page booklet circulated among financial institutions in the West.

To have come from the 20-pound package of \$20 bills which the hijacker

P.2
Los Angeles Times
Los Angeles, Calif.Date: 12/26/71
Edition:

Author: Daryl Lembke

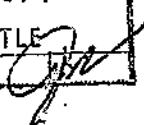
Editor:

Title:

NORJACK

Character: CAA-HIJACKING;
or EXT
Classification: 164-81
Submitting Office: Seattle Being Investigated
COPY SENT TO BUREAUSEARCHED
SERIALIZED
INDEXED
FILED

SEARCHED	INDEXED
SERIALIZED	FILED
12/26/71	
FBI-Seattle	



DB Cooper 22434

took, the bill must carry both the correct number and the date of the design series.

Twenties in the hijack package are dated 1934, 1950, 1963 A and 1969. The date of the series is found at the bottom of the bill and just to the right of the center.

The first letter with the serial number indicates in which of the 12 federal reserve districts the bill is issued. The great majority of the bills taken by the hijacker came from the 12th Federal Reserve District, headquartered in San Francisco and lettered "L" on the stolen bills, but the other 11 districts lettered A through K, are also represented. Numbers on the list are in sequence but skip from smaller to much larger digits.

Random numbers from the list are as follows.

AOO 235 872A, dated 1969; A14 808 132A, dated 1969; B14 242 873A, dated 1969; B34 401 451A, dated 1969; B56 573 862A, dated 1969; B66 486 809A, 1969; COO 297 085A, 1969; C10 521 331A, 163A; D01 595 397A, 1969; D22 175 134A, 1969.

D43 150 268A, 1963A; E00 560 629 1969; E13 397 308B 63A; E46 136 999A, 1969; E85 531 831A 63A; F00 653 024A, 1969; F18 613 993A, 1969; G00 061 029B, 1969; G02 520 743, 1969; G11 544 899B 63A; G29 690 309B 63A; G36 971 521B, 1963A; G44 492 946B, 1963A; G51 777 384A, 1969; G56 717 199B, 1963A; G67 396 010A, 1969; H00 050 268A, 1969; H27 531 664A, 1963A.

IOO 039 231A, 1969; IOO 834 944A, 1969; IO3 429

657A, 1969; 105 028 686A, 1969; IO9 430 628A, 1963A; JOO 031 331, 1963; JO2 357, 13C, 1963A; JO6 927 138A, 1969; J10 008 744A, 1969; J15 062 146A, 1969; J26 190 173A, 1963A; J39 611 379A, 1963A; KOO 061 294, 1969; KO8 015 487A, 1969; K18 628 893A, 1963A. L00 000 004B 63A; L00 205 900, 1969; L00 625 540A, 1969; L00 982 844, 1969; L01 404 303A, 1969; L01 599 092A, 1969; L01 684 869A, 1969; L01 744 834A, 1969; L02 275 724A, 1969; L03 329 195B, 1963A, 1969; L05 070 890A, 1969; L06 514 394, 1963A; L07 483 214, 63A; L09 283 128A, 1969; L09 971 454A, 1969; L11 670 051A, 1969; L13 219 688A, 1969. L14 707 268A, 1969; L16 088 643A, 1969; L17 875 196B, 1963A; L19 016 203A, 1969; L19 303 624A, 1969; L19 486 860A, 1969; L19 590 456B 63A; L19 723 933A, 1963; L19 855 988A, 1969; L19 960 040A, 1969. L20 076 055A, 1969; L20 186 168A, 1969; L20 294 294A, 1969; L20 403 478A, 1969; L20 476 486A, 1969; L21 441 210A, 63A; L22 565 661A, 1969; L24 291 737A, 1969; L25 786 727B, 1963A; L27 309 538B, 1963A; L28 422 704A, 1969; L29 389 835A, 1969; L29 638 047A, 1969; L29 861 672A, 1969; L30 031 359B, 1963A; L30 804 880A, 1969; L31 781 102A, 1969; L32 346 096A, 1969; L32 428 331A, 1969. L32 509 792A, 1969; L32 586 072A, 1969; L32 666 806A, 1969; L32 729 889A, 1969; L32 815 350A, 1969; L32 892 490A, 1969. L32 949 822A, 1969; L33 058 753A, 1969; L33 121 622A, 1969; L33 180 326A, 1969; L33 260 908A, 1969; L33 312 739A, 1969.

(Mount Clipping in Space Below)

\$5,000 Award for Hijacker

The Secret Witness Program has established a \$5,000 reward for information leading to the arrest and conviction of "D. B. Cooper," the man who hijacked a Northwest Airlines jetliner and bailed out somewhere between Seattle and Reno with \$200,000.

In addition, persons helping solve these unsolved crimes are eligible for rewards to be determined, but each a minimum of \$500;

- June 19, 1969, murder near Seafair Center of Mrs. N Yun Chen Li.
- Jan. 7, 1971, slaying of William Buske at his home at 2223 NE 137th St.
- May 28, 1970, killing of Eileen Marie Condit at her home, 2020-42nd Ave. E.
- Jan. 3, 1971, fatal shooting of Hewitt Fleming Jr. on the stairway between Alder Street and Yesler Way.
- July 27, 1970 (approximately), killing of Nancy Winslow somewhere in Whatcom County.
- July 13, 1968, killing of Joanne Moses, 4, near Lynden, Whatcom County.

Anyone having information on any of these crimes should call or write Secret Witness.

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

P. A10 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/23/71
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJACK
Character CAA-HIJACKING;
or EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

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

FBI-SEATTLE

DB Cooper-22436

M -

Seattle Post-Intelligencer · Sun., Dec. 19, 1971 BM A 15

Lists of Hijack Bills Distributed

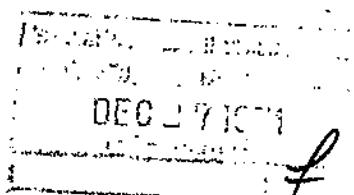
Lists of serial numbers of the bills given to hijacker "D. B. Cooper" have been distributed to banks and other financial institutions in this area, the Federal Bureau of Investigation has announced.

J. Earl Milnes, special agent in charge of the FBI office here, said anyone who thinks he or she might have one of the 10,000 \$20 bills that were given to "Cooper" the night of Nov. 24 when he hijacked a Northwest Orient Airlines plane, may contact the FBI office here.

The FBI's telephone number is MA 2-0460.

"Cooper," who bailed out of the plane somewhere between Seattle and Reno, is still at large.

Anyone who has information that might lead to his arrest and conviction should contact Secret Witness, P. O. Box 298, Seattle, Wash. 98111. A \$5,000 reward has been posted.



(Mount Clipping in Space Below)

Knuckle-Headed Thinking

As amazing as it may appear to some of us "square heads," the legend of D. B. Cooper, "Robin Hood of the airways," persists.

A man with the pseudonym D. B. Cooper hijacked a Northwest Airlines jetliner between Portland and Seattle Nov. 24, claimed \$200,000 in ransom and presumably parachuted out of the airplane with his loot.

Since then, there have been "D. B. Cooper" sweatshirts; a high school class (which shall remain nameless) has lauded the hijacker as a man who "is pretty darn smart, and we're proud of him!" The same class extolled him as being a cut above the "normal nut." And "the establishment" has been chided by some as "getting its just desserts."

A recent development is a telephone call to The Wenatchee World, "Don't put the young people down. If they're bitter about the system and the establishment, it's because they have a reason. They've seen the double standard under which business operates. And they don't respect it." That, in part, was the gist of the remarks by an anonymous telephone caller, as reported on the editorial page of the newspaper. This came after the newspaper had editorially expressed shock because some people have "orified the hijacker."

The attack on business and industry (the establishment) is a childish reaction to a criminal act.

How many businesses can absorb a \$200,000 loss without suffering the effects?

Business and industry provide the jobs and the taxes that keep this nation moving; that provide income; that provide schooling.

An appropriate analogy for this type of knuckle-headed thinking would be for the children to laugh when their mother breaks a leg, or when their father loses his job.

Parents are part of the establishment — which represents control, discipline and security.

Perhaps it would be better if we could all return to nature and live off the land. We can't. Our society has advanced too far to permit that kind of upheaval. Only an idiot would argue otherwise.

And only a person whose thinking has subsided to moronic levels would worship D. B. Cooper, or whatever his name is.

He is, or was, an outlaw, a criminal; a robber whose actions threatened the lives of many people.

The act of air piracy will only lose its lure and allure when enough hijackings have been thwarted and those who attempt them are punished severely.

Control of hijackings is basically a law enforcement problem — and part of our "new" society which has seen its criminal laws weakened by judicial loopholes and diluted concepts of punishment.

The time for a reversal of the trend is here.

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

P.4

Daily Chronicle
Centralia, Wash.

Date: 12/18/71

Edition:

Author:

Editor: TOM KOENNINGER
Title: NORJACK

Character: CAA-HIJACKING;

or EXT

Classification: 164-81

Submitting Office: Seattle

 Being Investigated

COPY SENT TO BUREAU

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

DB Cooper-22438

(Mount Clipping in Space Below)

The Hijacker Is Everywhere

Another 'Look-alike' Has Problems With Police

LOS ANGELES — (AP) — A suburban West Covina man says he was detained by police three hours because he resembles the Northwest Orient Airlines plane hijacker who parachuted to freedom after receiving \$200,000.

Jiri Fencl, 38, said Monday that he was picked up by police at Sacramento Airport four days after the Nov. 24 hijacking and questioned and photographed by officers.

"I went through it calmly because I knew I was innocent," Fencl said.

Authorities are still looking for a middle-aged man identified as "D. B. Cooper" who bailed out of a Boeing 727 jet last month between Seattle and Reno, Nev., after extorting the \$200,000 with a bomb threat.

The FBI has reported no leads in the case — and has not said whether other middle-aged men with parachuting experience have been questioned.

Fencl said when he was arrested he had \$800 in his wallet to pay a moving van company for transporting his property from Rocklin, near Sacramento, to West Covina.

He said a card in his wallet indicated he had been an Army parachutist, and a check of his driver's license further disclosed he once had lived in Seattle.

Fencl is the new manager of the Pomona National Country Club.

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

A7 Seattle
Post-Intelligencer
Seattle, Wash.

Date: 12-15-71
Edition: Final
Author:
Editor: Dick Lyall
Title:

NORJACK
CAA-HIJACKING;
Character: EXT
or
Classification: 164-81-Sub B
Submitting Office: Seattle
 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1971	
FBI—SEATTLE	

DB Cooper-22439

'Only 14 Months To Live'

LOS ANGELES — (UPI) — A letter purportedly written by fugitive hijacker "D. B. Cooper" claims he parachuted into the night with \$200,000 to buy peace of mind because he has only 14 months to live, the Los Angeles Times said yesterday.

The letter-writer said he lived a life of hate and is not a hero.

A number of letters, supposedly from "Cooper," have been received by newspapers throughout the West in recent weeks. It is not known if any are genuinely from the man who hijacked a Northwest Orient 727 Nov. 24, claiming to have a bomb.

He collected the ransom and parachuted out the rear door with it between Seattle and Reno, Nev.

The letter was mailed to the Los Angeles Times from Seattle Saturday and has been turned over to the FBI, the paper said. It quoted the letter:

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

"I am no modern-day Robinhood.

"Unfortunately (I) do have only 14 months to live.

"My life has been one of hate, turmoil, hunger and more hate. This seemed to be the fastest and most profitable way to gain a few grains of peace of mind.

"I don't blame people for hating me for what I've done, nor do I blame anybody for wanting me to be caught and punished, though this can never happen."

The letter-writer said he would never be caught because he left no fingerprints, wore a disguise, and employed other unspecified means to cover his trail.

He was wearing a toupee and putty makeup at the time of the hijacking and would be impossible to recognize from the composite picture drawn up by FBI artists from the descriptions of witnesses, according to the letter.

"I've come and gone on several airline flights and am not holed up in some obscure backwoods town," the letter says.

"Neither am I a psychopathic killer. As a matter of fact, I've never even received a speeding ticket."

(Mount Clipping in Space Below)

Police confuse Calif. man with hijacker

LOS ANGELES — (AP) — A suburban West Covina man says he was detained by police for three hours because he resembles the Northwest Orient Airlines plane hijacker who parachuted to freedom after receiving \$200,000.

Jiri Fencl, 38, said in an interview yesterday that he was picked up by police at Sacramento Airport four days after the November 24 hijacking in Seattle and questioned and photographed by officers.

Fencl said when he was arrested he had \$800 in his wallet which was to pay a moving-van company for transporting his property from Rocklin, near Sacramento, to West Covina. He said a card in his wallet indicated he had been an Army parachutist, and a check of his driver's license further revealed he had once lived in Seattle.

Fencl is the new manager of the Pomona National Country Club.

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

A17 Seattle Times
Seattle, Wash.

Date: 12-14-71
 Edition: Night Sports Final
 Author:
 Editor: Henry McLeod
 Title: NORJACK

Character: CAA-HIJACKING;
 or EXT.

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

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1971	
FBI - SEATTLE	

[Signature]

(Mount Clipping in Space Below)

~~SECRET WITNESS~~

SUB-B.

Do You Know Skyjacker?

—Win \$5,000

By WALTER A. EVANS

The out-of-the-ordinary crime often excites the public's imagination.

A cold-blooded criminal becomes a Robin Hood. A Jesse James — as vicious a nightrider as ever strapped on a gun—becomes a knight in somewhat tarnished armor.

A man listed on the Northwest Airline's flight manifest as "D. B. Cooper" parachuted out into the dark night of Nov. 24 with a satchel containing \$200,000 and into a sort of instant-folk-hero legend.

"Cooper" was innovative, daring and—for a fleeting moment—the little man battling the system.

No one was hurt, so many people gave their admiration—grudging or not—to the "little man" who got away with it. It was a classic sort of crime without pain.

But law enforcement officials fear that the next time—and the next—and the next (these crimes have a way of being repeated)—someone will be hurt seriously.

Or someone will be killed.

Then a hijacking like that pulled by "Cooper" won't be funny. It won't be admirable.

It will be another in a long list of hijackings that risk too much—too many lives.

To assist in the capture of the hijacker, The Post-Intelligencer's Secret Witness program is offering a \$5,000 reward for information that will lead to "Cooper's" arrest and conviction.

The reward is the first of a series to be offered in the Secret Witness program.

They are designed to assist the law-enforcement agencies of the State of Washington in solving unsolved crimes, in bringing to justice criminals who should not be walking the streets.

As the trail of "Cooper" becomes colder, it becomes more and more important that some citizen come forward with information that will help stop a new form of plane hijacking in its embryonic stage.

Anyone who has information that could lead to the arrest and conviction of the hijacker should contact The P-I Secret Witness Editor and follow the rules and guidelines accompanying this article.

In the near future The P-I will announce other rewards to be offered under the Secret Witness program.

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

p. A16 Seattle Post-Intelligencer
Seattle, Wash.

Date: 12/14/71
Edition: Final
Author: Walter A. Evans
Editor: Dick Lyall
Title: NORJAK

Character CAA-HIJACKING;
or EXT
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 17 1971	
FBI - SEATTLE	

DB Cooper-22442

(Mount Clipping in Space Below)

P-I Secret Witness Offering \$5,000 For Plane Hijacker

BY WALTER A. EVANS

The Post-Intelligencer's Secret Witness program established a \$5,000 reward for information leading to the arrest and conviction of "D. B. Cooper," the hijacker who bailed out of a Northwest Airline jet on Nov. 24 with \$200,000 in cash.

The reward will be paid by The P-I promptly after the hijacker's conviction and the denial of a motion for a new trial.

Anyone who has information as to the identity of the man known to law enforcement officials as "D. B. Cooper" (the name he used when he obtained his ticket on the Northwest Airline jet), should call the Secret Witness editor at 622-7878, or write the Secret Witness Editor, P.O. Box 298, Seattle, Wash. 98111.

The bizarre case got under way when the hijacker, who had boarded the plane in Portland, approached a stewardess with a note demanding \$200,000 and four parachutes.

He displayed a brief case that contained several small cylinders connected by pieces of wire.

While the plane flew from Portland to Seattle, Northwest officials were notified and they began frantically collecting (and recording serial numbers) of the \$10,000-\$20 bills from local financial sources.

They also obtained the parachutes from Seattle Skysports, Inc.

The short flight from Seattle to Portland had taken a numbing 2½ hours, but the other 35 passengers aboard the plane were unaware of the drama going on down on the ground — or in the aircraft.

At 5:40 p.m. everything was ready and the plane touched down at Seattle-Tacoma International Airport five minutes later.

Within 20 minutes, the passengers had left; the money and parachutes were on the plane and the cabin crew and stewardess Tina Mucklow were hostages.

Difficulties in fueling operations delayed the take-off for a tense hour, but by 7:40 p.m. the jetliner was airborne and headed for Reno, Nev.

Somewhere in the dark night, with the plane flying at low speed, the cabin depressurized and the door open, "D. B. Cooper" parachuted into the black night.

There's the description given — a man in his mid-40's, 6'1" tall, 175 pounds, wearing a dark business suit and dark glasses.

The description is all that remains. "D. B. Cooper" disappeared into the darkness on Nov. 24 and,

despite an intensive search in Clark County, he never has turned up.

The reward for "Cooper" is the first established under The P-I's new Secret Witness plan. Others, to help law enforcement officials solve major unsolved crimes, will be offered in the near future.

Rules for participating in the Secret Witness program accompany this article.

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

Sub-RW

-B

p. A1 Seattle Post-Intelligencer Seattle, Wash.

Date: 12/12/71
Edition: Sunday
Author: Walter A. Evans
Editor: Dick Lyall
Title: NORJAK

Character: CAA-HIJACKING;
or EXT
Classification: 164-81-
Submitting Office: Seattle

Being Investigated

Sub. B
COPY SENT TO BUREAU

1.50	INDEXED
1.50	FILED
12/13/71	
FBI - SEATTLE	

(Mount Clipping in Space Below)

Hijacker's 'twin'

* * * * *

Looks, hobby plague Seattle sky diver

By DON HANNULA

Put a pair of dark glasses on Seattle's Bill Whitney and you've got a remarkable resemblance to a composite sketch of the Thanksgiving Eve jet hijacker who parachuted away with \$200,000 ransom.

Add the fact that Whitney is a co-holder of the Northwest sky-jumping altitude record at 30,000 feet and the result is suspicion.

That suspicion by Whitney's sky-diving acquaintances led to his being questioned for 5½ hours Thursday by the Federal Bureau of Investigation.

The look-alike problem has bothered Whitney, 3828 Whitman Ave. N., who earns his living in the sound-equipment business.

"It's nice to be remembered, but not this way," Whitney said. "It would be nice to look like a movie star or something, but not a guy who pulled a job."

Whitney said: "I know a lot of jumpers up and down the coast. I understand a lot of them looked at that sketch and thought of me. The whole point is I didn't do it and I don't need that kind of reputation."

WHILE WITNEY'S facial features resembled the F. B. I. composite sketch drawn from descriptions by witnesses, his height, weight, age and complexion didn't match those given for the hijacker.

Whitney is 5-feet-8 and about 140 pounds. Witnesses said the hijacker was 6 feet and 175 pounds. They said the hijacker had an olive complexion. Whitney is fair-skinned. The hijacker was described as middle-aged — between 40 and 50. Whitney is 33 with prematurely receding hair.

After the hijacker showed a stewardess what he said was a bomb, commandeered the Northwest Orient Airlines 727 November 24, and released the passengers in Seattle for \$200,000 and four parachutes, he bailed out somewhere between Clark County and Reno, Nev.

Immediately the F. B. I. began checking out anyone with parachuting experience.

Whitney, who has made some 300 jumps since taking up the sport in 1965, said he first heard that he was being sought for questioning Thursday.

He said: "I heard the F. B. I. was looking for me and I said: 'Oh, brother.' I figured, rather than have them pick me up on the street or somewhere, I'd call them." When he did, they said, yes, the F. B. I. did want to talk to him.

"If I had been guilty, I'd be in jail right now," Whitney said.

Whitney said a San Francisco newspaper reporter also flew to Seattle to interview him after a San Francisco sky jumper told the reporters he was convinced Whitney was the skyjacker.

WHITNEY SAID his problems were compounded by having few people to verify where he was the Wednesday of the hijacking. The bachelor said he drove to Bellingham about 7:30 a. m. and spent some time with this partner in the sound-equipment business, returning to the Northeast Seattle home of his partner about noon. He said his partner returned about 6:30 or 7 p. m. and saw him at the home. He said he couldn't recall anyone else seeing him. Whitney said he spent Thanksgiving Day at his parent's home in Tacoma.

"Another thing, I wear dark glasses a lot," Whitney said. The skyjacker was wearing dark glasses.

Whitney is convinced the skyjacker got away. He does not consider what the skyjacker was reported to have done as difficult. "I could have done it, yes, but I didn't," Whitney said.

But Whitney also believes the hijacker will be caught eventually — that he won't be able to resist telling some one some day, Whitney said: "If they ever make a movie of this, I'd be happy to play his part."

Sub. B

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

p. A1 Seattle Times
Seattle, Wash.

Date: 12/5/71
Edition: Sunday
Author: Don Hannula
Editor: Henry McLeod
Title: NORJAK

Character: CAA-HIJACKING; EXT
or
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

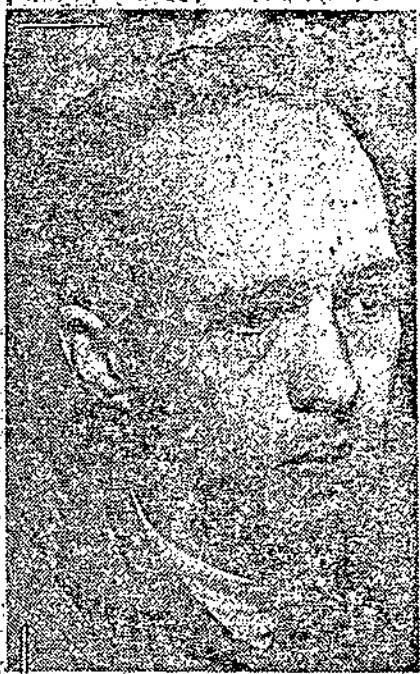
SEARCHED INDEXED

SERIALIZED FILED

DEC 10 1971

FBI—SEATTLE

DB Cooper-22444



At left: Bill Whitney discussed his "look-alike" problem . . . center,
a composite sketch of the hijacker . . . right, Whitney in dark glasses.

(Mount Clipping In Space Below)

Light plane a hijacker link?

By DARYL LEMBKE
Los Angeles Times

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

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

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

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

He could have had an accomplice who flew in and waited for him, or there could have been a third party in a car who picked him up and brought him to the plane.

Adding credence to this theory is the fact that someone in a car apparently rendezvoused with a pilot at another, nearby airstrip the night before the hijacking and went for what could

have been a pre-hijack scouting flight in equally bad weather.

Those who say they saw the light plane on the night of the hijacking have been questioned several times by F. B. I. agents, who also combed the wooded ravine near the airstrip during the manhunt last weekend. (The F. B. I. in Seattle refused comment today on the significance of the reports about the small plane. Sheriff's officers referred all inquiries to the F. B. I.)

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

A flight recorder in the commandeered Northwest Orient 727 indicated that the hijacker opened the rear door of the plane at 8:13 p. m. Because of a slight lurch of the plane, it was deduced that he made the jump from the lowered rear steps two or three minutes later.

Mr. and Mrs. Emil Neiger, who live just down the road from the McClellan airstrip, said a plane had been circling the landing area most of the afternoon.

"We were gone for a while and came home about 8 o'clock," said Mrs. Neiger. "I was washing the dishes when both of us saw this plane swoop down low. We thought it was going to land and it put its landing lights on. Then we thought it took off again."

TWO MILES DOWN the road to the west, Mrs. Frank Distefano saw something that made an impression on her.

"I was home alone when I saw a plane out the back window about 8:30," said Mrs. Distefano. "It flew over twice, very low, and it had a big red light on the tail. It seemed bigger than a light plane. It was raining and the wind was blowing. I thought, 'what's he doing out here this time of night?' It was weird to me, because we don't see many planes at night here."

Mrs. Melvin Andersen, who resides just across the road from the north end of the McClellan landing strip,

said she heard a plane land there and saw lights indicating that it was turning around.

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

"I doubt if it was connected to the hijacker. The McClellans probably had a visitor. They have friends who fly."

But the McClellans insist they had no visitor drop in that night.

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

p. A9 Seattle Times
Seattle, Wash.

Date: 12/3/71
Edition: Final
Author: Daryl Lembke
Editor: Henry McLeod
Title: UNSUB; aka Dan Cooper; Northwest Airlines F1.305, Portland to Seattle, 11/24/71
or CAA - HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU
Sub-B

SEARCHED
INDEXED

DB Cooper-22446

(Mount Clipping in Space Below)

Hijacker Catches Public Fancy

Associated Press

Like Robin Hood, the mysterious skydiving hijacker who bailed out of a Northwest Airlines jet south of Seattle with a \$200,000 ransom Wednesday night appears to have captured the imagination of the man in the street.

While the search for the man continued in southwestern Washington, most of those responding to questions said they hoped the daring hijacker would escape.

A professor of sociology at the University of Washington, Dr. Otto Larsen, said the hijacker had won the public's admiration through "an awesome feat in the battle of man against the machine — one individual overcoming, for the time being anyway, technology, the corporation, the establishment, the system."

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

"You've got to admit, he was clever," said Seattle taxicab driver Gordon Embree. "The way I see it, anybody smart enough to take \$200,000 just like that ought to make a clean getaway. I'm not saying he's right, understand, but he plain had guts."

"Technically, of course, he should be caught," offered Chuck Miller, a sailor at Sand Point Naval Air Station in Seattle. "But in a way, I'm glad he got away. I can't help thinking: If I were going to do something like that, I wish I could do it as well as he did."

Rose Ann Coffey of Woodland, from where the hijacker search is being conducted by the FBI, said most people there had a "Robin Hood attitude."

"He didn't hurt anybody," she said of the hijacker. "And if he took the trouble to plan this thing out so thoroughly well, good luck to him. Most of the people around here kind of hope he makes it."

Larsen said part of the reason for the hijacker's popularity probably is "the great contrast to the original skyjackers. This man was neither political or neurotic. His motive was simply \$200,000 and people can understand that much better."

"So he comes off as a kind of a curious Robin Hood," Larsen said.

Public opinion was not unanimous on the matter, however. A Seattle attorney, who declined to give his name, put it this way:

"The hijackings — all of them — represent a breakdown in the nation's enforcement system. I believe that hijacker should be hunted down and killed."

SUB

B

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

P. 12 Seattle Post-Intelligencer
Seattle, Wash.Date: 11/29/71
Edition: FinalAuthor: Dick Lyall
Editor:

Title:

Character:

or
Classification: 14-21-577
Submitting Office: Seattle Being Investigated

164-81-Sub W

V3

(Mount Clipping in Space Below)

Light Plane, Hijacker Linked?

WOODLAND, Cowlitz County — (UPI) — Three women said yesterday they saw a light plane land and take off at a small airstrip the night a hijacker parachuted from a jetliner after receiving \$200,000 in ransom.

The FBI declined to comment on the reports regarding the Thanksgiving Eye aerial extortion.

None of the residents near the darkened McClellan airstrip said they saw the plane close enough on the dark, rainy and gusty night to give a detailed description.

Mrs. Emil Neiger, who lives close to the airstrip, said she got a good look at the low-flying aircraft but added, "All planes look alike to me."

Mrs. Melyin Anderson, who lives across the road from the end of the strip, said she saw the light of the plane as it came in for a landing, sitting on the field and taking off. She said she was not sure how long the plane was down.

"I don't know whether it was over there an hour or how long," she said. "I didn't time it. I couldn't see the plane itself."

Mrs. Frank Distefano reported she was returning home when she saw the plane flying low in the storm.

"I thought to myself, what's that nut doing up in the air on a night like this," she said. "It was a small plane but the engine sounded louder than a small plane's. I remember a large red light on the tail."

Mrs. Distefano said she believes she saw the same plane on the previous night circling a spot to the east near St. Helens, Wash.

She said the plane on the night of the hijacking was in the area about 8 p.m. to 9 p.m., flew north, circled and came back. She said she does not know where it went after that since it was raining and she was not watching anymore.

The Federal Aviation Administration's flight control center in Auburn, Wash., said there was no indication on radar of a light plane near the hijacked Boeing 727 in the southwest Washington area.

"If he was flying too low," a controller said, "we wouldn't see it."

The hijacker paid cash to buy a ticket at the Northwest Airlines office at the Portland International Airport and then about a half hour later boarded the 727. He threatened the crew with a purported bomb, and after obtaining \$200,000 from the airline on the 727's arrival at Seattle-Tacoma Airport vanished from the craft by parachuting out a back door on a flight to Reno, Nev.

The FBI has not ruled out the possibility of an accomplice in the case, but said it had no evidence to substantiate that there had been more than one person involved in the escapade.

The FBI conducted a search in the area around Vew and Woodland, earlier on the basis of plane flight information that the hijacker may have jumped near Vew. The time of the jump was believed to have been 8:13 p.m. on Nov. 24.

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

Page A3

Seattle PI
Seattle, Wash.

Date: 12/4/71
 Edition:
 Author: DICK LYALL
 Editor: UNSUB; aka Dan
 Title: Cooper; Northwest
 Airlines Flight 305,
 Portland to Seattle
 Character: 11/24/71
 "CAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

DB Copper-22448

[Signature]

(Mount Clipping in Space Below)

Does Anyone Know Identity of Vanished Hijacker?

The trail of the skydiving airline hijacker continued to cool yesterday as the FBI indicated it was no closer to discovering the man's identity than it was on Nov. 24, when he executed the spectacular crime.

"We're getting calls from all over," an FBI source

said. "People think the guy might be their missing cousin, husband, uncle, boy friend or whatever."

But the FBI said so far none of these tips has produced a viable suspect.

Newspapers throughout the western United States and Canada have been receiving a rash of letters

signed by "D. B. Cooper," the name used by the man who hijacked a Northwest Airlines 727 and ransomed its passengers for \$200,000.

Authorities did not say whether they believed the letters were really from the hijacker.

While the FBI wouldn't admit it, the agency has

been contacting parachutists throughout the Northwest who might, however vaguely, bear a physical resemblance to the 6-foot, 170-pound, swarthy-cock-plexioned hijacker.

One man in the Portland area, prominent in parachuting circles there, was questioned by agents when

it was learned he had a previous burglary conviction. He was cleared as a suspect.

The Post-Intelligencer learned, too, that a Seattle resident who was said to resemble the hijacker had been questioned by the FBI here. The man had been active in parachuting a few

years ago and local chutists said he had performed at least one high altitude jump.

The FBI declined to verify whether it had talked with the man or if he had been cleared as a suspect.

Meanwhile, a Portland novelty firm was cashing in on what appears to be a

kind of "D. B. Cooper" cultism arising from the frank admiration expressed by much of the public for the daring air pirate.

The firm is selling T-shirts which bear the inscription:

"D. B. Cooper, where are you?"

The FBI wishes it knew.

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

p.B4 Seattle Post-Intelligencer Seattle, Wash.

Date: 12/3/71
 Edition: Final
 Author:
 Editor: Dick Lyall
 Title: UNSUB; aka Dan cooper; Northwest Airlines Fl. 305, Portland
 Character: to Seattle, 11/24 or CAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

DB Cooper-22449



(Mount Clipping in Space Below)

Authenticity ofletter doubted

VANCOUVER, B. C. — (AP) — Police said today they doubt the authenticity of a letter received by the Vancouver Province supposedly from the man who parachuted from a hijacked airplane and escaped with \$200,000 in ransom.

The letter said a composite drawing of the hijacker's face, circulated throughout Canada and the United States, "does not represent the truth."

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

p, D1 Seattle Times
Seattle, Wash.

Date: 12/2/71
Edition: Final
Author: Henry McLeod
Editor: UNSUB; aka Dan
Title: Cooper; Northwest
Airlines Fl. 305,
Portland to Seattle
Character: 11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

DB Cooper-22450



(Mount Clipping in Space Below)

Fleeing motorist with cash not skyjacker, police report

By DON HANNULA

Skagit County Sheriff John Brynton said today officials are convinced there is no connection between the Thanksgiving Eve skyjacker and a man arrested near Mount Vernon last night with a substantial amount of money.

Unofficial reports that the man was carrying \$435,000 in foreign currency were erroneous, State Patrol officials said. The State Patrol was the source of that information.

They said they still had not determined the value of the foreign money but the total "is more like a few thousand dollars."

THE CONFUSION stemmed from 117 Brazilian 10,000 - Cruzeiro notes the man was carrying. He told them they were old Cruzeiros, which made the 10,000 notes worth \$1.40 each -- or a total of \$163.80.

If the 10,000-Cruzeiro notes had been new, they would be worth \$1.400. That would make the total \$163,800.

That possibility immediately gave rise to suspicions

the man might be connected with the skyjacking in which \$200,000 ransom was paid.

SKAGIT COUNTY sheriff's officials, after conferring with a Federal Bureau of Investigation agent in the area, said it was established the man was not the skyjacker, who parachuted from the hijacked Northwest Orient Airlines jet between Seattle and Reno November 24.

The State Patrol arrested the man, Hendrikus P. Kaspergen, 42, of Fresno, Calif., about 10 miles north of Mount Vernon on Interstate 5 last night.

State Patrol officials said troopers chased him at speeds up to 130 miles an hour from Marysville after a trooper stopped him for speeding. Officials said he drove off while a trooper was writing him a ticket.

The State Patrol said both tires blew out and the man drove on the rims at speeds close to 90 miles an hour before they caught fire.

KASBERGEN is in custody, charged with reckless

driving and failing to stop for an emergency vehicle.

When taken into custody, he had \$1,300 in American money, \$500 in Canadian and an assortment of Brazilian, Chilean, Peruvian, Mexican and Australian money.

Officials said the Dutch man spoke with a heavy accent and was difficult to understand. This made it difficult to determine the value of the foreign currency, they said.

They said the man gave no reason for fleeing.

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

p. D1 Seattle Times
Seattle, Wash.

Date: 12/2/71

Edition: Final

Author: Don Hannula

Editor: Henry McLeod

Title: UNSUB; aka Dan Cooper, Northwest Airlines F1 305, PD to Seattle, 11/24/71

Character:

or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

DB Cooper-22451

(Mount Clipping in Space Below)

Rain, Snow Hamper FBI in Hijacker Search

WOODLAND, Cowlitz County — Teams of FBI agents, hampered by rain and snow, searched through muddy foothills without success yesterday for clues to a middle-aged hijacker who vanished after parachuting from an airliner with \$200,000 ransom.

With planes grounded by

the cloudy weather, the so-far fruitless four-day search was left up to crews on the ground. With darkness closing in and no break in the weather in sight, they gave up the search for the night.

"The whole area has been socked in consistently," said FBI special agent Julius Mattison. "It is a little

worrisome, but we are stuck with it."

The only tidbit of new information — a motorist's sighting of a possible parachute hanging from a tree 60 miles north of here — proved to be false when authorities checked it out.

Acting on computerized data from the hijacked plane's in-flight recorder

and the "hunch" of the agent in charge of the search, the FBI has concentrated its hunt for four days in a 15 square-mile patch of heavily wooded country. They've found nothing.

Tom Manning, FBI agent in charge of the search, has insisted that the skyjacker parachuted Wednesday night from a Northwest Air-

lines 727 "into" a three-by-five-mile strip of timbered Cascade Mountain foothills about 35 miles north of Portland, Ore. He said the jumper, who was wearing street shoes, could have suffered a broken leg.

Using a "bomb," the hijacker forced the plane from Portland to land at Seattle, where he was given the ransom in \$20 bills in a white canvas bag and four sporting parachutes. He ordered the plane to fly to Mexico but was not aboard when it landed at Reno, Nev., for refueling.

"We've taken radar reports; it's all been computerized and we feel he's in this area," Manning said from his Woodland headquarters. The estimate was based on the plane's in-flight recorder, which showed when the hijacker lowered the 727's rear steps and a "slight change in attitude" three minutes later, indicating he had jumped.

The FBI issued a composite drawing of the hijacker Saturday, describing him as a "soft speaker, polite, with a conventional business-style hairdo."

The skyjacker, who

boarded the plane under the name D. B. Cooper, was described as a "white with an olive complexion," 6-foot-1, 170-175 pounds, in his mid-40s, with black hair, and brown eyes. He wore brown

tint glasses in black plastic frames, a dark suit or sports coat and slacks, white shirt with narrow black tie, black trench-coat and black oxford shoes.

The FBI announced plans

to search the airliner's enroute from Seattle to Reno as soon as the weather clears. But rain and snow yesterday covered the route over Portland and Medford, Ore., and Red Bluff, Calif.

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

P. A12 Seattle Post-Intelligencer Seattle, Wash.

Date: 11/29/71

Edition: Final

Author:

Editor: Dick Lyall
Title: UNSUB; aka Dan
Cooper; Northwest Air-
lines Fl. 305, PD to
Character: SE, 11/24/71
or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

DB Cooper-22452

(Mount Clipping in Space Below)

Foul weather still slows manhunt for hijacker

The whereabouts of "D. B. Cooper," the parachuting hijacker, remained an intriguing mystery today.

Some theories advanced by law-enforcement officers: He may be in Mexico counting the \$200,000 ransom he obtained from Northwest Orient Airlines Wednesday evening at the Seattle-Tacoma Airport.

He may be hung up in a Douglas fir near Woodland, Cowlitz County.

He may be hiding in a cabin after landing successfully by parachute.

His broken body may be somewhere along the hijacked 727's flight path because his parachute did not open.

FOUL WEATHER stopped search efforts in southwestern Washington over the weekend. This morning it was raining and overcast again in the area.

"When I came to work this morning, I couldn't see the tops of the hills," said Joe May, Woodland's police chief, who has been working with Federal Bureau of Investigation agents on the ground-air search.

The hijacker showed a stewardess a note saying he had a bomb on a flight from Portland to Seattle. He demanded, and received, \$200,000 after permitting 36 passengers to leave the jet-liner at the Seattle-Tacoma Airport.

He also received four parachutes. A computer analysis of the jet's flight recorder showed variations in the pitch and attitude of the plane as it passed over the Woodland region, indicating he may have left the plane then by the rear door.

Woodland-area residents are skeptical that the search will yield anything.

"Right outside town here is an old cemetery so grown up that the city can't even find it," said Earl Harshberger, a Woodland resident.

THE MASSIVE search is in an area of steep ridges and deep ravines, heavy second-growth Douglas fir and dense underbrush.

The search has been marked by an almost picnic-like atmosphere as curiosity seekers flooded the area over the long holiday weekend, many hoping to find the \$200,000.

"We'll probably see a few more treasure hunters coming around today," May said.

Longtime residents of the area are reminded of a similar manhunt back in the 1920's when a group of prospectors on the slopes of Mount St. Helens told of being attacked by the legendary "Mount St. Helens Apeman." A large number of deputies, hunters and newspaper reporters went out on an unsuccessful search.

So far, "D. B. Cooper" is equally elusive.

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

p. all Seattle Times
Seattle, Wash.

Date: 11/29/71
Edition: Final
Author:
Editor: Henry McLeod
Title: UNSUB, aka Dan
Cooper, Northwest Air
lines Fl. 305, Portland
Character: to Seattle, 11/24
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

Sob B
X SEARCHED
X SERIALIZED
INDEXED
FILED

12/1

Ca

(Mount Clipping in Space Below)

F.B.I. describes hijacker

The Federal Bureau of Investigation today gave these details in describing the hijacker of the 727 Thanksgiving Eve.

Age: mid-40s.

Height: 5 foot 10 inches to 6 feet.

Weight: 170 to 180 pounds.

Build: Average to well-built.

Complexion: Olive, Latin appearance, medium smooth.

Hair: Dark brown or black, parted on left, combed back. Sideburns to low ear level.

Eyes: Possibly brown. During the latter part of the



The Hijacker
(F.B.I. sketch)

flight he wore dark, wrap-around sunglasses with dark rims.

Voice: Low, spoke intelligently. No particular accent.

Possibly from the Midwest.

Characteristic: Heavy smoker of Raleigh filter-tip cigarettes.

Apparel: Black or brown suit; white shirt; narrow black tie; black rain-type overcoat or dark topcoat; dark briefcase or attache case; brown shoes; carried paper bag 4 by 12 by 14 inches.

J. Earl Melnes, special agent in charge of the F. B. I. office here, asked that persons who have any information which might identify the suspect to call the F. B. I.

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

p. All Seattle Times
Seattle, Wash.

Date: 11/29/71
Edition: Night Sports Final

Author:

Editor: Henry McLeod

Title: UNSUB; aka Dan Cooper; Northwest Airlines Fl. 305, Portland to Seattle, 11/24/71
or CAA-HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

1371


DB Cooper-22454

(Mount Clipping in Space Below)

Hijacker of jetliner steals public fancy here

By ROSS ANDERSON

Despite the concern about high crime rates and calls for hard-line law-and-order stands, many Seattleites yesterday revealed a subtle admiration for Wednesday's mysterious airline hijacker.

Nobody denied the reality of the crime, nor the potential for tragedy which existed. But, perhaps since nobody was hurt, the hijacker seemed to have evoked for himself some of the legends and memories of past outlaws.

"It's kind of a Robin Hood thing," said Larry Kellas, an assistant manager in a downtown department store. Asked how he reacted to the crime, he added: "He'll probably be caught, and he should be. But it was still pretty dramatic and spectacular."

The crime may have been unique, but the response was not. Certain outlaws from Robin Hood to Britain's "Great Train Robbers" have inadvertently captured the imagination of the common man.

"We all like adventure stories," noted Dr. Otto Larsen, professor of sociology at the University of Washington. "That hijacker took the greatest ultimate risk. He showed real heroic features — mystery, drama, romantic-

cism, a high degree of skill and all the necessities for the perfect crime."

"He was either very talented or very crazy — or both," said Mrs. Helen M. McNeely when asked for her reaction. "A native of Illinois, she recalled the infamous gangster of the 1930s, John Dillinger:

"But Dillinger had a real mean streak," she noted. "This man (the hijacker) fortunately didn't hurt anybody and somehow that seems to make a difference."

Some other reactions drawn from downtown shoppers yesterday included:

Pvt. David Ricardo, military on leave from New Jersey: "I think he'll get away with it. Anyway, I hope he isn't caught. If I were him I'd take off for South America. It all seems like a fantasy."

Gordon Embree, taxicab driver: "You've got to admit, he was clever. The way I see it, anybody smart enough to take \$200,000 just like that ought to make a clean getaway. I'm not saying he's right, understand, but he plain had guts."

Charldene Ashley, student: "It was kind of ingenious. He's done pretty well so far and I think it's all right if he gets away with it."

Tom Pettinger, Seattle

mortician: "It was such a smooth operation that I think he'll pull it off. But he should be caught; somebody has to pay."

Chuck Miller, a sailor at Sand Point: "Technically, of course, he should be caught. But in a way, I'm glad he

got away. I can't help thinking: If I were going to do something like that, I wish I could do it as well as he did."

Dean Weaver, Seattle: "I hope he's caught in about 25 years, just so we can find out what happened to him."

Salvador Tirazona, Seattle: "He pulled a fast one on the plane company. It was a slick move because it was the first time anybody has gotten away with something like that — escaping that is."

Nearly all those questioned

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

p. A10 Seattle Times
Seattle, Wash.

Date: 11/28/71
Edition: Sunday
Author: Ross Anderson
Editor: Henry McLeod
Title: UNSUB; aka Dang-

Cooper, Northwest Airlines Fl. 305, PD to
Character: SE, 11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

DB Cooper-22455

JW

were concerned about the hazards presented to passengers and crew and to the possibility of encouraging future similar hijackings. But all agreed on one point: The hijacking has raised an undercurrent of admiration for the manner in which it was committed.

"Part of the reason is probably the great contrast to the original skyjackers," Professor Larsen speculated. "This man was neither political nor neurotic. His motive was simply \$200,000 and people can understand that much better."

"His was an awesome feat in the battle of man against the machine — one individual overcoming, for the time being anyway, technology,

the corporation, the establishment, the system."

Larsen compared the incident to the 19th Century stagecoach robberies, widely romanticized in Eastern magazines. Black Bart and the stagecoach outlaws were after money, not to make a political statement.

"So he comes off as a kind of curious Robin Hood," Larsen said, "taking from the rich — or at least the big and complex. It doesn't matter whether he gives, to the poor or not."

"He had to have a broad range of skills to manipulate people, to choose the right time and place, to survive. But even if they find him somewhere in the bush with his skull crushed, it will still

be dramatic and mysterious."

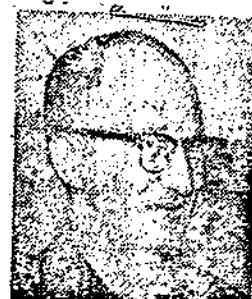
There were a few, questioned by The Times, who were not carried away by the romantic aspects of the crime. They saw it only as a crime.

A Seattle attorney, who declined to give his name: "The hijackings—all of them—represent a breakdown in the nation's enforcement system. I believe that hijacker should be hunted down and killed."

A uniformed member of the Marine Corps Reserve, also anonymous: "People's lives were involved, and I can't see making a hero out of him. I hope he is caught."

"He showed . . . all the necessities for the perfect crime."

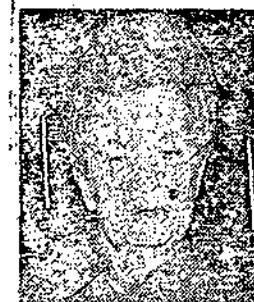
—Dr. Otto Larsen



Tom Pettinger

"I'm not saying he's right . . . but he plain had guts."

—Gordon Embree



Helen M. McNeely

" . . . I hope he isn't caught."

—David Ricardo



Larry Kellas

" . . . I think it's all right if he gets away with it."

—Charldene Ashley



(Mount Clipping in Space Below)

Searchers to try again if weather lifts

The search for a white parachute and the man who wore it is scheduled to resume in Clark and Cowlitz Counties today after three days of trying to track down the Thanksgiving Eve jet hijacker.

Hopes were kindled briefly yesterday, then flickered, when a white object seen from the air was checked and found to be a plastic canopy left by fishermen or loggers.

Fog closed in and cut off the air-and-ground search about 3 p. m. yesterday.

J. Earl Milnes, special agent in charge of the Seattle office of the Federal Bureau of Investigation, said, "Search efforts will continue Sunday unless weather conditions make them impossible."

YESTERDAY'S search efforts zeroed in on a small wooded area east of Woodland, Cowlitz County — a three-by-five-mile area south of Merwin Lake.

The F. B. I. said aircraft would search the entire route from Seattle to Reno for the well-dressed, middle-aged hijacker who parachuted from a Northwest Orient Airlines 727 Wednesday night with \$200,000 ransom.

F. B. I. agents and deputy sheriffs have concentrated search efforts in the Wood-

land area because that was where the hijacker last communicated with the crew and where the plane's rear-exit stairs were lowered.

Milnes, however, has said the hijacker could be anywhere between there and Reno.

THE HIJACKER boarded the jet in Portland Wednesday, showed a stewardess a briefcase in which he said he had a bomb and demanded \$200,000 ransom. He released the plane's 36 passengers and two stewardesses at the Seattle-Tacoma Airport in exchange for the ransom and two parachute assemblies, each consisting of a chest pack and back pack.

One stewardess and the three-man crew were ordered to take him to Mexico City with a first refueling stop in Reno. Shortly after take-off from the Seattle-Tacoma Airport the stewardess was ordered to the cockpit with the crew. When the plane arrived in Reno the man was gone. So was the money, two parachutes and the "bomb" briefcase. The crew expressed surprise that the hijacker wasn't aboard in Reno.

The plane passed over Portland, Medford, Ore., and Red Bluff, Calif., before landing in Reno.

THE F. B. I. agent coordinating the search, Thomas Manning, was strongly convinced the Woodland area was the best bet for finding a trace of the hijacker who used the name D. B. Cooper. Manning said:

"We feel he's in this area. If we have to, we'll cover every square foot of it."

He added:

"We're concentrating our search for a parachute. We think this will give us a clue as to what happened to the hijacker."

"We've determined the hijacker was wearing a sport-type, backpack parachute. That means it would be difficult for him to maneuver if he had any kind of bulk on him at all, and we've been told \$200,000 weighs more than 20 pounds."

Authorities earlier said the ransom was paid in \$20 bills.

Manning said skydivers told him they doubted a man wearing street shoes could jump with a sport-type parachute and land in such a rough area at night without suffering injury.

The F. B. I. agent said the hijacker was "either an experienced jumper or he's crazy."

A composite sketch of the hijacker, based on descriptions provided by witnesses, was issued by the F. B. I. yesterday.

The sketch showed an ordinary-looking man with dark glasses.

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

p. A10 Seattle Times
Seattle, Wash.

Date: 11/28/71
Edition: Sunday
Author:
Editor: Henry McLeod
Title: UNSUB; aka Dan Cooper, Northwest Airlines Fl. 305, Portland to Seattle, 11/24
Character: CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

DB Cooper-22457

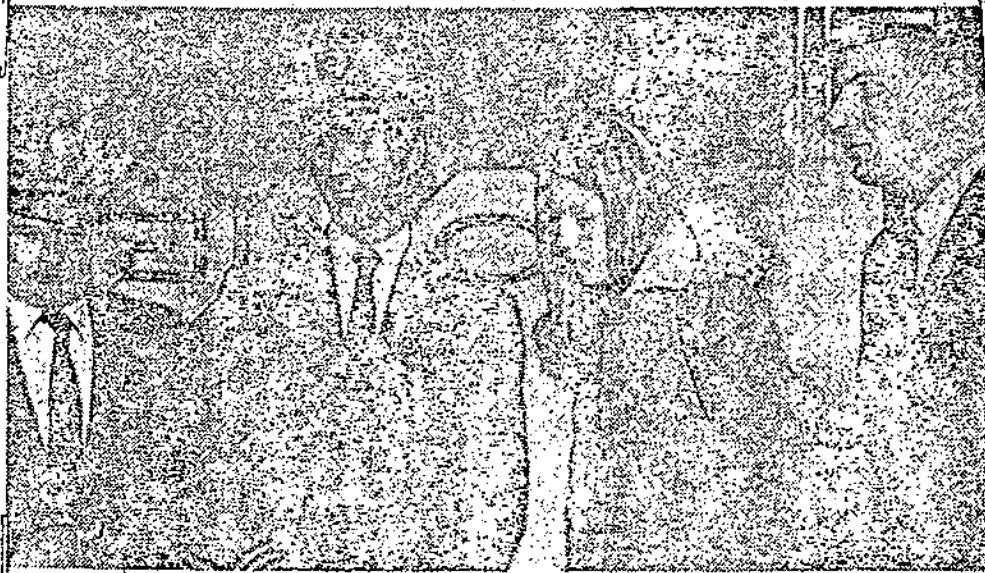
(Mount Clipping in Space Below)

VANISHES INTO THIN AIR

Hijacker

parachutes with

\$200,000



—AP Wirephoto

JETLINER CREW . . . give details of hijacking

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

p.1 The Sun
Vancouver, British Columbia, Canada

Date: 11/25/71
Edition: Vol. LXXXVI
Author: #45
Editor: William T. Galt
Title: UNSUB, aka Dan Cooper; Northwest Air-Lines Fl. 305, Portland
Character: to Seattle, 11/2 or CAA-HIJACKING; EXT
Classification: 164-01
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

DB Cooper-22458

RENO, Nev. (AP) — A hijacker apparently parachuted to freedom from a commandeered passenger jet after extorting \$200,000 from Northwest Airlines with a bomb threat, authorities say.

Two of four parachutes obtained by the middle-aged hijacker from airline officials in Seattle were missing when the plane landed here with four crewmen aboard, the FBI reported today.

"There's no way he could have got off in Reno," said Harold Campbell Jr., special agent in charge of FBI operations in Nevada.

"We had the airport covered."

Officials at McChord Air Force base near Tacoma refused to say whether the pilots of three planes that trailed the hijacked Boeing

727 airliner saw any parachutes during the flight.

Authorities said the hijacker probably parachuted from the plane sometime after it left Seattle Wednesday night, but apparently there were no witnesses to his escape.

Thirty-six passengers and two stewardesses had been let off the plane in Seattle.

Airline officials said the hijacker locked the remaining four crew members in the cockpit, after the plane took off again.

"He's in the back of the airplane and everyone else is in front," Federal Aviation Administration supervisor Art Wibom said during the Seattle-to-Reno flight.

The plane made the run at 10,000 feet with its rear stairwell open so the hijacker could bail out if he chose. At

that altitude no oxygen was required.

"It would be a very safe drop," said John Wheeler, a Boeing Co. spokesman. "He'd be away from flaps and other engines and go straight down."

The FBI's Campbell said to his knowledge no hijacker had ever escaped by parachuting from a plane.

Law enforcement officers with dogs combed Reno International Airport and the surrounding area after the plane landed.

There was no sign of the hijacker, the money or any bomb.

A stewardess said the hijacker had cylinders which looked like dynamite and wires led to a briefcase he carried.

"There's nothing unusual looking about him," said another passenger, Richard Simmonds of Seattle. "He is middleaged and was wearing dark glasses."

After the plane was refuelled and the money and parachutes delivered by an airline employee, Flight 305 took off with three crewmen, one stewardess and the hijacker.

The pilot, William Scott, said the plane would have to stop in Reno, 500 miles from Seattle, for refuelling on a flight that airline officials said was headed for Mexico City.

But FBI spokesman Campbell later said the hijacker "gave no destination" for the crew to follow.

"We have no information on the man," Campbell told reporters early today. He said

The hijacker, who officials say probably boarded the plane in Portland, Ore., took over the jetliner shortly before it was to land in Seattle on a flight from Washington, D.C.

A stewardess said he handed her a note, which said he was hijacking the aircraft, and ordered her to relay instructions to officials on the ground that he wanted \$200,000 and four parachutes delivered to him when the plane landed.

He displayed the briefcase and cylinders to the stewardess, officials said.

The passengers apparently were unaware a hijacking was under way.

"The crew just said something might be wrong with the plane," Pat Minsch of Anchorage, Alaska, said in Seattle.

the crew offered a description of the hijacker but he did not elaborate.

Scott said the hijacker "treated us very courteously."

"Because the rear door was open, the cabin area lost pressure and the temperature in the plane dropped to seven degrees below zero," FAA officials said.

The cabin lights were shut off on orders from the hijacker, they said.

Other members of the hijacked crew were identified as Robert Tataczak, first officer; Harold Andersen, flight engineer; and Tina Mucklow, stewardess. All were based in Minneapolis.

Campbell said a search for the hijacker would begin in the Portland area.

A passenger list made available by the airline listed Michael Cooper as among those getting off the plane.

(Mount Clipping in Space Below)

HIJACKER VANISHES

INTO NIGHT

Associated Press

RENO, Nev. — A man apparently armed with a bomb hijacked a Northwest Airlines jetliner Wednesday night for \$200,000 but was not found aboard the plane when it landed here for refueling near midnight, U.S. Federal Aviation Administration officials said.

The hijacker was given four parachutes by airline officials when the plane left Seattle.

Officials said he may have parachuted from the Boeing 727 while it was in flight or

the craft was due to the possibility that a bomb had been placed in the rear of the plane.

Jack Kiebler, district sales manager for Northwest in Seattle, said the hijacker had locked all four of the plane's crew members in the cockpit during the flight from Seattle to Reno.

The hijacker stayed by himself in the rear of the airplane and did not acknowledge the crew's attempts to communicate with him before the plane touched down in Reno, Kiebler said.

jumped out as it taxied up to the airport terminal with its cabin lights out.

As the plane was taxiing toward the terminal, it stopped long enough for the man to escape safely through an emergency exit, the FAA said.

Sheriff's deputies with dogs began a search for him among houses surrounding the airport.

The crew of three men and one stewardess were hustled off the plane into waiting cars 35 minutes after the craft landed. Authorities said the delay in taking the crew off

The hijacker took over the airliner shortly before it was to land in Seattle at 3:30 p.m. on a flight from Washington, D.C.

On the ground at 5:43 p.m., he allowed the passengers and two stewardesses to leave and an airline employee took the four parachutes and the \$200,000 to the plane.

It was not known if the hijacker planned to parachute from the plane, but he ordered the plane to fly with the landing gear and flaps down and the rear stairwell open.

The pilot said he was told

by the hijacker: "Get the show on the road."

Radio communications from the plane indicated the cabin lights were out and the temperature was seven degrees below zero on the flight to Reno. The pilot said cockpit lights indicated the rear door was being operated.

Airline officials said the stairwell must be retracted for take off and landing but could be lowered in flight so the hijacker could bail out if he chooses.

A Boeing spokesman said

the 727 is one of the few commercial aircraft from which a person could bail out.

"It would be a very safe drop," said John Wheeler. "He'd be away from the flaps and other engines and go straight down."

Wheeler said Boeing had performed an air drop demonstration from the 727 using boxes and "it worked quite well."

A Federal Bureau of Investigation spokesman in Seattle said the FBI had asked the Missoula, Mont., U.S. forest service centre to check on a Michael Cooper in connection with the hijacking.

The FBI spokesman said Cooper "among others" was

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

1.1 The Province
Vancouver British Columbia, Canada

Date: 11/25/71

Edition: Final

Author:

Editor: Paddy Sherman

Title: UNSUB, aka Dan

Cooper; Northwest Airlines F1.305, Portland

Character: to Seattle, 11/2

oCAA-HIJACKING; EXT 6

Classification: 164-81

Submitting Office: Seattle

 Being Investigated

COPY SENT TO BUREAU

DB Cooper-22460

being investigated. The spokesman said Cooper boarded the plane in Portland.

In Missoula, Leonard Kraut of the U.S. forest service's smoke jumper training centre confirmed he had "been checking all night for people, the FBI and others," whether there was a Michael Cooper who trained there.

"I'm not saying he never was a smokejumper, I'm just saying he never jumped from this base," Kraut said.

Most of the passengers did not know the plane had been hijacked.

"The crew just said something might be wrong with the plane," said Pat Munsch of Anchorage. "We had no idea there was a hijacking involved until we were off the plane."

The man was sitting in back of the plane with the stewardesses, said George Labissoier of Seattle.

"There's nothing unusual looking about him," said Richard Simmons of Seattle, another passenger. "He is middle-aged and was wearing dark glasses."

The plane, hijacked en route from Portland to Seattle, circled the Seattle area for 1½ hours while airline officials arranged to have the \$200,000 and four parachutes demanded by the hijacker brought to the airport.

In Seattle the passengers were allowed to leave the plane, but had to cross another runway to reach a waiting bus which the hijacker refused to allow near the plane. All flights were halted

while the passengers were in transit.

The two stewardesses were allowed to leave later, but the pilot said the hijacker would not allow a third one to leave.

There was no explanation why the hijacker wanted four parachutes.

A series of fuel trucks shuttled to, and from, the three-engine jet.

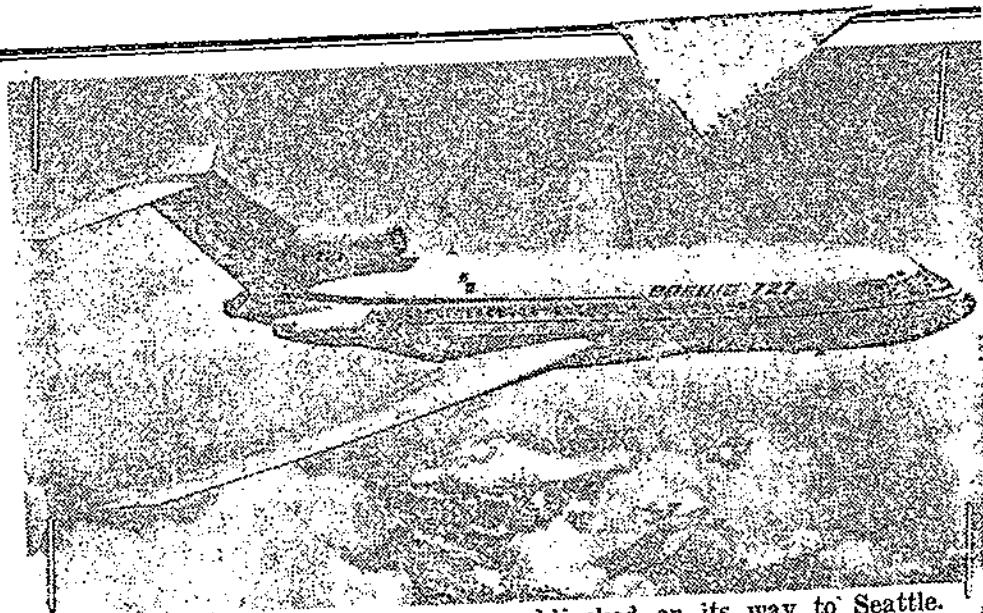
Al Lee, a Northwest employee who brought the money and parachutes to the plane, the operator of the passenger ramp, and the fueling crew were the only persons near the plane.

The passengers were questioned by the FBI before being released.

Simmons said the first word from the pilot was about an hour after the plane had been

scheduled to land, and the pilot said only that there were mechanical difficulties and the plane had to circle to burn off fuel.

"We knew something was wrong when they let us off on a cold, dark runway," Simmons said.



Airplane similar to this one was hijacked on its way to Seattle.

(Mount Clipping in Space Below)

Hijacker

Hunt Near

Woodland

BY DICK CLEVER

The search for the skydiving hijacker of a Northwest Airlines 727 jetliner was narrowed yesterday to a five-mile corridor in upper Clark County, sources said.

Meanwhile, The Post-Intelligencer learned that one of the two parachutes apparently used by the hijacker who escaped with \$200,000 ransom was a non-functional training chute.

Liam Emrick, of Sky Sports, Inc., said he supplied the two chest pack parachutes that were put onto the plane Wednesday at Seattle-Tacoma Airport.

The hijacker, known as "D. B. Cooper" to the FBI, had demanded the money and parachutes before releasing the 36 passengers and two stewardesses. He commanded the plane on a flight from Portland to Seattle.

Passengers and crewmen described the hijacker as in his mid-forties, with dark hair, about 6-feet-1, 175 pounds, wearing a black business suit and dark glasses. They said he was "very cool."

Along with the two chestpack chutes from Sky Sports, located in Issaquah, the hijacker was provided with two backpack parachutes by Norman Hayden, of Renton Aviation.

The parachutes were obtained by Northwest Airlines officials, who also got \$200,000 in cash from several Seattle banks Wednesday afternoon.

Clark County Undersheriff Tom McDowell said the FBI was searching a five-mile corridor a few miles southeast of Woodland, where a command post has been established.

McDowell said the area pinpointed for the search was based on information given the FBI by Northwest Airlines. Another

source was more specific. He said authorities believe the hijacker bailed out of the low-flying 727 at 8:13 p.m., a little over a half an hour after taking off from Sea-Tac.

The area outlined for a full-scale ground and air search, which begins this morning, is described as "wooded and rugged."

The hijacker boarded the plane in Portland. When the jetliner was airborne, he showed a stewardess a briefcase containing two red cylinders and wires and said he would blow up the plane unless his demands were met.

Departing from Sea-Tac Wednesday night after a tense, two-hour fueling operation, the airliner flew south along what aviation authorities describe as a standard "Victor 23" route over Portland, the Willamette Valley, Eugene, Klamath Falls and finally turned southeast toward Reno, Nev.

When the plane taxied to a stop in Reno, the hijacker, the money, the briefcase, and two parachutes were gone.

Emrick said the missing chestpack chute would not have functioned had the hijacker been forced to use it.

"I didn't know that when I went over and picked it out," he said.

Emrick said the canopy of the chute had been sewn shut and the parachute was

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

p. Al Seattle Post-Intelligencer
Seattle, Wash.

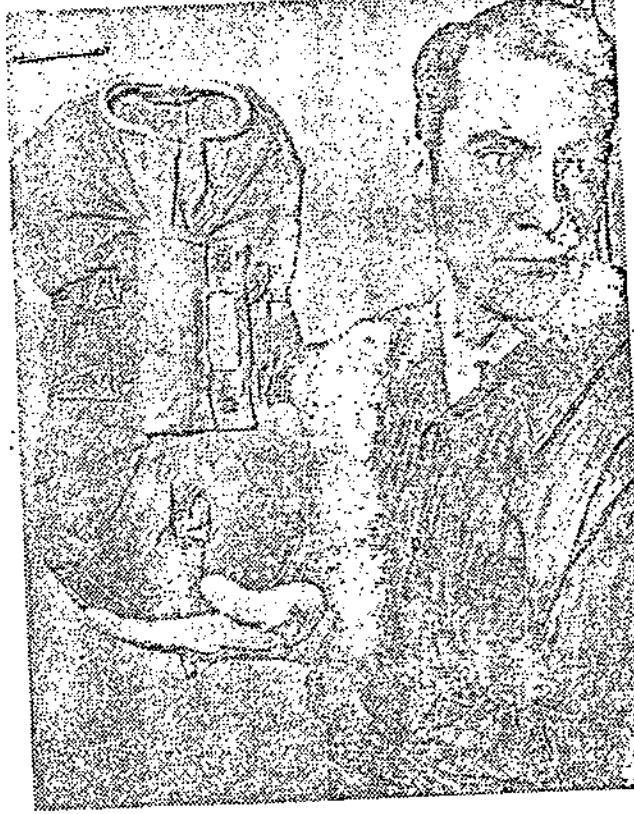
Date: 11/26/71
Edition: Final
Author: Dick Clever
Editor: Dick Lyall
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
Character: 11/24/71

or CAA-HIJACKING; EXT
Classification: 104-01
Submitting Office: Seattle

Being Investigated

Sue B
COPY SENT TO "JREAU"

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI - SEATTLE	



-P-I Photo by Tom Brownell

LINN EMRICK OF SEATTLE SKY SPORTS, INC.

Held front-pack parachute of type given hijacker

for ground practice only.

However, it was also learned by The P-I that the type of backpack chute supplied to the hijacker would not accommodate a chest-pack parachute.

Emrick explained that in order to be able to use his chest-packs, the jumper must have two "D-rings" on

the backpack harness to which the chestpack can be attached.

The backpacks, obtained from Renton Aviation did not have these "D-rings." Earl Cossey, 30, of Seattle, who made the backpack chutes, confirmed this.

Cossey said he made the special chutes for emer-

gency use in aerobatic flying. They do not have attachments for chestpacks.

Authorities were unable to explain the absence of the unusable chestpack. But Seattle area parachutists said it was unlikely the hijacker would have needed it.

Cossey also said the backpack chutes he made six months ago had never been unpacked and the hijacker was the first to use them. He said he was confident his chute "worked fine."

Northwest Airlines and Federal Aviation Administration officials maintained silence on developments in the hijack case, saying only that the FBI has ordered the lid on all sources of information but itself. But the FBI was doing little talking.

Captain Bill Scott, the pilot of the airliner, and the remainder of his crew were flown to Minneapolis yesterday for a late, but no doubt meaningful, Thanksgiving with their families.

A Northwest Airlines spokesman in Minneapolis, headquarters for the line, said the crew would be interviewed by FBI investigators sometime today. Neither the airline nor the crew would make any public statements until cleared by the FBI, the spokesman said.

Law enforcement authorities believe the hijacker was a man with a thorough knowledge of aviation, and parachuting and that he had plotted his daring scheme carefully in advance.

The hijacker's choice of a 727 was a wise one, Boeing officials said, since the rear exit is behind and under the engines.

It was also reasoned by some authorities that the hijacker asked for more than one parachute in order to create the impression he would force a stewardess to jump with him. Thus, authorities would provide properly packed and un-



-UPI Photos.

CAPT. BILL SCOTT
Hijack plane's pilot



TINA MUCKLOW
Stewardess in air drama

tampered-with chutes.

The hijacker knew enough to order the plane flown with lowered flaps and landing gear with the rear door open. The effect of this was to hold the plane to its lowest possible cruising speed—about 200 m.p.h. The hijacker also ordered the pilot to remain below 10,000 feet, a height at which a man is still able to breath fairly easily.

Seattle parachutists, discussing the hijacker's feat,

are agreed that it is entirely feasible.

Cossey, who made the chute upon which the hijacker's life would depend, expressed in fact, some admiration for the skydiving robber.

But he and other chutists expressed doubts that the hijacker could have held anything in his hands during the jump.

"He would have had to tuck the money someplace or he would lose it," Cossey said.

The chutist also said the hijacker could "free-fall" for as long as 40 seconds if he had jumped from an altitude of 10,000 feet.

"But it's awfully hard to judge altitude at night," he said, adding, "I would think he would want to open the chute soon after he jumps."

FBI agents last night still were unable to identify the hijacker. An agent in Portland said "D. B. Cooper" was the name the man used when he bought his ticket, "but he's probably no more D. B. Cooper than I am."

(A Michael Cooper from Missoula was one of the 36 passengers interviewed briefly by the FBI at Seattle-Tacoma Airport after the plane landed.)

Several Portland area persons active in parachuting activities there were questioned by FBI agents but were unable to offer clues to the hijacker's identity.

The area of Clark County now being searched by the FBI with the aid of deputies from Clark and Cowlitz counties is the area where the pilot last talked with the hijacker.

"If he's in the area, we'll dig him out of the wood-work somehow," an FBI spokesman said.

Or, as Undersheriff McDowell put it: "We're either looking for a parachute or a hole in the ground."

(Mount Clipping in Space Below)

In Brazil—or Woodland

\$200,000 question:

Who pushed on door at midnight?

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

p. All Seattle Times
Seattle, Wash.

By DAVE BIRKLAND

Jess Hatfield spit over the railing on his porch. "Yeah," he muttered, "it could have been him all right."

Hatfield lives in Clark County, five miles south of Woodland, Cowlitz County, in the heart of the area where the Federal Bureau of Investigation is searching for the hijacker who parachuted from a Northwest Orient Airlines jet with \$200,000.

Hatfield, 75, who has four acres in the Denny Creek area, said someone tried to get into his home Wednesday about midnight, the night of the hijacking.

"I was up reading when I heard a noise at the side window," Hatfield said.

His wife, son-in-law, daughter and two grandchildren had gone to bed.

"He tried the knob and pushed on the back door," Hatfield said. "One more push and he would have had a bullet through him. I was ready to shoot him right through the panel."

After he heard the noise he got a shotgun and rifle and put them by his chair, he said.

But the person who had tried Hatfield's back door didn't push again, and Hatfield never fired, and it was too "leafy" to see any footprints the next day, Hatfield said.

Earlier Wednesday Hatfield had been in Woodland, where he heard about the hijacking of the Boeing 727.

The search is being concentrated in Clark County, a fact that makes Hatfield a little edgy. He keeps his rifle by his bed. He said, "You don't catch me sleeping very sound."

Speculation is heard in Woodland bars and restaurants

Date: 11/28/71
 Edition: Sunday
 Author: Dave Birkland
 Editor: Henry McLeod
 Title: UNSUB; aka Dan Cooper; Northwest Airlines Fl. 305, Portland
 Character: to Seattle, 11/2 or CAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

that the hijacker had an accomplice and knew the area before he parachuted.

Pete Paulson, a roofer from Woodland, said, "hell, the guy's probably in Brazil by now."

The hijacker knew the area, he had probably flown over it three or four times and he had someone meet him on the ground, Paulson and others speculated.

With an edge of envy in his voice, Paulson said, "From what I've read he seemed like a nice guy, he didn't hurt anybody."

Tom Manning, F. B. I. agent in charge of the search,

said yesterday's search of a 20 square-mile area turned up nothing new in the hilly, wooded terrain.

The search was hampered by low clouds and mist. A deputy sheriff returning from a helicopter search over the area said it was possible to fly only to 1,100 feet before mist and fog obscured vision.

A heavy rain had begun when yesterday's search was called off at 2:10 p. m. A dirt airstrip which parallels Interstate 5 in East Woodland was used as a base.

Manning was asked if the hijacking may become a plot for an F. B. I. television series.

"It could," he smiled, "but only if we catch 'em."

(Mount Clipping in Space Below)

The individual'

He took control of Flight 305

By PAUL HENDERSON

He was referred to as the "individual," a middle-aged man who made his play for \$200,000 while Northwest Orient Airlines Flight 305 was preparing for take-off from the Portland International Airport.

His threat was in a note. He handed it to a stewardess. A briefcase was at his side. He said it contained a bomb.

And then the "individual" started verbally dictating instructions from his seat at the rear of the jetliner.

Flight 305 was scheduled to touch down at Seattle-Tacoma Airport at 3:21 p. m. yesterday. But with a hijacker in control, time tables went out the window when the Boeing 727 lifted off the Portland runway.

Seattle wasn't ready for Flight 305 when it appeared on radar screens here. The money was on its way. But the parachutes apparently were not.

The hijacker wanted two parachutes.

Flight 305 went into a holding pattern 25 miles northwest of Seattle. At 4:50 p. m., for the benefit of the hijacker, ground control relayed this message to the jetliner:

"F. B. I. and police have advised no action to be taken. Repeat. No action to be taken."

"We are awaiting his concurrence that you should land."

Flight Capt. William Scott relayed the hijacker's response.

"He wants us in a lighted area so he can see what's going on," Scott radioed.

And, the pilot emphasized, the hijacker wanted the money and parachutes waiting. At 5:02 p. m. they had not arrived.

Then there was dialog between Northwest control and the plane.

Northwest control: "Impress on this man that we are not trying to stall. The money is on its way. It was picked up at more than one bank."

Landing from the north, Flight 305 was to taxi to a darkened area on the southwest corner of the airport.

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

p. C16 The Seattle Times
Seattle, Wash.

Date: 11/25/71
Edition:
Author: Paul Henderson
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines; Flight 305 Portland to Seattle
Character: 11/24/71
of CAA-HIJACKING; EXT
Classification: 104-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI - SEATTLE	

Northwest control: "This is an unlighted area. Maybe he would lie more light out there."

Scott: "I have just communicated with the individual and I have appraised him of the situation. He understands it may not be possible to park the airplane in a totally secure area with lights. He accepts it."

Northwest control: "We don't want the hijacker to think we are going to sneak up on the airplane."

Scott: "We'll play it by ear when we get down there."

Northwest control: "You hold until we have assurance that we have the money and everything."

Northwest control (5:07 p. m.): "The money is at the airport. Now all we lack are two parachutes."

Scott (5:21 p. m.): "He's getting very impatient for those chutes. We are going to have to come up with them pretty quick. He's beginning not to accept the fact that they are coming from another area."

The parachutes had been sought, apparently without success, from McChord Air Force Base. Now they were en route in a State Patrol car from the Seattle Sky Sports airfield near Issaquah.

Northwest control (5:24 p. m.): "They have just advised that the parachutes have arrived. So we'll go down and pick them up and be on our way."

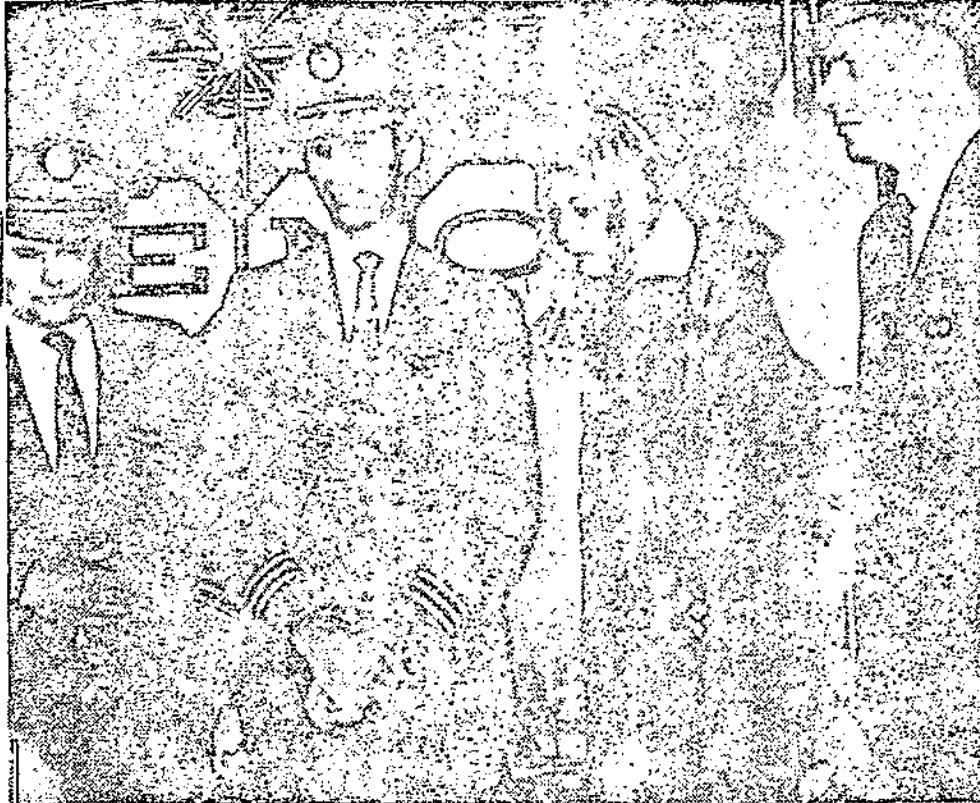
Northwest control (5:39 p. m.): "Everything is ready for your arrival.

Flight 305 touched down in the darkness at 5:45 p. m. and stopped in a far corner of the field with its lights blinking.

Scott (5:47 p. m.): "We'll ask you to stay there until we can coordinate with our friend in the back."

Scott (5:48 p. m.): "He says to get the stuff out here right now."

Two parachutes and a suitcase containing \$200,000 had been loaded into a Northwest Orient courier car. It pulled out from Concourse A, heading for the blinking lights.



Questions for the crew

The crew of the hijacked Northwest Orient Airlines 727 answered questions after they landed late yesterday in Reno. From left were Capt. William Scott; Robert Rateczak, first officer; Tina Mucklow, a stewardess, and Harold Anderson, second officer.—A.P. wirephoto.

Following the hijacker's instructions, a single stewardess walked out of the plane and reboarded with the parachutes and suitcase.

Thirty minutes later 36 passengers walked out of the airplane to a waiting bus. One by one, they filed into the Northwest Orient V. I. P. room on Concourse B for inter-

views with agents from the Federal Bureau of Investigation.

A businessman in a ruffled suit, an airman in uniform, a middle-aged woman with red hair, two men wearing Stetsons, a teen-ager in a ski jacket . . .

Most of them were smiling. A few were grinning ear to ear.

(Please Continue to Column Below)

Hijacker's 'twin'

* * * * * Looks, hobby plague Seattle sky diver

By DON HANNULA

Put a pair of dark glasses on Seattle's Bill Whitney and you've got a remarkable resemblance to a composite sketch of the Thanksgiving Eve jet hijacker who parachuted away with \$200,000 ransom.

Add the fact that Whitney is a co-holder of the Northwest sky-jumping altitude record at 30,000 feet and the result is suspicion.

That suspicion by Whitney's sky-diving acquaintances led to his being questioned for 5½ hours Thursday by the Federal Bureau of Investigation.

The look-alike problem has bothered Whitney, 3828 Whitman Ave. N., who earns his living in the sound-equipment business.

"It's nice to be remembered, but not this way," Whitney said. "It would be nice to look like a movie star or something, but not a guy who pulled a job."

Whitney said: "I know a lot of jumpers up and down the coast. I understand a lot of them looked at that sketch and thought of me. The whole point is I didn't do it and I don't need that kind of reputation."

WHILE WITNEY'S facial features resembled the F. B. I. composite sketch drawn from descriptions by witnesses, his height, weight, age and complexion didn't match those given for the hijacker.

Whitney is 6-feet-8 and about 140 pounds. Witnesses said the hijacker was 6 feet and 175 pounds. They said the hijacker had an olive complexion. Whitney is fair-skinned. The hijacker was described as middle-aged — between 40 and 50. Whitney is 33 with prematurely receding hair.

After the hijacker showed a stewardess what he said was a bomb, commandeered the Northwest Orient Airlines 727 November 24, and released the passengers in Seattle for \$200,000 and four parachutes, he bailed out somewhere between Clark County and Reno, Nev.

Immediately the F. B. I. began checking out anyone with parachuting experience.

Whitney, who has made some 300 jumps since taking up the sport in 1965, said he first heard that he was being sought for questioning Thursday.

He said: "I heard the F. B. I. was looking for me and I said: 'Oh, brother.' I figured, rather than have them pick me up on the street or somewhere, I'd call them." When he did, they said, yes, the F. B. I. did want to talk to him.

"If I had been guilty, I'd be in jail right now," Whitney said.

Whitney said a San Francisco newspaper reporter also flew to Seattle to interview him after a San Francisco sky jumper told the reporters he was convinced Whitney was the skyjacker.

WHITNEY SAID his problems were compounded by having few people to verify where he was the Wednesday of the hijacking. The bachelor said he drove to Bellingham about 7:30 a. m. and spent some time with this partner in the sound-equipment business, returning to the Northeast Seattle home of his partner about noon. He said his partner returned about 6:30 or 7 p. m. and saw him at the home. He said he couldn't recall anyone else seeing him. Whitney said he spent Thanksgiving Day at his parent's home in Tacoma.

"Another thing, I wear dark glasses a lot," Whitney said. The skyjacker was wearing dark glasses.

Whitney is convinced the skyjacker got away. He does not consider what the skyjacker was reported to have done as difficult. "I could have done it, yes, but I didn't," Whitney said.

But Whitney also believes the hijacker will be caught eventually — that he won't be able to resist telling someone one day. Whitney said: "If they ever make a movie of this, I'd be happy to play his part."

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

P.C

Seattle Times
Seattle, Wn.

Date: 12/5/71

Edition:

Author: Don Hannula

Editor: Henry MacLeod

Title: UNSUB; aka Dan Cooper, Northwest Airlines Flight 305, Portland to Seattle

Character: 11/24/71

or CAA: HIJACKING; EXT

Classification: 164-81

Submitting Office: Seattle

 Being Investigated

COPY SENT TO BUREAU.

DB Cooper-22470

A

[redacted] voluntarily appeared at the Seattle Office for whatever assistance he could offer. [redacted]

b6
b7C

[redacted] He had been eliminated as a suspect by independent investigation prior to this interview and he was not interviewed as a suspect but only as a volunteer.

Routing Slip

FD-4 (Rev. 12-22-69)

Date 12/6/71To: XXDirectorAtt.: CRIME RESEARCH
SECTION

SEfile 164-81

FILE BUfile 164-2111

Title UNSUB, akaDan CooperNorthwest AirlinesFlight 305Portland to Seattle11/24/71CAA - HIJACKING;EXTORTION SAC _____ ASAC _____ Supv. _____ Agent _____ SE _____ IC _____ CC _____ Steno _____ Clerk _____RE: Attached article appearing in "Seattle Times"
12/5/71. Rotor #: _____

ACTION DESIRED

- Acknowledge
- Assign Reassign _____
- Bring file
- Call me
- Correct
- Deadline _____
- Deadline passed
- Delinquent
- Discontinue
- Expedite
- File
- For information
- Handle
- Initial & return
- Leads need attention
- Return with explanation or notation as to action taken.

- Open Case Pot
- Prepare lead cards
- Prepare tickler
- Return assignment card Sel C.
- Return file
- Search and return Sel B.
- See me
- Serial # _____
- Post Recharge Return
- Send to _____
- Submit new charge out
- Submit report by _____
- Type

b6

b7C

Re: Interview with _____

interview of _____ actually took place between _____

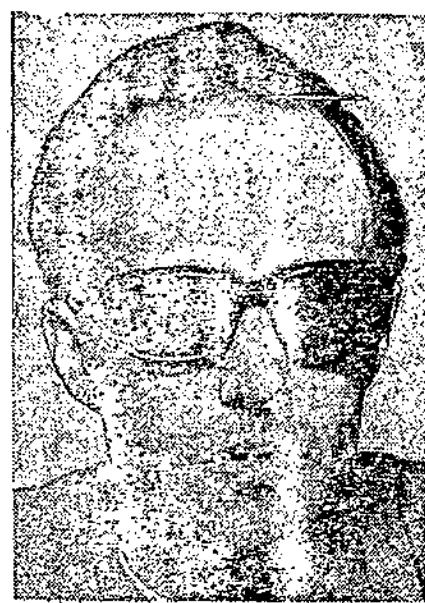
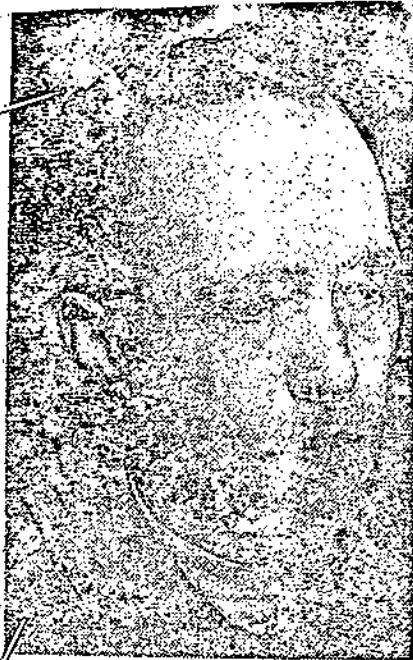
XXX Searched
 Serialized
 Indexed
 Filed
 See reverse side

SAC

Office

SEATTLE

DB Cooper-22472



At left, Bill Whitney discussed his "look-alike" problem . . . center, a composite sketch of the hijacker . . . right, Whitney in dark glasses.

(Mount Clipping in Space Below)

Search pressed for hijacker

Search crews went into the field—and into the air again today as the hunt continued for the daring Northwest Orient Airlines hijacker who parachuted from a 727 jet with \$200,000 in ransom Wednesday night.

A 100-man posse, aided by 10 Clark County sheriff's patrol cars and six helicopters, fanned out again in a five-mile line through the mountain foothills near Woodland.

An eight-hour search yesterday produced nothing, Tom Manning, Federal Bureau of Investigation coordinator, said.

Manning said the hijacker had to be "either crazy or an experienced jumper" to make it. He said the money he carried with him when he left the rear stairs of a 727 jetliner weighed 24½ pounds.

AUTHORITIES disclosed yesterday that the \$200,000 was supplied in \$20 bills—a packet of 10,000 bills that weighed 24½ pounds and measured 8 by 6 by 27 inches.

"We checked reports of possible sightings but they all proved false," Clark County Sheriff Eugene Cotton said.

About 25 to 35 sheriff's deputies and Federal Bureau of Investigation agents were contacting residents on the ground while two helicopters looked for a parachute yesterday afternoon.

A 20-square-mile area east of Woodland was being checked even though F. B. I. officials said the hijacker could have bailed out anywhere between there and Reno.

William Scott, pilot of the plane, said he complied with the hijacker's request to darken the cabin, fly no higher than 10,000 feet and leave the rear stairs down. Scott said indicator lights in the cockpit showed the rear stairwell was being operated as the plane flew over the Woodland area, shortly after takeoff from Seattle.

It was also the last communication between the hijacker and the crew.

F. B. I. AGENTS told searchers to look for two white parachute canopies and parts of a pink one found open and torn aboard the plane when it landed. The agents speculated that the hijacker might have used parts of the torn parachute to tie packets of money to his body.

The hijacker also took some of the plane crew's food rations with him when he jumped.

Colton said temperatures outside the plane were below zero when the door was opened and it was assumed the hijacker couldn't have withstood the cold too long.

THE HIJACKER, who boarded the plane in Portland, showed a briefcase to a stewardess en route to Seattle and told her it contained a bomb. He demanded \$200,000 and two parachute assemblies, each consisting of a back pack and chest pack.

When he received the \$200,000 and the parachutes at the Seattle-Tacoma Air-

port, he released 36 passengers and two stewardesses, then ordered the three-man flight crew and one stewardess to take him to Mexico City. The plane headed for Reno for a refueling stop.

The hijacker was gone when the plane landed in Reno Wednesday night.

Florence Schaffner, 23, of Minneapolis, the stewardess first contacted by the hijacker, said in Minneapolis yesterday she thought the hijacker was "trying to hustle me" when he handed her a note.

She said: "I stuffed the note in my purse and he motioned that I should take it out and read it."

Miss Schaffner did. It said the man had a bomb.

Capt. William Scott, pilot of the plane, said he was surprised when the plane landed in Reno and the hijacker was gone. Earlier reports said the pilot believed the man parachuted out over the Woodland area. Scott said that when the plane landed in Reno:

"I STEPPED into the cabin and asked if there were any more instructions, but there was no answer. I looked around the curtain and determined he was not there."

Stewardess Tina Mucklow, 22, of Richfield, Minn., said she sat with the hijacker when the plane left Seattle but was ordered forward with the rest of the crew shortly after takeoff.

"He was not nervous," she said. "He seemed rather nice, and he was never cruel or nasty."

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

p. A4 Seattle Times
Seattle, Wash.

Date: 11/27/71
Edition: Sunset Final
Author:
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle,
Character: 11/24/71

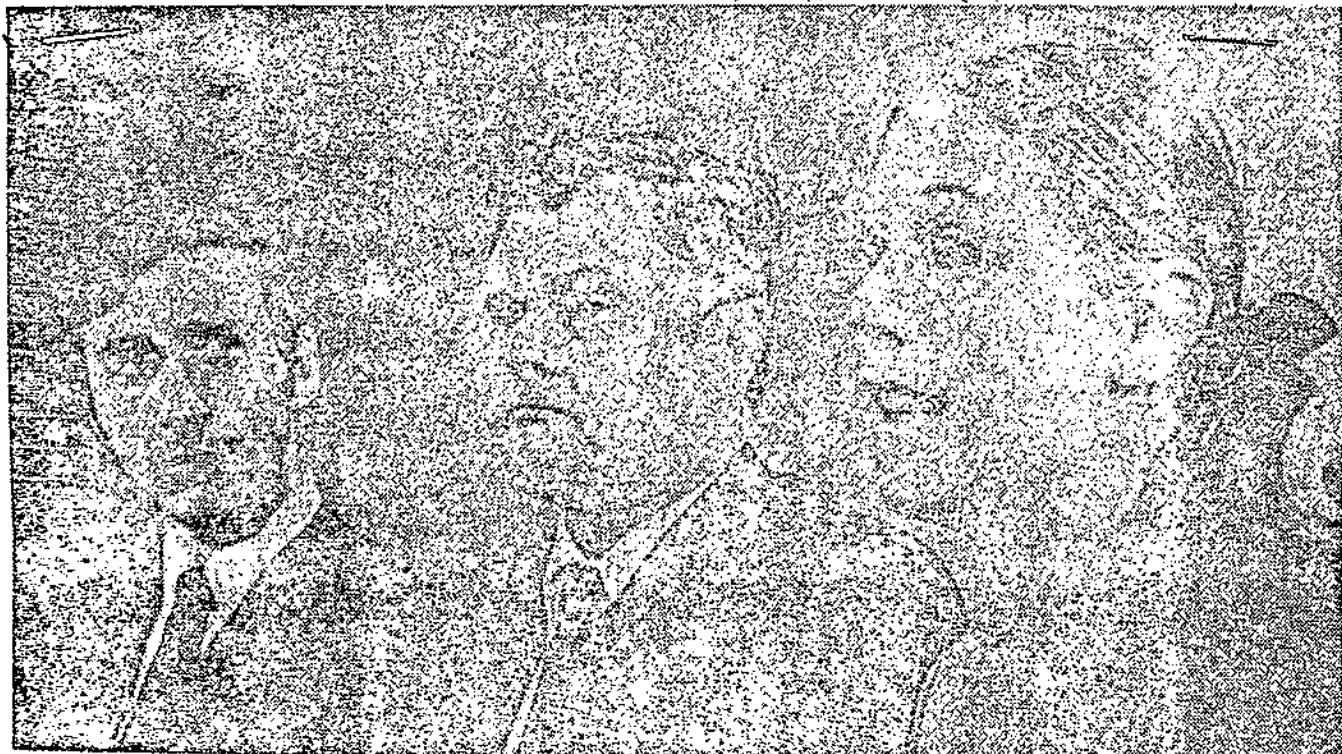
"CAA-HIJACKING; EXT
Classification: 10-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1971	
FBI - SEATTLE	

DB Cooper-22474



Three members of the crew of a hijacked Northwest Airlines jet discussed the experience yesterday at a news conference in Minneapolis. They are, from left, William Rataczak, William Scott and Tina Mucklow, all of the Minneapolis area.—A.P. wirephoto.



F.B.I. agents searching for the hijacker of a Northwest Airlines jet checked a
map yesterday at search headquarters in Woodland, Clark County.—A.P. wire-
photo.

(Mount Clipping in Space Below)

Sketch Made Of Hijacker

BY DICK CLEVER

Who is the man who parachuted from a hijacked Northwest Airlines jetliner to commit one of the most daring acts of air piracy in aviation history?

As of last night, the hijacker's identity remained a mystery, as did the whereabouts of the \$200,000 he took as ransom money for 36 passengers and two stewardesses.

The FBI has been characteristically tight-lipped. But the agency did release a composite sketch of a thin, dark, middle-aged man wearing dark glasses.

And FBI agents vowed to search the entire route between Seattle and Reno, Nev., flown by the hijacked Boeing 27.

Along with the FBI sketch, a personality pattern of the hijacker began to emerge yesterday.

He was obviously a meticulous planner, an intelligent individual who plotted his escapade carefully. A calm, conservatively

dressed "straight-looking" type, he did not fit the so-called profile of a typical hijacker.

He knew the capabilities of the Boeing 727 and that it was probably the only commercial jetliner from which a parachutist could safely leap.

The amount of money — \$200,000 — was a large amount, but still a sum that could be raised by an airline in a short period of time. The weight of the 10,000 twenty dollar bills, at about 24 pounds, would be light enough to handle in a parachute jump if the bills were properly packaged.

But twenty dollar bills are small enough not to cause a great deal of suspicion when being passed.

At 6-feet-1 and 175 pounds, the hijacker was probably in good physical condition for a man in his mid-forties.

The hijacker chose a "bonib" as his weapon rather than a firearm. Some law officers speculated that the man wanted to create the fear that a possible madman was at work who had no fear of losing his own life if his demands were not met.

Most authorities believe the hijacker was an experienced jumper. But they believe his experience was in military jumping, or combat jumping, rather than sport parachuting.

Earl Cossey, president of Sky Sports, Inc., and Scattle parachuting club, shares that theory.

"He knew about military chutes," Cossey said. "Because when he found out they were sending some chutes up from McChord Air Force Base, he turned them down."

Cossey explained that the military chutes were the type that open immediately after the jumper exits from airplane. This would not allow the chutist to fall free of the military observation planes that were following the hijacked liner.

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

Al Seattle Post-Intelligencer Seattle, Wash.

Date: 11/28/71
 Edition: Sunday
 Author: Dick Clever
 Editor: Dick Lyall
 Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
 Character: 11/24/71
 oCAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 29 1971	
FBI - SEATTLE	

DB Cooper 22477

As it turned out, the weather was such that the military jets would have been hard pressed to see a chutist jump.

Cossey said it appeared to him that the hijacker was unfamiliar with the various types of non-military parachutes available. So were Northwest Airlines official.

They obtained two backpack chutes from Renton

Aviation, chutes used by aerobatic flyers. The chutes do not accommodate chestpack "reserve" chutes. Furthermore the aerobatic chutes open immediately after the rip cord is pulled, not in stages, as do the types used by skydivers to ease the shock.

Cossey believes that the hijacker "got quite a shock" when he leaped from the 727 at 200 miles per hour and opened the backpack chute provided to him by Renton Aviation.

Cossey should know. He is an experienced chutist himself and he personally packed three of the chutes the hijacker was given. The fourth was a "dummy" chestpack chute used by Sky Sports for ground training.

Thus it is believed that the hijacker may be an ex-paratrooper or former Army Ranger, experienced in the hard realities of combat and survival.

The FBI refused to say whether it is investigating persons with criminal records who may have served as paratroopers or may have had military parachuting experience.

"We're just not commenting on that kind of detail," an agent in Portland said.

The hijacker had to be resourceful. He had asked for the money in a knapsack.



THE FBI in Portland, Ore., yesterday released this artist's conception of the suspected skyjacker who parachuted Wednesday evening from a Northwest Airlines 727 jetliner after collecting \$200,000 in ransom in Seattle. — (UPI Photo.)

Instead he received it in a cloth sack that he would have to find a way to bind to him during the jump.

Law officers are continuing to search an area of Clark County where it is believed the hijacker could have made his jump. But they are not optimistic about finding the hijacker, or his parachute.

"If he was smart enough to plan it out this far he

sure as hell won't leave the parachute around for us to find," said one deputy.

When he jumped, the hijacker leaped into history and into the imaginations of millions. Even some deputies engaged in the search have expressed admiration for their quarry.

The Little Man, the average Joe who only lives such high adventure in day dreams, seems to have adopted the mysterious skydiving hijacker as some sort of hero.

"Boy, he really pulled one off, didn't he?" is a typical comment.

Eyes gleam, a chuckle rises in the throat, and the average Joe dreams of what it would be like to make a clean getaway with \$200,000 of the "system's" money with nobody getting hurt but the system.

But law officers and airline officials are gravely troubled. They see a danger in the glorification of this kind of swashbuckling air pirate. This time nobody was physically hurt, they admit. But what about next time?

Authorities agree that, indeed, it was a dashing, daring crime. But, they point out, the man who did it is a criminal and must pay the penalty.

And pay he will, if they catch him.

(Mount Clipping in Space Below)

Air Force pilots following hijacked jet didn't see jump

Pilots following a hijacked Boeing 727 Wednesday night were unable to see the hijacker parachute from the plane because of cloudy weather and the hijacked jet's low speed.

A McChord Air Force Base spokesman said yesterday that two F-106 jet interceptors from the 318th Fighter-Interceptor Squadron were sent from McChord to trail

the Northwest Orient Airlines jet. A T-33 jet trainer on a training mission was diverted to follow the airliner and two Idaho Air National Guard F-102 jet interceptors from Boise also were dispatched.

"It would be extremely difficult to follow a jet flying 165 knots (the estimated speed of the hijacked jet) in an F-106," said Col. Roy King, deputy for operations

for the 25th NORAD Region at McChord. He said there were clouds at 10,000 feet, the hijacked jet's altitude, and that the fighter pilots had very little visual contact with the plane, relying mainly on radar.

King said the jet fighters would have had to either fly past the hijacked jet and turn around or make "S" turns behind it.

The "S" turns probably would have taken about two miles on either side of the center line of flight, he said.

"Besides, you probably wouldn't want to get too close to the plane with an erratic character in there," he said.

In the daylight it might have been possible for a pilot to see whether the 727's rear exit ramp was open, King said. At night it would have been impossible, he said.

Two more F-106s from Hamilton Air Force Base, Calif., and an HC-130 rescue plane joined in following the hijacked 727 about 50 miles south of the Oregon-California border. Those pilots also saw nothing, the McChord spokesman said.

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

p. A4 Seattle Times
Seattle, Wash.

Date: 11/27/71
Edition: Sunset Final
Author:
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
Character: 11/24/71
or CAA-HIJACKING; EXT
Classification: 104-81
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 30 1971	
FBI - SEATTLE	

(Mount Clipping in Space Below)

—Amateurs— hunt dollars, not hijacker

WOODLAND, Clark County — (UPI) — A parade of autos, pickup trucks and motorcycles wound through the rolling foothills of the Cascade Mountains yesterday, carrying people seeking a fortune that might never be found.

No one readily admitted he was looking for some or all of the \$200,000 ransom a hijacker collected Thanksgiving Eve before he bailed out somewhere between Seattle and Reno, Nev.

In fact, although the Federal Bureau Investigation was using the Southwest Washington foothills as their operations base in searching for the hijacker, they were merely working on a hunch—no solid evidence—that he had bailed out in the area.

BUT THEY came anyway, 1971-style gold rushers tempted by the lure of easy money and undaunted by the long odds against their success.

In a gas station, three Portland-area girls home from college for the Thanksgiving holiday admitted they entertained fantasies of finding the hijacker's loot.

One girl identified herself only as Anita. She and her two companions had driven to this area "just to have a look around." That was the initial reason.

"You start thinking about it," Anita said, "and you realize maybe he didn't live through the fall and there's \$200,000 sitting all alone in the woods."

Would she turn it in? Anita smiled.

"It would be tempting to keep it," she said, "even if they offered a reward for its return."

A YOUNG farmer in a battered pickup truck stopped at a combination gas station-general store at one of the many crossroads in the search area.

As he manned the gas pump himself, his two children smiled and waved from the cab of the pickup. At first his story was that he was "headed into Battle Ground for a few things at the grocery."

But as the conversation covered the hijacking and the unusually heavy traffic on the North Clark County roads, his talk turned to "what a man could do with that kind of money."

He removed an old rag from the cab, carefully wiped some spilled gas from the side of the truck and commented how "every good Christian man" would be tempted to keep the money.

"A lot of people in Clark County are having to go on welfare because they lost jobs," he said, "and a man could buy himself a pretty nice farm with that kind of money... even if he had to go to Australia."

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

p. A1 Seattle Times
Seattle, Wash.

Date: 11/27/71
Edition: Sunset Final
Author:
Editor: Henry McLeod
Title: UNSUB; Northwest
Airlines, Flight 305,
Portland to Seattle,
Character: 11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1971	
FBI—SEATTLE	

DB Cooper-22480

SOME OF THOSE who weren't driving the rural roads looking for money, are rooting for the hijacker.

"That guy is smart," a waitress said. "He's probably in Mexico laughing about all these federal agents looking all over Washington for him."

Even a deputy sheriff taking part in the search said, "You can't help but admire the guy."



Special Agent Tom Manning of the Federal Bureau of Investigation mapped out search sectors in the hunt for the hijacker of a Northwest Orient Airlines jet. — A.P. wirephoto.

(Mount Clipping in Space Below)

Aviation Officials Perplexed

Latest Hijacking Climax to List of Woes

BY AL WATTS

P-I Aerospace Writer

Aviation officials, especially those of Northwest Airlines, have to be wondering, "What's next?" following the imaginative and bold actions of a middle-aged hijacker.

The commandeering of a Boeing 727 trijet en route from Portland to Seattle Wednesday night wove a plot which conceivably could have been dreamed up by TV writer Rod Serling.

A man as yet unlocated was hardly a typical hijacker. He was described by fellow passengers as "relaxed" — a cool minded extortionist, rather than a desperado wanting to fly to Cuba.

And this man, who obviously knew more than a little about airplanes, established some records in the infamous arena of hijacking — which could qualify him as an anti-hero.

The hijacker, at large somewhere between Seattle and Reno after bailing out of the hijacked jet on Thanksgiving eve, chalked up these "firsts":

- Parachuted from the rear end of a 727 trijet with the plane's flaps and wheels down.

- Collected the largest amount of ransom money — \$200,000 — ever paid by a U.S. airline.

- Pulled off the first Seattle area skyjacking.

This latest of 11 successful hijackings of commercial airlines in the U.S. this year may have an adventure-story ring to it and have established a hijacker's twisted creativity but Northwest Airlines officials were thankful of just one thing yesterday:

The safe return of 35 passengers and a flight crew of six.

"Thanksgiving has particular meaning to us," a Northwest spokesman remarked, "because we were grateful that nobody was injured or killed."

Federal Aviation Administration and airline officials yesterday remained tight-lipped about the hijacking, on orders of the Federal Bureau of Investigation, and said they would make no comments until the hijacker is brought into custody.

The \$200,000 ransom, collected from Seattle banks, was a record for the U.S., but Qantas Airways of Australia was forced to pay \$560,000 on a bomb hoax flight from Sydney to Hong Kong last May 26.

That episode, involving a phone caller who told the airline there was an altitude-sensitive bomb aboard the Boeing 707, was a carbon-copy of Rod Serling's plot of "Doomsday Flight," a made-for-TV movie.

And the real thing made

Serling (of "Twilight Zone" fame) wish he had never thought up the story.

Now, with this week's skydiving hijacker, the TV scribes will have some factual material.

"We'll probably see the whole thing on TV's 'The FBI' in a couple of years," remarked Ed Simonds, public relations chief at Seattle-Tacoma International Airport.

And what aeronautical madness lies ahead for Northwest, which has had more than its share recently?

The airline in mid-September had Garfunkel, the Cat and Bandit, the Dog — two pets who were stowaways in the caverns of 747s, both of which were soon liberated.

Then, two weeks ago, a Northwest 747 bound for Sea-Tac from Tokyo had to delay its landing two hours because of an unclaimed briefcase spotted by a sky marshal. The briefcase, left behind by an absent-minded passenger, was thought to have a bomb in it, and if so, the device could be pressure sensitive and explode at a lower altitude.

Finally, along came this week's skyjacker and his parachutes.

Rather ironically, whether he knew it or not, the hijacker received his \$200,000 ransom from one of the most consistently profitable airlines in the business.

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

p. A3 Seattle Post-Intelligencer

Date: 11/27/71
Edition: Final
Author: Al Watts
Editor: Dick Lyall
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle, Character: 11/24/71 or CAA-HIJACKING; EXT Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1971	
FBI - SEATTLE	
DB Cooper-22482	

(Mount Clipping in Space Below)

Jet crew doesn't know where hijacker jumped

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

Crew members of a Northwest Orient Airlines 727 jet hijacked Wednesday said in Minneapolis today they had no idea when the hijacker parachuted from the plane, with his \$200,000 ransom on a flight from Seattle to Reno. (However, the last communication between the hijacker and the crew was while the plane was over Clark County. This resulted in an intensive search of the area around Woodland. See A 7.)

"We first knew that he was not aboard when we arrived in Reno," Capt. William Scott, Medicine Lake, Minn., pilot of the plane told the United Press International. He said that the hijacker said his final destination was Mexico.

"When we landed at Reno, we thought he still was aboard," Scott said. "We were trying to call him on the P. A. (public address) system. I stepped into the

cabin and asked if there were any more instructions, but there was no answer. I looked around the curtain and determined he was not there."

The curtain separates the first-class and coach compartments on the plane. Scott said the flight crew "never left the cockpit. The flight crew never saw the man."

A STEWARDESS, Tina Mucklow, 22, Richfield, Minn., who remained with the hijacker while the other two stewardesses and 36 passengers disembarked at Seattle, said she sat with him for about four hours on his orders.

"I just kept communicating with the cockpit," she said. "Anything he asked for I passed on to the cockpit."

"He was not nervous. He seemed rather nice, and he was never cruel or nasty," she said.

The hijacker had ordered the flight down at Seattle to pick up the ransom money and four parachutes. The plane then headed for Reno. Scott said it flew at about 180 knots at about 10,000 feet altitude most of the time. Scott said the hijacker did not specify the route.

ASKED if there was any attempt to stop the hijack attempt while the plane was on the ground, the first officer, William Rataczak, Burnsville, Minn., said there was

not. "He relayed his requests, and his requests were met," he said.

Scott said one of the most tense moments in the ground halt at Seattle was a delay in fueling, apparently because of a vapor lock in one of the lines.

Miss Mucklow, discussing the time interval in which the hijacker jumped, said that "right after the takeoff (from Seattle) he said, 'Go to the cabin, pull the curtain, and don't come back.'" She said she obeyed him.

p. Al Seattle Times
Seattle, Wash.

Date: 11/26/71

Edition: Final

Author:

Editor: Henry McLeod

Title: UNSUB; Northwest
Airlines, Flight 305
Portland to Seattle,
Character: 11/24/71or CAA-HIJACKING; EXT
Classification: 164-81

Submitting Office: Seattle

 Being Investigated

COPY SENT TO BUREAU

SEARCHED INDEXED
SERIALIZED FILED11/26/71
FBI—SEATTLE

DB Cooper-22483

(Mount Clipping in Space Below)

Hijacker? There's Still Not A Trace

BY DICK CLEVER

P-I Staff

WOODLAND, Clark County — The man who hijacked a Northwest Airlines jetliner may have parachuted into the darkness over the gently rolling and wooded hills of this Southwest Washington countryside with his \$200,000 ransom money.

At least that's the best hunch law officers had to work with yesterday, based on information passed to them by Northwest's headquarters in Minneapolis.

The "cool" middle-aged air pirate, who vanished Wednesday night somewhere between Seattle and Reno, Nev., left law officers and airline officials stunned by disbelief. Some even expressed admiration for the hijacker's skill and daring.

"You have to admire the guy, in a way," said one Clark County deputy privately. "If he made it, he's really pulled one off."

Crew members of the 727 jetliner said in Minneapolis yesterday they had no idea when the hijacker parachuted from the plane.

Capt. William Scott, pilot of the aircraft, said the hijacker ordered the rear door of the plane opened shortly after take-off from Seattle-Tacoma Airport.

"We never heard from him again, but we assumed he was there," Scott said.

The hijacker had enforced his demands for money and parachutes by displaying a device made from two red cylinders connected by wires to a briefcase.

Tina Mucklow, the stewardess who remained aboard for the flight to Reno after the 36 passengers and two other stewardesses were released, said of the hijacker:

"He was impatient for a time, but never

cruel, nasty or impolite to me in any way."

Scott said the hijacker did not specify any route between Seattle and Reno. And he discounted any possibility that the man could have received a signal from an accomplice from the ground because of the low clouds encountered by the plane during most of the flight.

Scott said the hijacker apparently tied himself to a seat to prevent being swept out the door when it was first opened. In Woodland, authorities were to resume this morning what some authorities confided may be a futile search for clues to the hijacking.

Undersheriff Tom McDowell told The P-I, "we hope to find something."

Tom Manning, of the FBI's Longview office, was coordinating search efforts from the command post here.

Authorities were aided by helicopter pilots from Weyerhaeuser Company and the Bonneville Power Administration who are familiar with the terrain to be covered.

A 150-square mile area roughly diamond-shaped was marked off on a map and divided into six sectors for search teams.

Manning said the information and date by which the area was defined was fed into a computer at Ft. Lewis. He said the information was partly based upon flight data provided by Northwest.

Weather reports indicate there was a southwesterly wind of about 30 miles an hour blowing through the Clark County foothills at about the time officials think the hijacker might have jumped. Manning said the plane was flying 200 miles per hour at an altitude of 7,000 feet as it passed over Clark County.

Expert parachutists in Seattle said a chutist could drift as much as three miles from the starting point of his jump in those wind conditions.

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

p. A1 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/27/71
 Edition: Final
 Author: Dick Clever
 Editor: Dick Lyall
 Title: UNSUB; Northwest Airlines, Flight 305
 Portland to Seattle,
 character: 11/24/71
 orCAA-HIJACKING; EXT.
 Classification: 164-31
 submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 28 1971	
FBI—SEATTLE	

DB Cooper-22484

Experts say the hijacker could survive a jump under the conditions he was faced with if he was an experienced jumper. All evidence gathered so far indicates the man was, indeed, experienced.

Members of parachute clubs in the Portland area have already been contacted by FBI agents searching for clues to the hijacker's identity. It has been estab-

lished that the man boarded the plane in Portland.

The hijacker demanded and received four parachutes along with 10,000 \$20 bills. The package of bills, according to Northwest authorities, weighed 24½ pounds and measured eight by six by 27 inches.

When the plane landed in Reno the air pirate, his booty and the brief case were gone.

Manning said one of the remaining parachutes was partially torn. He said the hijacker may have used pieces of that chute to bind the money to him when he jumped.

Crew members said in Minneapolis that the hijacker had demanded the money in a knapsack and was angry when it was delivered in a white cloth sack.

Experts say that unless the man had found a way to bind the money bag to him, he would have lost it.

"At that speed anything he carried would be ripped out of his hands," said Earl Cossey of Sky Sport, Inc., a Seattle parachutist club.

It was Cossey who packed three of the four chutes provided by Northwest Airlines to the hijacker. The fourth

chute was a ground training chute and would not have functioned had the hijacker been forced to use it, Cossey said.

Yet that training chute, a chestpack "reserve" parachute was one of those missing from the plane when it landed in Reno. Cossey said the hijacker would have used the backpack chute first, however. And he said it would "work fine."

An Air Force spokesman said yesterday that as many as eight military aircraft were trailing the hijacked liner.

A spokesman at McChord Air Force Base said two F106 fighters were dispatched from there and were joined by a T33 jet trainer already airborne.

He said two F102 fighters were sent by the Idaho Air National Guard at Boise. A C130 rescue aircraft with rescue parachutists aboard was launched from Hamilton AFB, just north of San Francisco.

Finally, the Air Force spokesman said, two more F106s already airborne over California joined in shadowing the Boeing 727.

However, officials said,

the military planes were not able to maintain constant visual contact with the liner because of the weather conditions and the slow speed at which it was flying. None of the pursuing planes saw a parachutist jump from the 727, the officials said.

The search resumes today in the bucolic, sparsely populated back country of Clark County for a man who law officers concede will be difficult, perhaps impossible, to find whether dead or alive.



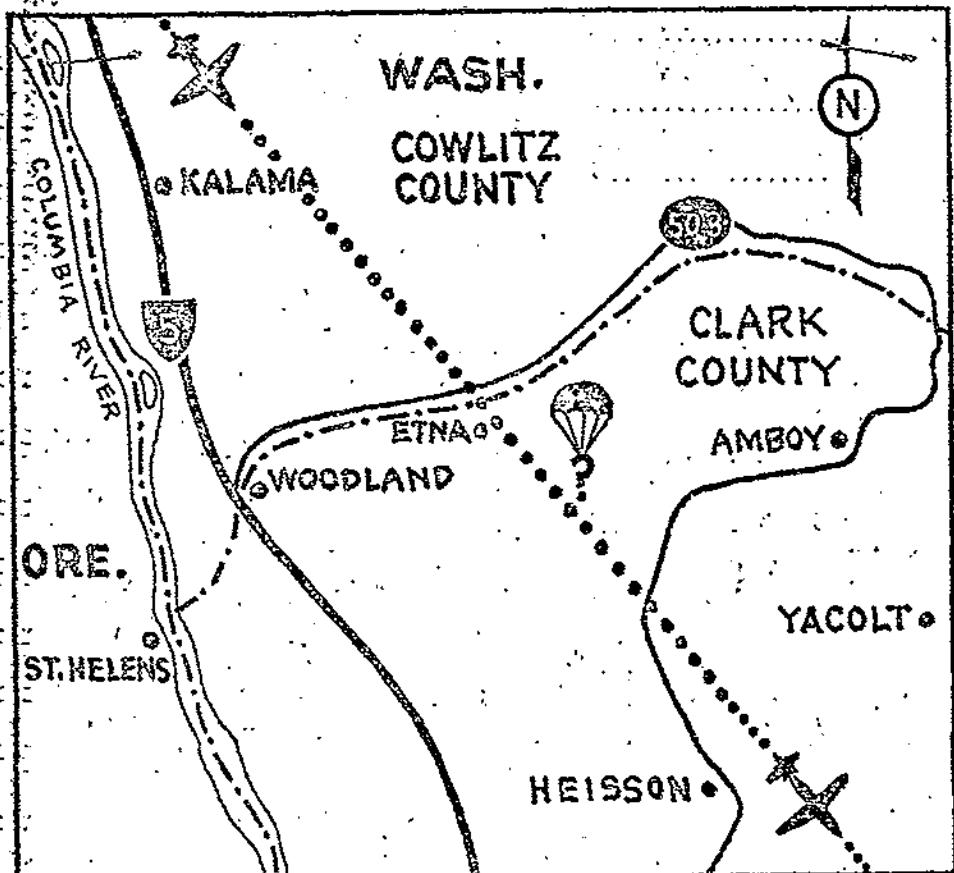
--P-I Photos by Cary Tolman.

AUTHORITIES SEARCHED THIS FOGGY AREA OF CLARK COUNTY FOR HIJACKER
Foothills east of Woodland are mixture of forest and farm land

DB Cooper-22486



FBI AGENT TOM MANNING, center, assigned search crews to sectors of area authorities believe hijacker may have parachuted from the jetliner. Gathered around the map at the Woodland command post are, from bottom left, helicopter pilot ~~Bobby~~ Hall, Sgt. M. A. Miller, Undersheriff Tom McDowell and Sgt. Arch Thornberry.



—P-I Map by Bob Cavanaugh.

MAP SHOWS ROUTE, SEARCH AREA OF HIJACKED JETLINER

Where did men jump, parachute symbol, with the \$200,000 in cash?

(Mount Clipping in Space Below)

Hijacker's Note of Thanks?

United Press International

A note from "D. B. Cooper" reading, "Thanks for hospitality," was turned over to the FBI yesterday on the chance it was sent by the parachuting airline hijacker who got away with \$200,000 ransom last week.

The note, with printed words pasted to a piece of paper, was received by Reno Newspapers, Inc. It was addressed in light hand-printed pencil to "Reno Newspaper, Reno, Nev." and postmarked Oakdale, Calif., a small town southeast of Stockton. It read:

"Attention. Thanks for hospitality. Was in a rut, D. B. Cooper."

"D. B. Cooper" was the name given by the swarthy man who hijacked a Northwest Airlines 727 jetliner Wednesday, collected \$200,000 ransom, and then escaped by parachute while

the plane was flying from Seattle to Reno.

"Cooper," a name the FBI said is probably an alias, caught the fancy of some people for the daring nature of his crime and for its apparent success in "beating the system."

FBI agents—not charmed at all by the hijacker's caper—continued their dogged search yesterday in a 15-square-mile area around Woodland, in Clark County, where they think he came down after leaping from the plane.

Tom Manning, the agent in charge, suggested the hijacker may be marooned in the rugged Cascade foothills with a broken leg.

But some local law officers frankly admit, off the record, that they think he's sitting in a hotel in Mexico with the loot.

Others promote the theory, "The damn fool probably

bly killed himself" and go about business as usual.

One policeman at Wood-

land said confidently:

"Come next deer season, some hunter will find him."

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

P. A3 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/30/71

Edition: Final

Author:

Editor: Dick Lyall

Title:

Character:

or

Classification: 164-81-574

Submitting Office: Seattle

Being Investigated

Sud B

B

DB Cooper-22489



THE NOTE SENT TO NEWSPAPER SIGNED WITH NAME USED BY HIJACKER

It was turned over to the Federal Bureau of Investigation by Reno Newspapers, Inc.

AP Photo

DB Cooper-22490

(Mount Clipping in Space Below)

Clark County search for hijacker called off as trail grows dimmer

Act B

Federal Bureau of Investigation agents and Clark County deputy sheriffs continued today to check out all reports that might lead to the whereabouts of the Thanksgiving Eve jet hijacker.

But actual search efforts in Clark County have been halted for the time being.

Clark County Sheriff Eugene Cotton said:

"There's nothing new and we've taken our men off unless something else turns up. We're continuing to check

out every lead."

J. Earl Milnes, special agent in charge of the Seattle office of the F. B. I., said simply: "The investigation is continuing."

Temporary search headquarters in Woodland City Hall in Cowlitz County were vacant today.

Search efforts had been concentrated in the area east of Woodland because it was the last time there was contact between the hijacker and the crew of the Northwest Orient Airlines 727 he

commandeered November 24.

Indicator lights in the cockpit showed the stairwell from an open rear exit on the plane was operated at that time--arousing suspicion the hijacker might have parachuted from the plane at that time with his \$200,000 ransom.

The hijacker, who used the name D. B. Cooper, could have bailed out anywhere between there and Reno, where the 727 landed without the hi-

jacker aboard. Aerial checks of the entire flight route are expected in hopes of spotting a parachute.

A mystery letter sent to a Reno newspaper was turned over to the F. B. I. yesterday for investigation of whether it was a prank or was really from the hijacker.

The letter -- printed words pasted to a piece of paper, was addressed to Reno Newspaper, Reno, Nev. It read: "Attention. Thanks for hospitality. Was in a rut, D. B. Cooper." It was postmarked Oakdale, Calif., a small town southeast of Stockton.

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

P, A16 Seattle Times
Seattle, Wash.

Date: 11/30/71
Edition: Sports Final
Author:
Editor: Henry McLeod
Title: UNSUB; aka Dan Cooper; Northwest Airlines Flight 305,
P.D. to SE, 11/24/71
or CAA-HIJACKING; EXT
Classification: 16-4-61
Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU
164-88 - sub B

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1 1971	
FBI - SEATTLE	

DB Cooper-22491

(Mount Clipping in Space Below)

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

Passenger list for Flight 305

Northwest Orient Airlines yesterday issued this list of the 36 passengers aboard the hijacked Flight 305 when it landed in Seattle. The home-towns of the passengers were not immediately available.

Dennis Michaelson
 Larry Finegold
 A. Menendez
 Ray D. Clouse
 George Kurota
 Mr. Pallart
 Robert Cummings
 Mrs. Cummings
 C. A. MacDonald
 Daniel Rice
 J. R. Wornstaff
 Patrick Munsch
 LaVonne Connell
 Arnold O. Andvik
 Bill McPherson
 S. McPherson (son)
 Scott McPherson
 Mr. Weitzel
 W. P. Jensen
 Mrs. Helen Connors

Jack Almstead
 A. B. Truitt
 Charles Street
 R. P. Donohoe
 W. J. Murphey
 Mrs. Barbara Simmons
 Michael Cooper
 Nancy House
 William Keats
 C. Harms Zem Spreckel
 William Mitchell
 Robert B. Gregory
 Lynn Cummings
 George Labisoniere
 Mrs. Kloepfer
 R. J. Simmons

p. G17 The Seattle Times
 Seattle, Wash.

Date: 11/25/71
 Edition:
 Author:
 Editor: Henry McLeod
 Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
 Character: 11/24/71
 or CAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI—SEATTLE	

(Mount Clipping in Space Below)

February hijacking recalled

The hijacking of a Northwest Orient Airlines Portland-to-Seattle flight was the second hijacking of a Seattle-bound plane this year.

February 25, a Western Airlines plane from Ontario, Calif., was en route from its only stop, San Francisco, when it was hijacked over Medford, Ore., and forced to fly to Vancouver, B. C.

The passengers and crew returned to Seattle after a youth was arrested and the plane and luggage were searched.

Chappin Scott Paterson, 19, who originally demanded the plane be flown to Cuba, was indicted by a federal grand jury here on a charge of air piracy.

Paterson later pleaded guilty to a lesser charge of interfering with the operation of an airliner. Hijacking and kidnaping charges were dismissed by the government. He is in the corrections center at Lompoc, Calif., serving a term of up to 10 years.

Ninety-two passengers and a crew of six were aboard the Western 707 in February. Thirty-six passengers, the hijacker, and a crew of six were aboard the Northwest 727 yesterday.

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

p.G17 The Seattle Times
Seattle, Wash.

Date: 11/25/71

Edition:

Author:

Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
Character: 11/24/71

or CAA-HIJACKING; EXT
Classification: 164-81

Submitting Office: Seattle

Being Investigated

CONF - GNT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI - SEATTLE	

(Mount Clipping in Space Below)

Hijacker added hop to Northwest's puddle jumper

By PAUL HENDERSON
Flight 305 originated in Washington, D. C. With stops in Minneapolis, Great Falls and Missoula, Mont., and Spokane and Portland, the flight was described by Northwest Orient as a "puddle jumper."

The last hop was to have been Portland to Seattle. The hijacker added one more — Seattle to Reno — and Northwest Orient had been prepared to "puddle jump" him to Mexico City.

Three stewardesses, three crew members, and one hijacker remained in the plane after 36 passengers had departed.

At 6:50 p. m., William Scott, flight captain, advised

Northwest control that two of the stewardesses had been permitted off the plane. He had spoken with full composure to this point. Now the pilot's voice reflected anxiety:

"Two stewardesses are in the automobile (the Northwest courier vehicle which had delivered four parachutes and \$200,000).

"Just get out here and start pumping gas.

"We have one stewardess remaining with the individual. I hope that truck is full. He's getting awfully antsy. He wants the stewardess sitting back there with him on take-off."

"Empty fuel tanks were holding up take-off. A North

west Orient spokesman said hoses on the first fuel truck had developed vapor lock.

Another problem was the hijacker's requested destination. He said he wanted Mexico City — 2,200 air miles. The hijacker also called for a flaps-down flight at low altitude.

At that "configuration," a Northwest spokesman explained, maximum range of the 727 would be 1,000 miles. Northwest control began studying optional flight plans which it hoped would be acceptable to the hijacker.

Northwest control: "Seattle to Phoenix might be possible. But it is doubtful.

"Tell him that Reno makes a must-be choice for a wise

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

p. C18 The Seattle Times,
Seattle, Wash.

Date: 11/25/71

Edition:

Author: Paul Henderson
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305
Portland to Seattle
Character: 11/24/71

or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI - SEATTLE	

hijacker.

"And be sure he understands that you can't take off with the door down."

The hijacker had posed the question. Could the plane fly with the rear staircase down? It figured into the bail-out that was a part of the escape plan, Northwest officials surmised. Minimum speed, induced by lowered flaps, low altitude and a staircase leading to a safe jump.

Northwest control (7:20 p.m.): "If you have to go to Mexico City, a second stop would be Yuma."

Scott: "OK, we'll plan on the second stop in Yuma. We have completed fueling. The stairs have been removed. He has agreed to let us take

off.

"He just called up and told us to get the show on the road."

Northwest control: "We'll keep you posted."

Scott: "OK. Thank you, Sir."

"He has indicated that he wants us to keep it below 1,000 feet. We'll take leave of you until we are in a position ourselves for take-off."

Northwest control: You are cleared for take-off whenever you are ready. Good luck on 'er."

Scott: "Sorry for the trouble."

Northwest control: "That's all right, Captain. No problem."

Flight 305 lifted into the darkness on its final leg at

7:37 p. m. A Northwest spokesman said Tina, Mucklow, stewardess, was permitted to join Scott; Robert Rataczak, first officer, and H. E. Anderson, second officer, in the cockpit shortly after take-off.

Crew members had followed the hijacker's instructions to leave the rear staircase unbolted. The door was open and the staircase partly extended when Flight 305 landed at Reno 3½ hours later.

The hijacker was not on the plane. The crew reported he had been glimpsed in the back, 30 minutes before arrival, with a parachute strapped on, ready to jump.

Outside, in the darkness, it was 7 below zero.

(Mount Clipping in Space Below)

Persons On The Plane

Here is a list of the passengers on board the hijacked Northwest Orient Airlines plane at Seattle-Tacoma International Airport.

Addresses of the passengers were not given and in some instances the first names were not stated.

Passengers:

Dennis Michaelson, Larry Finegold, A. Menendez, Ray D. Clouse, George Kurota, Mr. Pailart, Mr. and Mrs. Robert Cummings, C. A. MacDonald, Daniel Rice, J. R. Wornstaff, Patrick Misch, LaVonne Connelly, A. O. Andvik, Mr. McPhearson.

Also, S. McPhearson, Scott McPhearson, Mr. Weitzel, W. P. Jensen, Mrs. Helen Connors, Jack Almstead, A. B. Truit, Charles Street, R. P. Donohoe, W. J. Murphey, Mr. and Mrs. R. J. Simmons, Michael Cooper, Nancy House, William Keats, C. Harms, Zem Spreckel, William Mitchell, Robert B. Gregory, Lynn Cummings, G. Labisoniere and Mr. Kloepfer.

The FBI identified the crew as William Scott, the pilot; Bob Rataczak, first officer; H. E. Anderson, flight engineer, and Tina Mucklow.

Northwest Airlines said the crew is based in Minneapolis.

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

P. A3 The Seattle Post Intelligencer Seattle, Wash.

Date: 11/25/71
 Edition: Final
 Author:
 Editor: Dick Lyall
 Title: UNSUB; Northwest Airlines, Flight 305 Portland to Seattle
 character: 11/24/71
 or CAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 27 1971	
FBI - SEATTLE	

DB Cooper-22496

(Mount Clipping in Space Below)

Airline Raises

Quick \$200,000

How do you raise a quick 200 grand after the banks are closed?

That was the sticky problem of Northwest Airline officials late yesterday afternoon when a hijacker commandeered a Boeing 727 en route from Portland to Seattle and demanded \$200,000 for the safety of 35 other passengers.

The airline last night would not reveal the details of how it obtained the huge sum on short notice.

But, apparently, because of the circumstances, the banks opened their doors exclusively for the carrier.

A Northwest spokesman said the money was collected from "local financial sources."

A spokesman for the Federal Aviation Administration said that all the bills were the real McCoy "and not cut paper."

An unidentified "Northwest courier" delivered the money to the ill-fated plane as it was parked on the end of a runway in the darkness at the south end of Sea-Tac.

Jack Keillor, district sales manager for Northwest here, apologized last night for the lack of details concerning the \$200,000 transaction and for "being so closed-mouthed at this point, but our concern is for the four crew members aboard that plane."

Donald W. Nyrop, president of the Minneapolis-

based airline, issued orders to cooperate fully with the hijacker and "do whatever he demands."



ROUTE of Northwest Airlines Flight 305, taken over by a hijacker after leaving Portland, is shown on map. The jetliner circled for about two hours north of Seattle and landed at Seattle-Tacoma International Airport at 5:42 p.m., where passengers and two stewardesses were allowed to get off. Jet took off at 7:41 p.m. and flew to Reno. (AP Map)

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

p. A3 Seattle Post-Intelligencer Seattle, Wash.

Date: 11/25/71
 Edition: Final
 Author:
 Editor: Dick Lyall
 Title: UNSUB; Northwest Airlines, Flight 305
 Portland to Seattle
 Character: 11/24/71
 or CAA-HIJACKING; EXT
 Classification: 164-31
 Submitting Office: Seattle
 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 18 1971	
FBI - SEATTLE	

(Mount Clipping in Space Below)

Hijacker was relaxed, say passengers

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

p. G17 The Seattle Times
Seattle, Wash.

By MIKE WYNE

A portrait of an unimpressive, cool and relaxed hijacker was sketched by passengers last evening at the Seattle-Tacoma Airport as they tried to recall the seatmate who held them more than three hours for \$200,000 ransom.

As a Northwest Orient Airlines stewardess handled the complicated instructions of the hijacker, only other flight-crew members knew he was threatening to dynamite their 727 from the sky.

A FEW PASSENGERS worried. Most said they be-

lieved the flight captain's announcement that Flight 305 was experiencing mechanical difficulties and had to "burn" fuel by circling over Seattle.

Actually Capt. Bill Scott was burning time while ground personnel complied with the hijacker's orders.

Questioned after they left a questioning session conducted by Federal Bureau of Investigation agents, passengers recalled their abductor:

"A quiet guy."
"He had dark glasses."
"... kind of relaxed in his seat."
"Sort of slouched."



Robert B. Gregory

"Never said anything."

"Didn't notice him until we were getting off."

"Middle-aged and well-dressed."

Passengers talked, read, napped and stared out the window as the busy drama unfolded of collecting the ransom, cordoning the airport, locating parachutes and preparing to secure a runway area for refueling and exchanging cash for passengers.

Two of the debarking passengers, however, were eager to professionally deal with their abductor. They were Larry Finegold, assistant United States attorney for Western Washington, and Richard Simmons, head of Job Therapy, a prisoner-rehabilitation program.

Date: 11/25/71
Edition:
Author: Mike Wyne
Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305
Character: Portland to Seattle
11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI - SEATTLE	



Larry Finegold

"I hope we'll have a quick prosecution of this case," said Finegold, who was returning from Vancouver, Wash., where he has been representing federal government personnel in the \$2.1 million civil lawsuit against San Francisco Mayor Joseph Alioto.

"I'll take care of him when he get put away," Simmons said. "We've never had one (a hijacker) before, but we've helped every other type of criminal."

"It wasn't until the money was being handed over that I thought of being hijacked," Finegold said.

"When they brought the money and parachutes aboard, we realized what had happened," said Bill MacPherson, Seattle real-estate executive.

SIMMONS DEFENDED the crew's decision to lie to the passengers as necessary to keep the passengers from getting alarmed and upsetting their abductor.

"I slept most of the time we were up there," Simmons said.

Simmons' wife, Barbara, also active in prisoner-rehabilitation, said she first thought they had gotten on the wrong flight.

"First we went right past Seattle, then Everett," Mrs. Simmons said. "All I could think of was the plane was going to Vancouver and we were on the wrong flight."

"Our concern now is for the people (crew) who stayed aboard," Mrs. Simmons said.

William Mitchell, 20, Redmond, said he sat across the aisle from the hijacker and didn't realize what was happening as the man issued his demands to the stewardess.

"He didn't move when we left the plane," Mitchell said.

Robert B. Gregor, Sumner, said he paid no attention to the man during the flight, but took a look at him as the passengers left the plane.

"He was quite relaxed," Gregory said. "He was sit-



Richard Simmons and his wife, Barbara, told of the hijacking after they and 34 other passengers and two stewardesses were allowed to deplane at Seattle-Tacoma Airport. Simmons is head of Job Therapy, a prisoner-rehabilitation program here.—Staff photo by Greg Gilbert.

ting on the back seat, starboard side."

Passengers said that shortly after the take-off from Portland, little things happened that later were understandable as the first part of their abduction.

"I saw one stewardess answer a call and her face dropped," Simmons said. "She looked bewildered and gulped. I guess she learned what was happening then."

Another passenger recalled hearing a stewardess

say, "pull the curtain aside so he can see everything." The open curtain allowed the man to see to the front cabin door from his rearmost seat.

Passengers praised the stewardesses for their calmness and the flight crew for their relaxed voices during announcements.

"We didn't realize what it was until we got out and found ourselves on a dark, cold and wet runway and they told us to get away from the plane," said one passenger.

As the passengers hurried across a runway to a waiting bus for the ride to the airport terminal they left only their luggage aboard the plane.

THE PASSENGERS were smiling as they reached the airport terminal, a bit embarrassed at the attention focused on them.

A Northwest spokesman said that as F. B. I. agents organized the questioning, hostesses offered the passengers sandwiches and overnight toothbrush-shaving kits.

"Only four wanted sandwiches and nobody wanted a kit," the spokesman said. "We'll get their luggage to them as soon as we can."

CC-# 401

(Mount Clipping in Space Below)

The Drama of Seized Plane's Stop at Sea-Tac

BY DICK CLEVER

At 5:40 p.m. The Seattle-Tacoma Airport tower radioed to Northwest Orient Airlines Flight 305:

"Everything is ready for your arrival."

Flight 305 had been in the air for more than 2½ hours, much too long for a flight from Portland to Seattle.

A calm hijacker was in control of the 80-ton Boeing 727 and he had refused to allow the plane to land until the money and the parachutes were at the airport.

5:45 p.m.—Flight 305 touches down at Sea-Tac.

Pilot Bill Scott radios to the tower:

"We will ask you to stay right there until we get coordinated with our friend in the back."

The hijacker apparently had spent much of the flight in a rear lavatory with his hostage, stewardess Tina Mucklow.

Flight 305 rolls south along runway 16R and stops halfway down the field about 2,000 yards west of the airport administration building.

Tower to Pilot Scott: "Do you want the runway lights on bright?"

The hijacker had expressed a desire to land in a lighted place, Scott had messaged earlier, "so he can see what's going on."

But now Scott replies to the tower: "No, you better turn them down."

Immediately, the thousands of lights lining the several thousand feet of runway 16R dim to a faint glimmer.

Scott asks that a fuel truck come out on the runway first to begin fuel-

ing operations, adding that the hijacker wants the plane fueled "right now."

5:50—The first fuel truck arrives at the plane.

6:05—The \$200,000 demanded by the hijacker is loaded onto the plane, along with four parachutes.

6:10—The first fuel truck reports its lines are vapor-locked. The fueling operation cannot continue. A second truck is called into service.

The hijacker is remaining in the rear of the plane, Scott reports.

Tower: "If you are able to talk, can you say what kind of device it is?"

Scott: "The stewardess with him said she saw some red cylinders with wires attached in a briefcase. It's like dynamite."

With the hijacker out of earshot of the cockpit, there follows a brief dis-

cussion between pilot and tower of the options available to the crew once the passengers are safely removed.

A Northwest Airlines ground supervisor suggests by two-way radio that once the passengers are clear the hijacker be somehow distracted so the crew can evacuate the plane "and leave the sonuvabitch go."

"That's our contingency plan," Scott replies calmly.

Also by 6:10 p.m. the passengers had been allowed to leave the plane. And by 6:10 p.m. Sea-Tac was completely shut down as the passengers walked down the runway to meet a bus. A runway adjacent to 16R had been in operation during the fueling.

6:50 p.m.—The fueling operation is not going well. The second fuel truck is empty after loading only 2,300 pounds of fuel. Scott warns the

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

p. A3 Seattle Post-Intelligencer Seattle, Wash.

Date: 11/25/71
Edition: Final
Author: Dick Clever
Editor: Dick Lyall

Title: UNSUB; Northwest Airlines, Flight 305 Portland to Seattle
Character: 11/24/71

or CAA-HIJACKING; EXT
Classification: 164-31
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI - SEATTLE	

tower that the hijacker is "getting antsy."

Also at 6:50 p.m. two stewardesses are allowed to leave the plane. They are brought to the Northwest operations office for debriefing by the FBI and then spirited away from the growing crowd of newsmen.

Operations manager Al Lee radios Flight 305: "I just talked to the two stews and they seem to think that if you call back to let him know everything's okay he'll let the other one go."

Irritated response from Flight 305: "That's not true. He's got her sitting back with him and he's not going to let her go."

7 p.m. — Pilot Scott asks that the rotating beacons on a service vehicle be turned off.

7:05 — Pilot and tower discuss pos-

sible flight plans to Mexico City. The hijacker wants the 727 to fly with flaps down 15 per cent, landing gear down and doors open.

It is agreed that the plane cannot fly nonstop to Phoenix.

Tower: "Seattle-to-Reno is a better choice for a wise hijacker."

The tower also advises Flight 305 that "you will have people following you all the way down" to Reno, one plane above and one plane below.

At about 7:30 p.m., Flight 305 is cleared for takeoff.

Scott: "Any restrictions on climbing?"

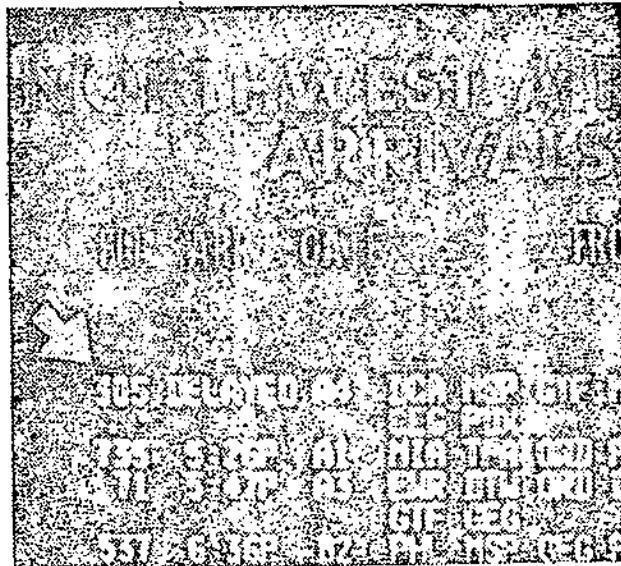
Tower: "No restrictions at all. You climb any way you can."

Scott: "Sorry for all the trouble."

Tower: "No trouble at all."

7:40 p.m. — Flight 305 is airborne and bound for Reno.

(Mount Clipping in Space Below)

*—P-I Photo by Tom Barlet.*

SEA-TAC SIGNBOARD SAID NW FLIGHT 305 "DELAYED".
Reason for late arrival was not given: hijack

After the Fifth Landing, Plane's Routine Changed

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

D. A9 Seattle Post-Intelligencer
Seattle, Wash.

Date: 11/25/71
Edition: Final
Author: Al Watts
Editor: Dick Lyall
Title: UNSUB; Northwest Airlines, Flight 305 Portland to Seattle
Character: 11/24/71

or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SERIALIZED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI - SEATTLE	

BY AL WATTS

P-I Aerospace Writer

Flight 305, Northwest Airlines' cross-country "milk run," made five of its six stops without incident yesterday.

But after its fifth landing, at Portland, on a continent-spanning trip, the Boeing 727 trijet was reported to have a hijacker among its 36 passengers.

A timetable of the major developments of the ill-fated flight which originated in Washington, D.C., (with stops at Minneapolis, Great Falls, Missoula, Spokane and Portland), and was to have terminated in Seattle.

2:58 P.M. — Plane took off from Portland International.

3:26 P.M. — Federal Aviation Administration received word that Northwest Airlines Flight 305 had a hijacker with an explosive device aboard.

3:30 P.M. — Hijacked plane due to land at Seattle-Tacoma International Airport.

3:30-5:25 p.m. — Commandeered jet in holding pattern over area 25 miles north of Seattle.

5:42 p.m. — Plane landed at Sea-Tac and parked in darkened area on south end of new westside runway a third of a mile from terminal.

5:55 p.m. — Passengers allowed to deplane, but crew of six (including three stewardesses) remained aboard and hijacker was given \$200,000 in ransom money.

6:45 p.m. — Two stewardesses allowed to leave plane while third remained behind as hostage of hijacker.

7:41 p.m. — Plane took off from Sea-Tac after refueling and negotiations with hijacker.

(Mount Clipping in Space Below)

Passengers Unaware of Plane Hijacking



PITKIN'S ASSISTANT EMERGED SMILING
"Got delayed a little," quipped Larry Finefold



ROBERT GREGORY
Hijacker was "relaxed"

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

p. A3 Seattle Post-Intelligencer Seattle, Wash.

Date: 11/25/71
Edition: Final
Author: Craig Smith
Editor: Dick Lyall
Title: UNSUB; Northwest Airlines, Flight 305 Portland to Seattle
Character: 11/24/71
or EAA-HIJACKING; EXT
Classification: 164-31
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU
SEARCHED INDEXED
SERIALIZED FILED

NOV 25 1971
FBI - SEATTLE

DB Cooper-22505



FATHER AND DAUGHTER WERE REUNITED
Passenger A. O. Andvik and Laurel



WILLIAM MITCHELL
He sat near hijacker



—P-I Photos by Tom Barlet and Paul Thomas.
RICHARD SIMMONS AND WIFE, BARBARA
Stewardess got "startled look," he said



J. EARL MILNES, CENTER, FBI CHIEF HERE, INTERVIEWED STEWARDESS FROM SKYJACKED JET

—P-I Photos by Paul Thomas.

DB Cooper-22506

BY CRAIG SMITH

The passengers of the hijacked Northwest 727 jet said last night they didn't realize the plane was being hijacked until they had left the plane and were standing beside it.

The passengers said they were told after the flight left Portland that there was a "slight mechanical problem" and that the plane had been asked to circle Seattle to take fuel.

The hijacker sat in a right rear seat. Passengers said he was remarkably cool throughout the flight and as passengers deplaned.

Robert Gregory of Puyallup sat four seats from the hijacker and described the white, middle-aged man to newsmen by saying:

"He was dark and had dark black hair and a swarthy complexion. He had very

dark, black colored glasses on. He was kind of slumped down in the seat."

Gregory added that the hijacker "seemed very relaxed."

The extent of the coolness of the hijacker was shown in the few statements made by William Mitchell, 20, of Redmond who sat across the aisle from him and didn't know the plane had been hijacked until it landed.

Mitchell said he saw the hijacker whisper to a stewardess sitting next to him early in the flight. Still, he said he didn't know about the hijacking until the plane landed.

None of the passengers who talked to reporters said they saw dynamite or a gun.

Once the passengers were told about the hijacking, the significance of events on the flight that had seemed peculiar came into sharp focus as their significance became obvious.

Larry Finegold, 28, an assistant to U.S. District Attorney Stan Pitkin said, "I now recall the stewardess saying early in the flight, 'Keep the curtain open so he can see.' That didn't register at the time."

Finegold was returning from Vancouver where he has been an observer at the Alito-O'Connell-Faler fee splitting trial.

Richard Simons of Seattle, who slept for one hour while the plane circled Seattle, said in retrospect he remembered the look on a stewardess' face when she took a call over the intercom telephone early in the flight:

"She got a startled look on her face, raised her eyebrows and gulped when she got the message."

The passengers were brought by bus from the southern tip of the runway to the terminal where they were questioned by the FBI and then allowed to leave.

None of the 35 passengers showed any sign of shock. The only quip when they came into the building was made by Finegold when he saw a federal agent he knew, grinned, and said, "We got delayed a little."

Arnold Andyik of Seattle, a federal General Services Administration official, told newsmen later, "We had no idea there was a hijacker involved until we got off the plane."

The passengers expressed praise and concern for the crew after leaving the plane.

"The crew was marvelous," said Gregory. "They were certainly brave people."

Another passenger said he was convinced the crew did the right thing in telling the passengers the plane's problems were strictly mechanical. Otherwise, "someone might have panicked," the passenger said.

(Mount Clipping in Space Below)

Man Hijacks Jet to Reno, Vanishes

37 Released Here; Ransom of \$200,000

BY DICK CLEVER

A man who hijacked a Seattle-bound jetliner and collected \$200,000 ransom here before releasing 35 passengers and two stewardesses had vanished by the time the plane taxied to a stop in Reno last night.

The hijacker, thought to be armed with a dynamite bomb, picked up the money and four parachutes during a tense refueling stop at Seattle-Tacoma Airport before ordering the crew of the Northwest Airlines 727 to fly him toward Mexico by way of Reno, Nev.

He was holding a stewardess, Tina Mucklow, as a hostage in the rear of the plane.

When the plane taxied to a stop in Reno, the hijacker was not on board.

The Federal Aviation Administration said the plane stopped long enough as it was taxiing toward the terminal to allow the man to escape through an emergency exit.

Sheriff's deputies with dogs began a search for him among houses surrounding the airport.

The crew of three men and the stewardess were unharmed.

The pilot of the 727, Capt. W. "Bill" Scott, said the hijacker had locked a door between the cabin and the back compartment and he did not know whether the hijacker had parachuted during the trip.

Pilots of two Air Force planes shadowing the hijacked jetliner said they had seen no one jump.

One parachute of the four loaded at Seattle was missing.

Other crew members included flight officers W. "Bob" Rataczak and H. E. Andelson. Northwest spokesmen said all the crew members are from Minneapolis, headquarters for the airline.

J.E. Milnes, special agent in charge of the Seattle FBI office, said the hijacker boarded the plane in Portland, approached a stewardess with a note, and said he

wanted \$200,000 and four parachutes—two backpacks and two frontpacks.

Milnes said the stewardess told the crew that the man had a briefcase containing several red cylinders connected by pieces of wire, but he declined to speculate whether the cylinders were flares or explosives.

The plane landed at Sea-Tac after the hijacker had been assured that the ransom money and the parachutes would be ready and waiting for him.

"Everything is ready and waiting for your arrival," the Sea-Tac tower radioed

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

p. A1 Seattle Post-Intelligencer Seattle, Wash.

Date: 11/25/71
Edition: Final
Author: Dick Clever
Editor: Dick Lyall
Title: URGENT; Northwest
Airlines, Flight 305,
Portland to Seattle
Character: 11/24/71
or CAA-HIJACKING; EXT
Classification: 164-81
Submitting Office: Seattle

Being Investigated

Copy sent to [unclear]

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI—SEATTLE	

the pilot five minutes before he landed.

The plane coasted to a stop at 5:45 p.m. in front of the airport's main administration building about one-half mile from the passenger terminal.

The hijacker at first insisted that the plane be stopped in a brightly lit portion of the airport, but he settled for the isolated area rather than park in front of the passenger complex.

The hijacker messaged through the pilot that he wanted fuel "out here right now."

Northwest Orient headquarters in Minneapolis asked the FBI not to take any action to board the plane or to capture the hijacker, and Milnes said agents complied "in every way" with the hijacker's orders.

The pilot told the tower that he wanted no vehicles or people approaching the plane until "we get coordinated with our friend in the back."

The passengers and two stewardesses were allowed off the plane and were taken by bus to the terminal.

The two stewardesses were identified as Alice Hancock and Florence Schaffner.

Only one vehicle was allowed to approach the plane at a time and delays in refueling created an extremely tense situation during which the pilot expressed some irritation over the hour and a half it took to load 4,960 pounds of fuel.

The hijacker, Scott told the tower, was very antsy."

Twenty minutes after the plane landed however, the money, the parachutes, and meals for the hijacker and the crew were on board.

The hijacker and FAA officials negotiated for about two hours before he told the pilot, "Let's get the show on the road."

The plane took off at 7:41 p.m., after the pilot told the FAA control tower, "sorry for all the trouble."

A controller replied, "that's all right, no problem."

The hijacker was de-

scribed by the passengers as dark complexioned and "very relaxed."

"We had no idea there was a hijacker involved until we got off the plane," said Arnold Andvik, a passenger from Seattle.

The hijacker set a course for Reno, about 500 miles from Sea-Tac. The plane had enough fuel to travel about 2,000 miles under normal conditions, but officials said with the flaps and wheels down the plane would burn an enormous amount of fuel.

The 727 was tailed by

three military planes on its flight to Reno.

A public information officer at Hamilton Air Force Base 30 miles north of San Francisco reported that an Air Force F106 jet fighter and a T33 jet trainer had followed the hijacked airliner out of Seattle.

The Hamilton AFB spokesman said an HC130 rescue plane was launched from Hamilton "as a precautionary measure."

The spokesman said the HC130 had rescue equipment and parachute rescue jumpers on board.

An FBI spokesman in Seattle said a man identified as Michael Cooper was being investigated in connection with the hijack.

The Associated Press reported from Missoula, Mont., that Leonard Kraut of the U.S. Forest Service smokejumper training center said he had been contacted by the FBI.

Kraut said he told the FBI that no man by that name had "jumped from this base."

Police in Missoula said a Michael Cooper grew up there, but they had no

record on him.

A Boeing Co. spokesman said it would be a very safe drop to bail out of the 727, which is one of the few commercial aircraft from which a person could bail out.

An FAA supervisor who monitored the plane's radio said the hijacker was in the back of the airplane and "everyone else is in the front. I guess he doesn't want them to know what he's doing," the supervisor said.

(Mount Clipping in Space Below)

Hijacker remains at large

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

P. Al
 Seattle Times
Seattle, Washington

A widespread search was under way today for a middle-aged hijacker who apparently parachuted from a Northwest Orient Airlines 727 between Seattle and Reno last evening.

The man was missing when the jetliner arrived in Reno. So was the \$200,000 ransom he had collected at the Seattle-Tacoma Airport

in exchange for the plane's 36 passengers and two stewardesses.

Four remaining crew members were in the cockpit on the Seattle-Reno flight and did not see the hijacker leave the plane. They were unharmed.

The rear door of the 727 was left open on the hijacker's orders. Parachutes had

been put aboard the plane here.

A Federal Bureau of Investigation spokesman in Las Vegas said the hijacker left the plane over Washington but this conflicted with other reports.

"There's no way he could have gotten off in Reno," said Harold E. Campbell Jr., special agent in charge.

Date: 11-25-71

Edition:

Author:

Editor: Henry McLeod

Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle

Character: 11/24/71
or CAA-HIJACKING; ... EX

Classification: 164881

Submitting Office: SEATTLE

 Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 25 1971	
FBI - SEATTLE	

of F. B. I. operations in Nevada, the Associated Press reported. "We had the airport covered."

The ransom was the largest ever paid in an airline hijacking.

The hijacker had shown a stewardess what he said was a bomb in a briefcase. The briefcase was missing when the plane arrived in Reno.

A Boeing Co. spokesman said no one has ever parachuted from a Model 727, although it is quite feasible. The rear door drops down from the bottom of the plane and a parachutist would have no difficulty clearing the plane, the spokesman said.

The plane reportedly flew from Seattle at a reduced

speed because the rear door was open. Cabin temperatures dropped below zero. The hijacker had parachutes put aboard the plane at Seattle.

Crew members aboard the plane when it reached Reno were identified as Scott; Bob Rataczak, first officer; H. H. Anderson, flight engineer; and Tina Mucklow, steward-

ess. The crew was based in Minneapolis, the airline said.

The Federal Bureau of Investigation in Reno tentatively identified the hijacker as D. B. Cooper. His name was not among 36 on a list of passengers issued by the airline.

(A Michael Cooper from Missoula was one of the 36 ransomed passengers interviewed briefly by the F. B. I.)

The crew was taken from the plane 35 minutes after it landed in Reno. Officials said the delay was due to the possibility that a bomb had been placed aboard. No bomb was found.

Jack Keillor, Northwest district sales manager in Seattle, said the hijacker had locked the four crew members in the cockpit during the flight to Reno. The hijacker stayed in the rear of the plane and did not acknowledge crew efforts to talk to him, Keillor said.

Art Wibom of the Federal Aviation Administration in Oakland said two Air Force jets and a C-130 cargo plane followed the plane to Reno. An Air Force spokesman said the pursuing planes may not have been able to see the hijacker jump from

the jet because it was too low and too dark.

THE HIJACKED JET. Flight 305, originated in Washington, D. C., and stopped in Minneapolis; Great Falls, Mont.; Missoula, Mont.; Spokane, and Portland.

It was hijacked as it left Portland for Seattle. A stewardess said the man gave her a note and said he had a bomb in a briefcase.

The stewardess said she saw "two red cylinders and wires" in the briefcase.

The plane landed in Seattle at 5:43 p. m. after circling for about two hours. It left Seattle - Tacoma Airport at 7:37 p. m. and took 3½ hours to fly to Reno.

Along with the \$200,000 in ransom money obtained from Seattle-area banks by the airline, the hijacker also was given two parachute assemblies, each consisting of a chest pack and back pack. Three packs were found aboard the plane in Reno.

(Mount Clipping in Space Below)

Jet crew doesn't know where hijacker jumped

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

P. Al
 Seattle Times
 Seattle, Washington

Crew members of a Northwest Orient Airlines 727 jet hijacked Wednesday said in Minneapolis today they had no idea when the hijacker parachuted from the plane, with his \$200,000 ransom on a flight from Seattle to Reno. (However, the last communication between the hijacker and the crew was while the plane was over Clark County. This resulted in an intensive search of the area around Woodland. See A 7.)

"We first knew that he was not aboard when we arrived in Reno," Capt. William Scott, Medicine Lake, Minn., pilot of the plane told the United Press International. He said that the hijacker said his final destination was Mexico.

"When we landed at Reno, we thought he still was aboard," Scott said. "We were trying to call him on the P. A. (public address) system. I stepped into the

cabin and asked if there were any more instructions but there was no answer. I looked around the curtain and determined he was not there."

The curtain separates the first-class and coach compartments on the plane. Scott said the flight crew "never left the cockpit. The flight crew never saw the man."

A STEWARDESS, Tina Mucklow, 22, Richfield, Minn., who remained with the hijacker while the other two stewardesses and 36 passengers disembarked at Seattle, said she sat with him for about four hours on his orders.

"I just kept communicating with the cockpit," she said. "Anything he asked for I passed on to the cockpit."

"He was not nervous. He seemed rather nice, and he was never cruel or nasty," she said.

Date: 11-26-71
 Edition: Night Sports
 Author: Final
 Editor: Henry McLeod
 Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle, 11/24/71
 Character: or CAA-HIJACKING; EXT
 Classification: 164-81
 Submitting Office: SEATTLE

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 24 1971	
FBI - SEATTLE	

The hijacker had ordered the flight down at Seattle to pick up the ransom money and four parachutes. The plane then headed for Reno. Scott said it flew at about 180 knots at about 10,000 feet altitude most of the time. Scott said the hijacker did not specify the route.

ASKED if there was any attempt to stop the hijack attempt while the plane was on the ground, the first officer, William Rataczak, Burnsville, Minn., said there was

not. "He relayed his requests, and his requests were met," he said.

Scott said one of the most tense moments in the ground halt at Seattle was a delay in fueling, apparently because of a vapor lock in one of the lines.

Miss Mucklow, discussing the time interval in which the hijacker jumped, said that "right after the takeoff (from Seattle) he said, 'Go to the cabin, pull the curtain, and don't come back.'" She said she obeyed him.

DB Cooper-22513

(Mount Clipping in Space Below)

Hunt for hijacker pressed in Clark County

An intensive search continued today in Clark County for the Thanksgiving Eve hijacker who commandeered a Northwest Orient Airlines 727 and parachuted from it with \$200,000 ransom money.

The search by Federal Bureau of Investigation agents and sheriff's deputies is being concentrated in a five-mile corridor between Woodland and Battle Ground, north of Vancouver.

J. Earl Milnes, special agent in charge of the Seattle office of the F. B. I., said the area is being searched because of the position of the plane at "the last time he was known (by the crew) to be aboard."

Milnes added: "Actually, he could be anywhere between there and Reno."

THERE WAS an unconfirmed report that the crew reported a slight shift in the plane's balance while over a Clark County farmland region Wednesday night.

Federal Aviation Adminis-

tration officials said their radar could not pick up an object as small as a parachutist.

Two jets sent to follow the hijacked plane apparently were too far away to observe the jump. If they weren't, officials were not saying.

The Clark County area near Portland also was suspect because the hijacker boarded the plane in Portland. There was speculation someone might have been waiting on the ground to pick him up.

Airline executives and the F. B. I. declined to say whether the ransom money was marked or serial numbers were recorded.

THE HIJACKER took over the flight from Portland to Seattle Wednesday by showing a stewardess what he said was a bomb in a briefcase. He collected \$200,000 ransom at the Seattle-Taco-

ma Airport in exchange for the plane's 36 passengers and two stewardesses.

He ordered two parachute assemblies, each consisting of a chest pack and a back pack, then demanded the back door be left open as the plane flew to Reno. When it arrived in Reno, he was gone.

A three-man flight crew and a stewardess said they were confined to the cockpit after the plane left Seattle and did not see the hijacker jump.

IN PICKING a 727, the methodical hijacker chose one of the few commercial jets with an exit at its extreme rear, under the tail — one acceptable for a parachute jump.

It was determined yesterday that one of the two parachutes apparently used in the jump was an inoperable ground-practice chute.

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

P. A7
Seattle Times
Seattle, Washington

Date: 11-26-71
Edition: Night Sports Final
Author:

Editor: Henry McLeod
Title: UNSUB; Northwest Airlines, Flight 305, Portland to Seattle
Character: 11/24/71

Classification: 164-81
Submitting Office: SEATTLE

Being Investigated

COPY SENT TO BUREAU

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 26 1971	
FBI - SEATTLE	

Tom McDowell, Clark County undersheriff, said: "We're either looking for a parachute or a hole in the ground."

Clark County Sheriff Eugene Cotton said the hijacker is thought to have parachuted from the jetliner at 8:13 p. m. Wednesday as the plane was flying low and slow. The plane was over View, near Woodland, at that time.

Planes and helicopters criss-crossed the area most of yesterday before weather conditions cut visibility.

THE HIJACKER, about 6 feet tall, 175 pounds with black hair and olive complexion, used the name D. B. Cooper when he boarded the plane.

Officials say he obviously was familiar with aircraft operation and parachuting.

It was the first time an aircraft hijacker used a

parachute, and it was the largest sum of money with which one has escaped in the United States.

Today's search in Clark County was ground and air.

THE SEARCH is being coordinated out of Woodland City Hall. About 25 sheriff's deputies and F. B. I. agents were interviewing residents in the area. Two reports that a parachutist was seen

Wednesday night proved false, McDowell, the undersheriff, said.

McDowell said three helicopters were used for about an hour but fog cut visibility so badly they were grounded.

Residents were being interviewed in small Clark County towns such as View, Crawford, Heisson, Yacolt, Ariel — all east of Woodland and Interstate 5.

McDowell said the search is concentrated in an area of about 20 square miles. He said because it was Thanksgiving, roads in the area

were more heavily traveled than normal. McDowell said: "If there was a night that someone was going to see something around there, that was as good a night as any."

SAC, SEATTLE (164-81) (P)

3/18/75

SA [redacted]

Sub B
Sub C

b6
b7C

NORJAK
OO: SEATTLE

RE: SUB B NEWSPAPER CLIPPINGS
SUB C PUBLICITY

Enclosed is one copy of an article that appeared recently in the Seattle PI. It is written by EMMETT WATSON and it is concerning captioned matter.

WATSON, in his article, refers to DARRELL HOUSTON, who has written a novel entitled "The Ballad of D. B. Skymucker". WATSON advised HOUSTON has spent three years writing this book.

This book should be reviewed in order to determine the amount and extent of information that would be available to an individual who might claim to be identical with Unsub in this matter in order to gain financial reward as well as publicity.

ARMED & DANGEROUS

3 - Seattle
NNN/ljt
(3)

Sub B
164-81-6500
SEARCHED..... INDEXED.....
SERIALIZED..... FILED.....
FBI-SEATTLE

(Mount Clipping in Space Below)

Three years have passed since 'D.B. Cooper'

Sub B

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

Page 20
 The Daily News
 Longview, Washington

By Allen Nacheman
 Associated Press Writer

PORLAND, Ore. (AP) — It has been three years since the skyjacker called Dan Cooper parachuted from a Northwest Airlines jet with \$200,000 in ransom money and wrote himself into the folklore of the Pacific Northwest.

Two more and he'll be home free — if he's alive.

"The federal statute of limitations on that crime is five years," said Sidney Lezak, U.S. attorney in Portland.

According to the U.S. Department of Transportation, Cooper is the only person ever to hijack a domestic airliner who has not been killed or brought to justice.

"We know nothing more about him today than we did at 11 p.m. Wednesday, Nov. 24, 1971," says Julius Mattson, special agent in charge of the Portland FBI office. "I just wish we had something to go on. We don't have a thing. Just a big zero."

These are the events of that Thanksgiving Eve as authorities reconstructed them:

A man who gave his name as Dan Cooper bought a one-way ticket at Portland International Airport to Seattle aboard Northwest Airlines flight 305 which originated in Washington, D.C.

No antihijacking measures were in operation as the 36 passengers boarded the Boeing 727 for the 25-minute flight.

In the air, Cooper handed stewardess Tina Mucklow a note saying he had a bomb. Following Cooper's orders, Miss Mucklow sat beside him and wrote down instructions to the pilot.

Date: 11/27/74
 Edition: afternoon
 Author: Allen Nacheman (AP)
 Editor: Ted M. Natt
 Title: Norjak

Character: CAA
 or
 Classification: 164-81
 Submitting Office: Seattle

Being Investigated

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 4 1974	
FBI—SEATTLE	
	N

DB Cooper-22517

He wanted 10,000 \$20 bills to be delivered to him at Seattle in a laundry sack, along with two sets of parachutes. Otherwise, he would blow up the plane, he said.

Airline officials and FBI agents complied and Cooper allowed the passengers and two of the three stewardesses to disembark at Seattle.

Then he ordered the plane to fly south to Reno, Nev., at 200 miles per hour, at 10,000 feet, flaps down. The crew was to stay in the cockpit.

After takeoff from Seattle, a red light flashed in the cockpit indicating the plane's rear boarding ramp had been unlatched.

Nothing was heard from Cooper for about 20 minutes. At 8:10 p.m., as the plane crossed the Lewis River in southwestern Washington, Capt. William Scott thought the skyjacker was having trouble with the ramp and called back over the plane's interphone:

"Anything we can do for you?"

There was no answer.

Another light flashed showing the ramp was fully extended. A few seconds later Cooper came back on the interphone: "No."

That was the last ever heard of him.

When the plane landed in Reno, the rear ramp was down and Cooper was gone. The 21-pound sack of money was gone. One set of parachutes was gone. The skyjacker, who had carefully reclaimed his note to the stewardess, had left no fingerprints.

Authorities pinpointed Cooper's jump point near Woodland, Wash. The little town was transformed into a bustling command post for a small army of newsmen, FBI agents, police and soldiers from Ft. Lewis, Wash.

With planes, helicopters, jeeps and track dogs, they combed the vast, densely wooded region northeast of Woodland.

The skyjacker had left the plane clad only in a light business suit and street shoes. He parachuted into the blackness of a raging thunderstorm, into a 200 m.p.h. wind and 7-degrees-below-zero temperatures.

He could not have survived, the police reasoned. They were simply looking for a body and a bag of money and that could wait until the spring thaw. A week later, the searchers went home.

Cooper soon became a legend in the Northwest. A hit recording lauded him as a Robin Hood who beat the establishment. T-shirts bearing his name sold by the thousands.

Then, late in March 1972, 300 soldiers combed the thawing terrain for 18 days and found not a trace of Dan Cooper or his bag of money.

Mattson says the FBI is still actively searching for Cooper.

"I just wish we had a development, something to go on," he says.

Horse alias

* * *

Four-legged namesake of D. B. Cooper at 'Acres

By BETTY HOPPER

RENTON — (AP) — D. B. Cooper is alive and well and running at Longacres Race Track, where his bag is full of oats instead of cash.

The four-legged D. B. Cooper was named after the man who used that name before he hijacked a Northwest Airlines plane and parachuted into the Thanksgiving Eve darkness with \$200,000 ransom two years ago and disappeared.

How did they become connected? There by hangs a tale . . . or perhaps a tail.

ACCORDING TO D. B.'s owner, Joe Shabaz, the colt was foaled about the time D. B. parachuted, possibly in the area of the Shabaz ranch near LaCenter in southwest Washington.

Law-enforcement agencies and military teams

searched the area for weeks. The helicopters swooping low over the farmlands, and the constant ground parties engraved the name of D. B. Cooper on the minds of the residents.

"We got to thinking," says Shabaz. "We were trying to get a name for this guy. He was always an active little colt that was always jumping here and jumping there, always all over the place. So one of the hands said, 'Why don't we call him D. B. Cooper? If he had a parachute, he'd probably try to bail out of something.'

"So we named him D. B. Cooper, and when the wife sent the name in, the Jockey Club wrote back and wanted to know if we'd get permission from D. B. Cooper to use his name.

"She explained to them that he was a hijacker of an airplane and she didn't think there'd be any repercussions from him about using his name, so they approved D. B. Cooper and that's how we would up with that name for him.

"I doubt if he's ever going to be a big horse, but he's a nice, good-looking colt and he's got a good body on him. If he just runs a little bit that's good enough for me."

"I'm not out to make a killing. It's just a lot of fun, although not a very lucrative operation with the price of hay and grain these days."

So far, D. B. hasn't tested his legs competitively. He's been getting used to the changes from farm life to racing life, the difference in food, the noise of the starting gate, the sounds of the crowd, but Shabaz says he expects to start racing the 2-year-old next month.

Shabaz, who races nine horses, says his wife does all the naming. "She gets the good names but I can't get the run out of them so there's something wrong somewhere. But maybe D. B. Cooper will do the running for us."

A police sketch of the other D. B. hangs beside his stall to spur him on.

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
JUL 1 1974	
FBI - SEATTLE	

- ① Skull Found in Oregon Not D.B. Cooper's
- ② Three Years have passed since DB Cooper
- ③ SkyJacker, 200,000 elude 3 yrs Search

DB Cooper-22520



Director, FBI (164-2111)
Attn. Correspondence and Tours Section
External Affairs Division
SAC, Portland (164-41) (P)

12/20/73

NORJAK
OO: Seattle

*Sub B Clippings
News +*
Sub C News
Sub FF news

Enclosed herewith to the Bureau and Seattle are news clippings from the "Oregon Journal," Portland, Oregon, daily newspaper, for the weekdays of 11/22-12/14/73, publicizing the NORJAK case. In addition to the clippings, there are forwarded to Bureau and Seattle the complete front pages of the 11/22, 11/23, 11/26 and 11/27/73, editions of this paper. These pages are being forwarded in their entirety to illustrate the prominent front page coverage the "Oregon Journal" gave this story.

ROLLA J. CRICK is the author of these articles, and he spent considerable time and effort preparing for publication. I believe this coverage again demonstrates his constructive, enthusiastic cooperation with this office.

Numerous leads have been received from all over the country as a result of this publicity. Radio and television publicity in various parts of the country has been a spin-off of the CRICK series.

It is recommended the Bureau consider sending ROLLA J. CRICK an appreciative letter over the Director's signature. Letter should be addressed as follows: Mr. ROLLA J. CRICK, Staff Writer, "Oregon Journal," 1320 SW Broadway, Portland, Oregon, 97201. There is nothing in Portland files which would preclude sending this letter.

2 Bureau (Encs. 25)
2 Seattle (164-81)(Encs. 25)
2 Portland
(1 - 164-41; 1 - 80-651)

JLM:lam
(6)

Sub D

164-81-6044

SEARCHED.....	INDEXED.....
SERIALIZED <i>st</i>	FILED <i>st</i>
DEC 21 1973	
FBI - SEATTLE	

N

① \$1,000 reward for D B Twenty.

DB Cooper-22522

(Mount Clipping in Space Below)

Skyjacked \$20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

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

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

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

Here is how to use the plan:

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

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

numbers and letters.

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

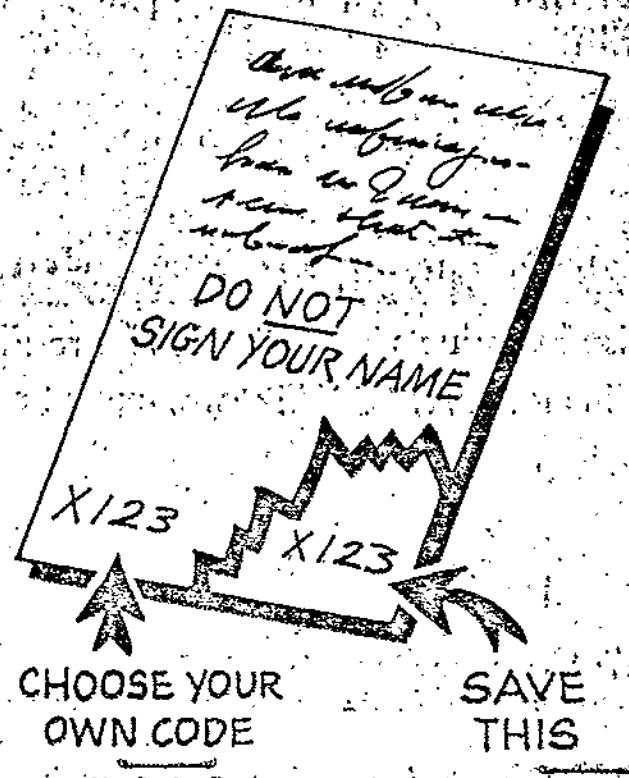
The Journal will forward

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

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

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

1 THE OREGON JOURNAL
PORTLAND, OREGON



Date: November 26, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, J

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

Being Investigated

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
SEATTLE	

164-81-Sub B
DB Cooper-22523

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

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

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

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

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

(Mount Clipping in Space Below)

Cooper Bill List Sparks New Leads

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

Julius Mattson, agent in charge of the Portland office of the FBI, said every response is followed through and that there have been several new ones during the days the newspaper has been publishing the list of serial numbers of the bills Cooper disappeared with.

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

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

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

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

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

3 THE OREGON JOURNAL
PORTLAND, OREGON

420 FEDERAL RESERVE NOTE		PAGE 19
L32 872 5814 69	L32 926 8272 69	L33 094 485A 69
L32 873 159A 69	L32 927 922A 69	L33 097 751A 69
L32 875 630A 69	L32 930 422A 69	L33 101 086A 69
L32 A75 771A 69	L32 931 210A 69	L33 101 780A 69
L32 876 251A 69	L32 931 242A 69	L33 102 471A 69
L32 878 061A 69	L32 931 423A 69	L33 102 798A 69
L32 885 795A 69	L32 932 357A 69	L33 105 091A 69
L32 884 327A 69	L32 933 900A 69	L33 111 096A 69
L32 884 738A 69	L32 938 268A 69	L33 113 422A 69
L32 885 554A 69	L32 940 078A 69	L33 113 773A 69
L32 887 733A 69	L32 940 167A 69	L33 114 229A 69
L32 888 017A 69	L32 941 798A 69	L33 114 485A 69
L32 888 437A 69	L32 946 622A 69	L33 116 441A 69
L32 888 706A 69	L32 946 988A 69	L33 116 443A 69
L32 890 604A 69	L32 948 577A 69	L33 116 600A 69
L32 891 122A 69	L32 949 051A 69	L33 118 568A 69
L32 892 202A 69	L32 949 360A 69	L33 119 874A 69
L32 892 450A 69	L32 949 622A 69	L33 120 974A 69
L32 892 246A 69	L32 950 239A 69	L33 120 975A 69
L32 892 972A 69	L32 952 107A 69	L33 121 780A 69
L32 893 197A 69	L32 953 064A 69	L33 123 055A 69
L32 893 446A 69	L32 958 835A 69	L33 126 483A 69
L32 893 462A 69	L32 959 916A 69	L33 127 076A 69
L32 895 366A 69	L32 961 362A 69	L33 129 517A 69
L32 895 495A 69	L32 960 186A 69	L33 131 219A 69
L32 895 571A 69	L32 962 148A 69	L33 131 748A 69
L32 895 984A 69	L32 962 653A 69	L33 132 627A 69
L32 896 018A 69	L32 963 591A 69	L33 133 786A 69
L32 896 146A 69	L32 964 058A 69	L33 135 153A 69
L32 896 188A 69	L32 964 439A 69	L33 135 700A 69
L32 896 624A 69	L32 966 587A 69	L33 136 920B 69A
L32 897 632A 69	L32 967 112A 69	L33 137 462A 69
L32 897 901A 69	L32 967 943A 69	L33 137 471A 69
L32 897 956A 69	L32 969 176A 69	L33 072 666A 69
L32 898 826A 69	L32 969 433B 69A	L33 072 68CA 69
L32 902 042A 69	L32 976 358A 69	L33 072 841A 69
L32 903 042A 69	L32 977 023A 69	L33 074 421A 69
L32 903 462A 69	L32 977 199A 69	L33 075 011A 69
L32 905 822A 69	L32 977 373A 69	L33 075 135A 69
L32 907 614A 69	L32 977 576A 69	L33 075 934A 69
L32 907 693A 69	L32 977 843A 69	L33 075 978A 69
L32 908 357A 69	L32 983 590A 69	L33 080 026A 69
L32 908 893A 69	L32 983 759A 69	L33 080 316A 69
L32 911 145A 69	L32 984 187A 69	L33 080 417A 69
L32 911 662A 69	L32 984 668A 69	L33 084 174A 69
L32 911 730A 69	L32 985 337A 69	L33 084 413A 69
L32 912 582A 69	L32 987 350A 69	L33 085 109A 69
L32 914 130A 69	L32 987 392A 69	L33 086 222A 69
L32 914 266A 69	L32 993 701A 69	L33 088 867A 69
L32 915 871A 69	L32 994 356A 69	L33 089 127A 69
L32 918 450A 69	L32 994 915A 69	L33 091 237A 69
L32 921 191A 69	L32 995 635A 69	L33 091 762A 69
L32 922 067A 69	L32 996 706A 69	L33 092 231A 69
L32 923 043A 69	L32 996 883A 69	L33 092 446A 69
L32 923 427A 69	L32 998 133A 69	L33 090 991A 69
L32 925 022A 69	L32 999 837A 69	L33 091 203A 69
L32 925 234A 69	L33 002 319A 69	L33 091 623A 69
L32 925 724A 69	L33 004 917A 69	L33 091 921A 69
L32 926 236A 69	L33 005 922A 69	L33 093 213A 69
L32 926 764A 69	L33 006 731A 69	L33 094 358A 69

Date: November 30, 1971
 Edition:
 Author: Rolla J. Crick
 Editor: Donald Sterling, Jr.
 Title: NORJAK

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

<input checked="" type="checkbox"/> Being Investigated	
SEARCHED	INDEXED
SERIALIZED	FILED <i>at</i>
DEC 21 1973	
FBI - SEATTLE	

N

164-81-Sub-B

(Mount Clipping in Space Below)

Hijack 'Near-Misses' Surface

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

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

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

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

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

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

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

**10 THE OREGON JOURNAL
PORTLAND, OREGON**

920 FEDERAL RESERVE NOTE		PAGE 17	
L29 926 847A 69	L30 440 302A 63A	L31 466 794B 63A	L32 323 339A 69
L29 933 667A 69	L30 463 568A 69	L31 514 152A 69	L32 326 144A 69
L29 934 735A 69	L30 420 373A 69	L31 537 741A 69	L32 327 585A 69
L29 937 481A 69	L30 531 765A 69	L31 538 189A 69	L32 329 619A 69
L29 940 684A 69	L30 575 911A 69	L31 539 305A 69	L32 330 648A 69
L29 941 711A 69	L30 613 949A 69	L31 570 649A 69	L32 330 665A 69
L29 973 815B 63A	L30 638 373A 69	L31 573 982A 69	L32 330 759A 69
L29 979 923A 63A	L30 679 307A 69	L31 584 150A 69	L32 351 017A 69
L29 493 754A 69	L30 681 132A 69	L31 587 292A 69	L32 352 035A 69
L30 000 061A 69	L30 696 108A 69	L31 600 596A 69	L32 353 623A 69
L30 002 156A 69	L30 708 604B 63A	L31 602 007A 69	L32 353 954A 69
L30 008 289A 69	L30 708 882B 63A	L31 614 310A 69	L32 355 035A 69
L30 009 231A 69	L30 736 605B 63A	L31 656 286A 69	L32 410 003A 69
L30 010 837A 69	L30 788 772B 63A	L31 658 395A 69	L32 339 016A 69
L30 011 941A 69	L30 795 732A 69	L31 662 111B 63A	L32 339 594A 69
L30 016 246A 69	L30 798 466A 69	L31 689 123B 63A	L32 339 920A 69
L30 017 056A 69	L30 800 154A 69	L31 704 395A 69	L32 342 877A 69
L30 018 121B 63A	L30 801 650B 63A	L31 705 210B 63A	L32 343 162A 69
L30 028 90CA 69	L30 802 317A 69	L31 715 872B 63A	L32 343 258A 69
L30 031 355B 63A	L30 804 880A 69	L31 781 102A 69	L32 346 096A 69
L30 035 840A 69	L30 836 025A 69	L31 806 834B 63A	L32 350 378A 69
L30 042 480A 69	L30 835 411B 63A	L31 826 791A 69	L32 350 438A 69
L30 043 603B 63A	L30 869 762A 69	L31 828 025A 69	L32 353 967A 69
L30 044 249B 63A	L30 877 857A 69	L31 850 964B 63A	L32 355 479A 69
L30 047 419A 69	L30 886 655A 69	L31 864 123A 69	L32 356 534A 69
L30 049 356A 69	L30 910 257A 69	L31 866 746A 69	L32 357 712A 69
L30 049 361A 69	L30 920 062B 63A	L31 880 664A 69	L32 358 348A 69
L30 055 092B 63A	L30 965 264A 69	L31 881 472A 69	L32 359 275A 69
L30 056 522B 63A	L30 971 559A 69	L31 891 385B 63A	L32 360 766B 63A
L30 060 661A 69	L30 973 056A 69	L31 944 224A 69	L32 367 199A 69
L30 060 681A 69	L30 980 865A 69	L31 958 360A 69	L32 370 034A 69
L30 064 430A 69	L31 012 374A 69	L31 963 494B 63A	L32 370 742A 69
L30 065 427A 69	L31 017 378B 63A	L32 015 298A 69	L32 372 087A 69
L30 068 030A 69	L31 025 858A 69	L32 047 587A 69	L32 373 504A 69
L30 068 083A 69	L31 037 960A 69	L32 048 931B 63A	L32 376 840A 69
L30 069 091A 69	L31 040 508A 69	L32 049 054B 63A	L32 378 854A 69
L30 069 124B 63A	L31 107 866A 69	L32 049 094B 69	L32 378 498A 69
L30 069 452B 63A	L31 119 687A 69	L32 056 031A 69	L32 380 522A 69
L30 075 971A 69	L31 202 061B 63A	L32 085 853A 69	L32 380 661A 69
L30 087 837B 63A	L31 202 666B 63A	L32 089 859A 69	L32 381 488A 69
L30 114 124B 63A	L31 237 876A 69	L32 099 816A 69	L32 382 559A 69
L30 133 034B 63A	L31 246 834A 69	L32 116 561A 69	L32 383 264A 69
L30 136 576A 69	L31 261 132A 69	L32 133 687A 69	L32 383 553A 69
L30 147 979B 63A	L31 266 582A 69	L32 136 972A 69	L32 384 955A 69
L30 155 666B 63A	L31 307 685A 69	L32 139 554B 63A	L32 392 226A 69
L30 162 482B 63A	L31 337 293A 69	L32 161 784B 63A	L32 394 824A 69
L30 189 432B 63A	L31 340 790A 69	L32 163 892B 63A	L32 396 025A 65
L30 214 731A 69	L31 384 062A 69	L32 175 059B 63A	L32 397 075A 69
L30 249 691B 63A	L31 384 702A 69	L32 197 882A 69	L32 399 242A 69
L30 255 336A 69	L31 404 270A 69	L32 224 372A 69	L32 400 908A 69
L30 286 199A 69	L31 407 627B 69	L32 225 069A 69	L32 402 533A 69
L30 290 994A 69	L31 437 422A 69	L32 243 817A 69	L32 402 786A 69
L30 310 875A 69	L31 437 635A 69	L32 244 743A 69	L32 403 500A 69
L30 318 701B 63A	L31 438 583A 69	L32 245 131A 69	L32 405 364A 69
L30 362 182A 69	L31 434 852A 69	L32 245 445A 69	L32 405 391A 69
L30 369 600A 69	L31 435 857A 69	L32 248 828A 69	L32 405 444A 69
L30 371 295A 69	L31 458 101A 69	L32 255 642A 69	L32 406 874A 69
L30 429 643A 69	L31 458 792B 63A	L32 312 302A 69	L32 407 414A 69
L30 430 610A 69	L31 466 794A 69	L32 318 802A 69	L32 407 524A 69
L30 432 165A 69	L31 465 302A 69	L32 321 684A 69	L32 407 609A 69

Date: November 29, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or

Classification: 164-2111

Submitting Office: Portland

Being Investigated

SEARCHED _____	INDEXED _____
SERIALIZED _____	FILED _____
DEC 21 1973	
FBI - SEATTLE	

164-81-Sub B

L32 481 162A 69	L32 576 142A 69	L32 639 960A 69	L32 713 732A 69	L32 790 829A 69
L32 482 721A 69	L32 576 180A 69	L32 641 580A 69	L32 716 226A 69	L32 792 545A 69
L32 489 662A 69	L32 578 641A 69	L32 643 382A 69	L32 720 276A 69	L32 793 460A 69
L32 492 930A 69	L32 578 914A 69	L32 646 636A 69	L32 722 043A 69	L32 793 693A 69
L32 493 488A 69	L32 578 945A 69	L32 648 245A 69	L32 722 156A 69	L32 793 709A 69
L32 493 753A 69	L32 578 477B 634	L32 648 281A 69	L32 723 609A 69	L32 794 764A 69
L32 493 892A 69	L32 580 641A 69	L32 649 198A 69	L32 724 236A 69	L32 795 415A 69
L32 497 841B 634	L32 580 948A 69	L32 649 505A 69	L32 724 997A 69	L32 796 066A 69
L32 498 379A 69	L32 581 659A 69	L32 653 215A 69	L32 725 732A 69	L32 796 527A 69
L32 500 182A 69	L32 581 870A 69	L32 653 452A 69	L32 725 782A 69	L32 799 749A 69
L32 500 455A 69	L32 583 321A 69	L32 656 533A 69	L32 727 145A 69	L32 799 856A 69
L32 504 162A 69	L32 583 341A 69	L32 656 771A 69	L32 727 248A 69	L32 800 243A 69
L32 506 745A 69	L32 586 244A 69	L32 658 101A 69	L32 727 339A 69	L32 805 403A 69
L32 508 645A 69	L32 585 862A 69	L32 659 256A 69	L32 728 053A 69	L32 811 332A 69
L32 509 786A 69	L32 585 959A 69	L32 665 834A 69	L32 728 511A 69	L32 811 796A 69
L32 510 597A 69	L32 586 072A 69	L32 666 806A 69	L32 729 885A 69	L32 815 350A 69
L32 511 387A 69	L32 587 275A 69	L32 667 472A 69	L32 732 337A 69	L32 817 103A 69
L32 511 774A 69	L32 588 744A 69	L32 667 635A 69	L32 732 838A 69	L32 817 346A 69
L32 512 114A 69	L32 590 328A 69	L32 667 636A 69	L32 733 010A 69	L32 818 241A 69
L32 512 627A 69	L32 591 766A 69	L32 667 682A 69	L32 733 128A 69	L32 819 406A 69
L32 513 455A 69	L32 592 219A 69	L32 669 311A 69	L32 735 076A 69	L32 819 698A 69
L32 517 012A 69	L32 593 199A 69	L32 673 295A 69	L32 735 525A 69	L32 819 717A 69
L32 517 295A 69	L32 593 337A 69	L32 674 998A 69	L32 736 262A 69	L32 820 227A 69
L32 520 393A 69	L32 597 139A 69	L32 675 622A 69	L32 737 023A 69	L32 820 317A 69
L32 521 830A 69	L32 599 631A 69	L32 676 221A 69	L32 737 157A 69	L32 823 945A 69
L32 522 115A 69	L32 600 409A 69	L32 679 951A 69	L32 737 701A 69	L32 825 765A 69
L32 523 539A 69	L32 601 283A 69	L32 680 495A 69	L32 737 920A 69	L32 826 234A 69
L32 525 778A 69	L32 601 810A 69	L32 681 251A 69	L32 739 367A 69	L32 827 419A 69
L32 526 393A 69	L32 602 680A 69	L32 682 476A 69	L32 741 291A 69	L32 829 337A 69
L32 526 813A 69	L32 604 051A 69	L32 687 970B 638	L32 742 583A 69	L32 830 745A 69
L32 532 049A 69	L32 604 730A 69	L32 688 240B 69	L32 742 744A 69	L32 837 136A 69
L32 533 305A 69	L32 605 796A 69	L32 688 682A 69	L32 744 804A 69	L32 837 235A 69
L32 542 130A 69	L32 606 411A 69	L32 691 943A 69	L32 745 550A 69	L32 837 580A 69
L32 542 494A 69	L32 606 917A 69	L32 693 095A 69	L32 747 162A 69	L32 837 944A 69
L32 543 232A 69	L32 608 236A 69	L32 693 830A 69	L32 747 554A 69	L32 838 046A 69
L32 544 037A 69	L32 609 173A 69	L32 695 002A 69	L32 748 331A 69	L32 840 500A 69
L32 546 656A 69	L32 610 364A 69	L32 695 085A 69	L32 748 718A 69	L32 840 891A 69
L32 547 025A 69	L32 613 996A 69	L32 695 934A 69	L32 748 821A 69	L32 841 463A 69
L32 552 484A 69	L32 614 292A 69	L32 696 995A 69	L32 750 747A 69	L32 842 305A 69
L32 552 073A 69	L32 614 935A 69	L32 697 956A 69	L32 752 059A 69	L32 843 344A 69
L32 553 050A 69	L32 615 939A 69	L32 698 946A 69	L32 754 337A 69	L32 843 880A 69
L32 554 531A 69	L32 619 063A 69	L32 698 986A 69	L32 758 856A 69	L32 844 346A 69
L32 557 792A 69	L32 619 431A 69	L32 699 174A 69	L32 758 944A 69	L32 845 160A 69
L32 560 362A 69	L32 623 847A 69	L32 699 386A 69	L32 760 759A 69	L32 847 104A 69
L32 560 614A 69	L32 625 215A 69	L32 700 814A 69	L32 760 887A 69	L32 847 940A 69
L32 560 895A 69	L32 626 086A 69	L32 701 078A 69	L32 763 248A 69	L32 847 989A 69
L32 561 559A 69	L32 626 664A 69	L32 702 269A 69	L32 766 357A 69	L32 848 105A 69
L32 563 345A 69	L32 627 766A 69	L32 703 715A 69	L32 769 885A 69	L32 848 338A 69
L32 563 542A 69	L32 631 756A 69	L32 704 741A 69	L32 771 543A 69	L32 849 702A 69
L32 567 480A 69	L32 631 997A 69	L32 705 269A 69	L32 771 820A 69	L32 853 821A 69
L32 568 662A 69	L32 632 666A 69	L32 705 621A 69	L32 772 178A 69	L32 856 729A 69
L32 569 658A 69	L32 632 919A 69	L32 705 833A 69	L32 773 861A 69	L32 859 549A 69
L32 569 899A 69	L32 633 350A 69	L32 705 920A 69	L32 781 794A 69	L32 863 145A 69
L32 570 999A 69	L32 633 993A 69	L32 706 271A 69	L32 782 563A 69	L32 863 475A 69
L32 571 560B 504	L32 634 529A 69	L32 706 281A 69	L32 784 771A 69	L32 865 0088 634
L32 572 400A 69	L32 636 003A 69	L32 706 540A 69	L32 785 085A 69	L32 865 699A 69
L32 572 586A 69	L32 637 488A 69	L32 706 750A 69	L32 786 775A 69	L32 866 378A 69
L32 574 096A 69	L32 637 363A 69	L32 707 342A 69	L32 788 148A 69	L32 867 216A 69
L32 574 465A 69	L32 638 212A 69	L32 707 343A 69	L32 788 310A 69	L32 869 953A 69
L32 575 324A 69	L32 639 138A 69	L32 707 344A 69	L32 788 893A 69	L32 871 219A 69

(Mount Clipping in Space Below)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 28, 1973

Edition:

Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

Character:

or Bufile
Classification: 164-2111
Submitting Office: Portland

 Being Investigated

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
FBI - SEATTLE	

164-81-Sub-B

L12 700-009A 69	L14 378 493A 69	L15 593 586A 69	L17 390 434A 69	L18 567 052B 63A
L12 786 924A 69	L14 387 433A 69	L15 635 858A 69	L17 391 116A 69	L18 573 789A 69
L12 820 804A 69	L14 396 125A 69	L15 660 995A 69	L17 421 010A 69	L18 593 435A 69
L12 834 716B 50A	L14 403 616A 69	L15 674 993A 69	L17 483 562A 69	L18 598 290A 69
L12 835 962A 69	L14 405 960A 69	L15 709-103A 69	L17 489 867A 69	L18 603 883B 63A
L12 854 388A 69	L14 407 879B 63A	L15 726 487A 69	L17 498 838A 69	L18 605 282A 69
L12 861 451A 69	L14 437 138A 69	L15 745 461A 69	L17 524 995A 69	L18 615 845B 63A
L12 907 861A 69	L14 442 277A 69	L15 792 617A 69	L17 525 336A 69	L18 623 836A 69
L12 975 092B 63A	L14 445 654A 69	L15 795 412A 69	L17 541 655A 69	L18 636 003A 69
L12 976 451A 69	L14 446 760A 69	L15 802 264A 69	L17 556 384A 69	L18 753 091A 69
L12 993 238A 69	L14 520 962B 63A	L15 825 804A 69	L17 436 002A 69	L18 767 636A 69
L13 002 788A 69	L14 541 059A 69	L15 838 388B 63A	L17 639 414A 69	L18 771 293A 69
L13 018 123A 69	L14 607 207A 69	L15 909 451A 69	L17 662 941B 63A	L18 812 787A 69
L13 021 441A 69	L14 624 343B 63A	L15 951 868A 69	L17 677 287A 69	L18 816 980A 69
L13 031 950A 69	L14 637 818B 63A	L15 956 753A 69	L17 707 310A 69	L18 872 838A 69
L13 046 917A 63A	L14 451 002A 67A	L16 055 078A 69	L17 742 311A 69	L18 889 189A 69
L13 100 271A 69	L14 679 545B 63A	L16 050 416A 69	L17 782 980A 69	L18 901 093A 69
L13 175 432A 69	L14 681 588A 65A	L16 065 209A 69	L17 786 914A 63A	L18 923 510A 69
L13 204 483A 69	L14 681 712A 69	L16 076 505A 63A	L17 842 046A 69	L18 941 112A 69
L13 213 468A 63A	L14 687 932A 69	L16 088 446A 69	L17 851 812A 69	L18 945 382A 69
L13 219 688A 69	L14 707 288A 69	L16 088 443A 69	L17 875 316B 63A	L19 016 203A 69
L13 226 524A 63A	L14 712 053A 69	L16 090 551A 69	L17 916 431A 63A	L19 052 989A 69
L13 254 976A 69	L14 728 672A 69	L16 105 713A 69	L17 926 469A 69	L19 097 361A 63A
L13 311 354A 69	L14 731 142A 69	L16 114 729A 69	L17 942 572A 69	L19 100 670A 69
L13 363 184A 69	L14 733 678A 63A	L16 157 720A 69	L17 972 532A 69	L19 116 743A 69
L13 368 148A 69	L14 740 867A 69	L16 264 944A 69	L17 982 641A 69	L19 122 824A 69
L13 369 302A 63A	L14 742 220A 65	L16 298 018A 69	L17 985 240A 69	L19 124 085A 69
L13 400 628A 69	L14 747 327A 69	L16 329 602A 69	L17 998 736A 69	L19 124 466A 69
L13 429 529A 69	L14 807 957A 69	L16 344 481A 69	L18 011 496A 69	L19 127 462A 69
L13 435 769A 69	L14 847 613A 63A	L16 373 505A 69	L18 022 569A 69	L19 133 559A 69
L13 440 029A 69	L14 855 680A 69	L16 379 120A 69	L18 030 606B 63A	L19 138 665A 69
L13 452 363A 63A	L14 860 098A 69	L16 405 058A 69	L18 049 657A 63A	L19 138 610A 69
L13 486 654A 69	L14 886 154A 69	L16 423 781A 69	L18 103 222A 69	L19 142 321A 69
L13 495 041A 69	L14 898 271A 69	L16 493 251A 69	L18 192 781A 69	L19 143 266A 69
L13 528 716A 69	L14 931 975A 69	L16 494 250A 69	L18 203 066A 69	L19 143 287A 69
L13 545 436A 69	L14 932 656A 65	L16 571 850A 69	L18 235 406A 63A	L19 145 315A 69
L13 586 248A 69	L14 936 158A 69	L16 581 629A 63A	L18 244 064A 69	L19 146 486A 69
L13 633 217A 69	L14 949 174A 69	L16 584 887A 69	L18 259 580A 63A	L19 147 345A 69
L13 650 484A 69	L14 949 175A 69	L16 598 309A 69	L18 260 654B 62A	L19 152 207A 69
L13 667 286A 69	L15 003 471A 69	L16 666 109A 69	L18 273 432B 62A	L19 161 921A 69
L13 706 804A 69	L15 046 838A 69	L16 667 657A 69	L18 277 064B 63A	L19 163 979A 69
L13 749 715B 50C	L15 080 391A 69	L16 699 882A 69	L18 298 885A 69	L19 166 013A 69
L13 782 786A 69	L15 095 965A 69	L16 708 166A 69	L18 298 064B 63A	L19 167 786A 69
L13 844 563A 69	L15 144 654A 69	L16 824 590A 69	L18 307 903B 63A	L19 173 952A 69
L13 872 457A 69	L15 222 449B 63A	L16 837 845C 50C	L18 308 122B 63A	L19 174 084A 65
L13 898 382A 69	L15 250 104A 69	L16 854 946A 69	L18 309 962B 63A	L19 175 595A 69
L13 907 810B 63A	L15 257 770D 50C	L16 880 688A 69	L18 324 157B 63A	L19 176 654A 69
L13 916 636A 69	L15 273 768A 69	L16 965 878B 63A	L18 353 751B 63A	L19 177 756A 69
L14 035 086A 69	L15 291 798A 69	L16 988 288A 69	L18 367 678A 69	L19 178 183A 69
L14 066 483A 69	L15 300 497A 69	L17 042 603A 69	L18 381 440A 69	L19 186 330A 69
L14 076 945A 69	L15 334 315A 69	L17 076 717A 69	L18 391 801A 69	L19 192 968A 69
L14 139 095A 69	L15 339 392B 63A	L17 077 245A 69	L18 407 961B 63A	L19 195 488A 69
L14 177 652A 69	L15 359 359A 69	L17 098 077B 63A	L18 417 464A 69	L19 196 467A 69
L14 213 806A 69	L15 369 522B 63A	L17 145 043A 69	L18 428 646A 63A	L19 200 071A 69
L14 274 186A 69	L15 449 578B 63A	L17 197 897A 69	L18 446 536B 63A	L19 202 659A 69
L14 285 379A 69	L15 356 850A 69	L17 285 029A 69	L18 480 886B 63A	L19 202 763A 69
L14 293 607A 69	L15 478 379A 69	L17 298 790A 69	L18 481 294B 63A	L19 210 811A 69
L14 307 389A 69	L15 481 259A 69	L17 302 800A 69	L18 495 973B 63A	L19 219 349A 69
L14 307 752B 63A	L15 573 867B 63A	L17 309 811A 69	L18 500 766B 63A	L19 219 777A 69
L14 319 400A 69	L15 591 091B 63A	L17 368 707A 69	L18 508 396B 50A	L19 223 859A 69

120 FEDERAL RESERVE NOTE

PAGE 13

L19 225 868A 69	L19 430 361A 69	L19 530 556A 69	L19 684 557A 69	L19 793 728A 69
L19 245 730A 69	L19 431 165A 69	L19 551 782A 69	L19 687 028A 69	L19 795 044A 69
L19 246 068A 69	L19 432 125A 69	L19 558 826A 69	L19 687 095A 69	L19 796 799B 69A
L19 255 632A 69	L19 445 520A 69	L19 562 155A 69	L19 689 094A 69	L19 804 702A 69
L19 259 767A 69	L19 446 149A 69	L19 562 776A 69	L19 689 533A 69	L19 807 537A 69
L19 260 715A 69	L19 446 302A 69	L19 563 233A 69	L19 690 366A 69	L19 811 201A 69
L19 261 326A 69	L19 446 378A 69	L19 563 299A 69	L19 692 989A 69	L19 814 542A 69
L19 262 916A 69	L19 447 189A 69	L19 564 493A 69	L19 693 688A 69	L19 822 171A 69
L19 264 704A 69	L19 447 526A 69	L19 564 880A 69	L19 694 784A 69	L19 824 606A 69
L19 265 106A 69	L19 447 835A 69	L19 566 630A 69	L19 697 981A 69	L19 830 370A 69
L19 269 563A 69	L19 459 037A 69	L19 570 288A 69	L19 699 154A 69	L19 832 956A 69
L19 271 634A 69	L19 459 328A 69	L19 582 821A 69	L19 707 155B 63A	L19 834 643A 69
L19 276 261A 69	L19 463 738A 69	L19 574 125A 69	L19 707 262A 69	L19 842 435A 69
L19 276 349A 69	L19 464 098A 69	L19 574 451A 69	L19 707 772A 69	L19 842 629A 69
L19 288 330A 69	L19 466 498A 69	L19 581 582A 69	L19 709 240B 63A	L19 849 980A 69
L19 289 952A 69	L19 470 118A 69	L19 582 889A 69	L19 712 211A 69	L19 850 018A 69
L19 296 549A 69	L19 475 311A 69	L19 583 254A 69	L19 716 901A 69	L19 850 303A 69
L19 297 881A 69	L19 475 328A 69	L19 585 058A 69	L19 716 995A 69	L19 851 898A 69
L19 299 106A 69	L19 480 470A 69	L19 585 156A 69	L19 718 324A 69	L19 853 070A 69
L19 303 592A 69	L19 482 942A 69	L19 590 216A 69	L19 723 398A 69	L19 853 441A 69
L19 303 624A 69	L19 486 860A 69	L19 592 456B 63A	L19 723 933A 69	L19 855 988A 69
L19 307 410A 69	L19 490 161A 69	L19 592 375A 69	L19 725 053A 69	L19 856 401A 69
L19 309 757A 69	L19 490 506A 69	L19 591 567A 69	L19 726 965A 69	L19 856 824A 69
L19 313 505A 69	L19 492 112A 69	L19 591 910A 69	L19 728 743A 69	L19 856 290A 69
L19 315 187A 69	L19 501 520A 69	L19 592 192A 69	L19 730 830A 69	L19 863 987A 69
L19 316 939A 69	L19 502 389A 69	L19 595 632A 69	L19 733 425A 69	L19 866 845A 69
L19 320 482A 69	L19 503 635A 69	L19 595 952A 69	L19 735 296A 69	L19 865 430A 69
L19 321 446A 69	L19 511 275A 69	L19 598 424A 69	L19 735 345A 69	L19 870 811A 69
L19 323 425A 69	L19 515 613A 69	L19 598 965A 69	L19 735 492A 69	L19 875 702A 69
L19 325 416A 69	L19 517 226A 69	L19 597 896B 63A	L19 736 355A 69	L19 875 722A 69
L19 327 116A 69	L19 517 910A 69	L19 599 405A 69	L19 737 452A 69	L19 876 820A 69
L19 338 053A 69	L19 518 163A 69	L19 602 947A 69	L19 737 590B 63A	L19 879 159A 69
L19 343 282A 69	L19 519 815A 69	L19 606 578A 69	L19 739 152A 69	L19 879 791A 69
L19 343 714A 69	L19 519 897A 69	L19 613 142A 69	L19 740 875A 69	L19 880 809A 69
L19 343 860A 69	L19 520 446A 69	L19 615 287A 69	L19 742 480A 69	L19 881 989A 69
L19 343 997A 69	L19 521 366A 69	L19 617 917A 63A	L19 743 282A 69	L19 885 051A 69
L19 348 861A 69	L19 521 449A 69	L19 618 935A 69	L19 743 489A 69	L19 885 388A 69
L19 351 066A 69	L19 521 946A 69	L19 621 588B 63A	L19 746 103A 69	L19 886 272A 69
L19 353 778A 69	L19 522 865A 69	L19 624 951A 69	L19 746 774A 69	L19 888 356A 69
L19 359 606A 69	L19 523 753A 69	L19 625 276A 69	L19 746 794A 69	L19 889 794A 69
L19 365 164A 67A	L19 525 213A 69	L19 627 657A 69	L19 748 854A 69	L19 890 650A 69
L19 365 687B 63A	L19 525 307A 69	L19 629 118B 63A	L19 750 776A 69	L19 890 994A 69
L19 371 799A 69	L19 527 468A 69	L19 632 744A 69	L19 751 034A 69	L19 907 983A 69
L19 372 559A 63A	L19 528 057A 69	L19 632 745A 69	L19 753 716A 69	L19 908 791A 69
L19 376 623A 69	L19 532 940A 69	L19 635 042A 69	L19 756 285A 69	L19 905 063A 69
L19 378 457A 69	L19 534 432A 69	L19 633 454A 69	L19 759 603A 69	L19 909 937A 69
L19 379 296A 69	L19 536 031A 69	L19 634 055A 69	L19 761 039A 69	L19 916 956A 69
L19 382 280A 69	L19 536 109A 69	L19 641 462A 69	L19 763 324A 69	L19 918 688A 69
L19 382 585A 69	L19 537 498A 69	L19 645 297A 69	L19 766 092A 69	L19 919 350A 69
L19 383 714A 69	L19 538 211A 69	L19 652 895B 63A	L19 765 630A 69	L19 923 111A 69
L19 401 482A 69	L19 538 260A 69	L19 653 235A 69	L19 772 951A 69	L19 923 483A 69
L19 404 556A 69	L19 539 591A 69	L19 657 567A 69	L19 778 913B 63A	L19 923 772A 69
L19 410 357A 69	L19 540 115A 69	L19 659 676A 69	L19 779 968A 69	L19 924 301A 69
L19 416 308A 69	L19 540 550A 69	L19 661 882A 69	L19 781 822A 69	L19 926 551A 69
L19 417 415A 63A	L19 541 118A 69	L19 662 582A 69	L19 788 048A 69	L19 927 511A 69
L19 417 741A 69	L19 543 248B 63A	L19 664 346A 69	L19 790 117A 69	L19 927 821A 69
L19 419 356A 69	L19 543 895A 69	L19 666 556A 69	L19 791 881A 69	L19 929 038A 69
L19 423 076B 63A	L19 545 449A 69	L19 668 977A 69	L19 792 660A 69	L19 929 941A 69
L19 424 395A 69	619 546 385A 69	L19 669 414A 69	L19 792 641A 69	L19 930 962A 69
L19 429 587A 69	619 547 938A 69	L19 684 048A 63A	L19 793 308A 69	L19 935 606A 69

\$20 FEDERAL RESERVE NOTE

L19 940 302A 69	L20 030 819A 69	L20 142 308A 69	L20 264 464A 69	L20 374 531A 69
L19 940 402A 69	L20 034 532A 69	L20 142 624A 69	L20 265 005A 69	L20 374 666A 69
L19 941 467A 69	L20 035 205A 69	L20 145 237A 69	L20 266 998A 69	L20 375 101A 69
L19 941 923A 69	L20 035 697A 69	L20 145 615A 69	L20 268 345A 69	L20 375 125A 69
L19 942 062A 69	L20 038 493A 69	L20 146 504A 69	L20 270 393A 69	L20 375 558A 69
L19 943 366A 69	L20 042 488A 69	L20 147 251A 69	L20 271 112A 69	L20 380 595A 69
L19 944 075A 69	L20 046 362A 69	L20 150 975A 69	L20 271 218A 69	L20 380 921A 69
L19 945 217A 69	L20 050 290A 69	L20 153 074A 69	L20 274 007A 69	L20 381 753A 69
L19 946 211A 69	L20 051 994A 69	L20 154 044A 69	L20 276 172A 69	L20 382 655A 69
L19 951 047A 69	L20 055 098A 69	L20 163 957A 69	L20 278 644A 69	L20 387 975A 69
L19 952 357A 69	L20 057 022A 69	L20 168 977A 69	L20 278 780C 50C	L20 388 474A 69
L19 952 433A 69	L20 058 562A 69	L20 173 785A 69	L20 280 890A 69	L20 394 022A 69
L19 954 734A 69	L20 066 021A 69	L20 177 072A 69	L20 282 145A 69	L20 397 278A 69
L19 956 416A 69	L20 065 390A 69	L20 179 587A 69	L20 282 191A 69	L20 397 933A 69
L19 956 825A 69	L20 066 518A 69	L20 180 620A 69	L20 282 789A 69	L20 400 850A 69
L19 956 848A 69	L20 068 009A 69	L20 181 834A 69	L20 282 941A 69	L20 400 988A 69
L19 957 899A 69	L20 070 116A 69	L20 182 806A 69	L20 289 845A 69	L20 402 679A 69
L19 959 292A 69	L20 072 327A 69	L20 183 462A 69	L20 292 693A 69	L20 402 716A 69
L19 960 040A 69	L20 076 055A 69	L20 188 168A 69	L20 294 294A 69	L20 403 478A 69
L19 964 770A 69	L20 077 693A 69	L20 189 914A 69	L20 297 033A 69	L20 405 122A 69
L19 966 562A 69	L20 077 721A 69	L20 190 332A 69	L20 298 660A 69	L20 406 181A 69
L19 967 800A 69	L20 078 418B 63A	L20 193 014A 69	L20 300 773A 69	L20 406 773A 69
L19 970 194A 69	L20 080 120A 69	L20 194 821A 69	L20 301 456A 69	L20 406 804A 69
L19 970 510A 69	L20 081 416A 69	L20 195 084A 69	L20 303 102A 69	L20 407 225A 69
L19 979 355A 69	L20 081 446A 69	L20 196 607A 69	L20 312 235A 69	L20 408 116A 69
L19 979 701A 69	L20 081 509A 69	L20 199 193A 69	L20 312 936A 69	L20 408 638A 69
L19 982 171C 50C	L20 082 766A 69	L20 201 743A 69	L20 321 444A 69	L20 408 858A 69
L19 983 076A 69	L20 083 140A 69	L20 203 052A 69	L20 322 313A 69	L20 412 610A 69
L19 983 302A 69	L20 086 211A 69	L20 204 878A 69	L20 322 362A 69	L20 414 298A 69
L19 983 389A 69	L20 086 424A 69	L20 205 188A 69	L20 323 322A 69	L20 416 483A 69
L19 985 014A 69	L20 086 878B 63A	L20 205 284A 69	L20 325 920A 69	L20 418 994A 69
L19 986 007A 69	L20 087 311A 69	L20 207 763A 69	L20 325 938A 69	L20 422 076A 69
L19 988 759A 69	L20 088 301A 69	L20 210 277A 69	L20 327 862A 69	L20 423 313A 69
L19 989 036A 69	L20 089 037A 69	L20 210 452A 69	L20 328 712A 69	L20 424 280A 69
L19 989 598A 69	L20 090 473A 69	L20 211 085A 69	L20 329 360A 69	L20 425 719A 69
L19 989 973A 69	L20 091 028A 69	L20 211 452B 65A	L20 329 935A 69	L20 426 640A 69
L19 997 784B 63A	L20 091 805A 69	L20 215 081A 69	L20 331 753A 69	L20 427 263A 69
L19 998 647A 69	L20 093 366A 69	L20 219 197A 69	L20 331 789A 69	L20 428 841A 69
L20 003 551A 69	L20 094 646A 69	L20 219 448A 69	L20 332 493A 69	L20 429 396A 69
L20 008 378A 69	L20 095 119A 69	L20 221 287A 69	L20 332 408A 69	L20 430 993A 69
L20 008 899A 69	L20 103 484A 69	L20 224 595A 69	L20 332 658A 69	L20 431 004A 69
L20 010 343A 69	L20 105 246A 69	L20 224 961A 69	L20 332 885A 69	L20 431 486A 69
L20 012 191A 69	L20 111 640A 69	L20 226 015A 69	L20 336 841A 69	L20 438 719A 69
L20 012 225A 69	L20 112 211A 69	L20 228 808A 69	L20 337 412A 69	L20 439 056A 69
L20 012 526A 69	L20 115 224A 69	L20 229 886A 69	L20 337 925A 69	L20 439 405A 69
L20 013 055A 69	L20 119 183A 69	L20 231 448A 69	L20 339 403A 69	L20 439 510A 69
L20 015 402A 69	L20 124 973A 69	L20 232 995A 69	L20 339 881A 69	L20 439 817A 69
L20 015 862A 69	L20 128 129A 69	L20 234 191A 69	L20 340 071A 69	L20 440 929A 69
L20 015 994A 69	L20 130 387A 69	L20 236 714A 69	L20 355 311A 69	L20 442 837A 69
L20 017 886A 69	L20 131 973A 69	L20 235 795A 69	L20 356 891A 69	L20 448 870A 69
L20 018 207A 69	L20 132 212A 69	L20 237 280A 69	L20 359 425A 69	L20 448 894A 69
L20 020 513A 69	L20 133 441A 69	L20 245 440A 69	L20 361 817A 69	L20 451 532A 69
L20 021 586A 69	L20 133 706A 69	L20 245 596A 69	L20 363 593A 69	L20 451 616A 69
L20 022 750A 69	L20 134 227A 69	L20 247 682A 69	L20 365 237A 69	L20 451 855A 69
L20 023 291A 69	L20 134 847A 69	L20 252 161A 69	L20 366 634A 69	L20 452 716A 69
L20 023 491A 69	L20 135 038A 69	L20 259 240A 69	L20 369 104A 69	L20 452 751A 69
L20 023 592A 69	L20 137 931A 69	L20 240 937A 69	L20 369 775A 69	L20 452 903A 69
L20 023 768A 69	L20 137 931A 69	L20 262 475A 69	L20 369 928A 69	L20 453 147A 69
L20 028 899A 69	L20 138 290A 69	L20 263 405A 69	L20 371 508A 69	L20 455 361A 69
L20 030 890A 69	L20 139 476A 69	L20 263 533A 69	L20 373 472A 69	L20 455 441A 69

120 FEDERAL RESERVE NOTE

PAGE 15

L20 457 327A 69	L21 264 773A 69	L22 403 376A 69	L24 068 072A 69	L25 637 030A 69
L20 458 269A 69	L21 281 020A 69	L22 410 388A 69	L24 081 688A 69	L25 659 195A 63A
L20 458 425A 69	L21 295 164A 69	L22 415 552A 63A	L24 083 337A 69	L25 657 313A 69
L20 461 732A 69	L21 320 785A 69	L22 422 986A 69	L24 104 185A 69	L25 662 478A 69
L20 462 823A 69	L21 323 672A 69	L22 436 645A 69	L24 106 165A 69	L25 668 845A 63A
L20 470 307A 69	L21 328 378A 63A	L22 460 227A 69	L24 116 612A 69	L25 674 263A 69
L20 470 381A 69	L21 336 462B 63A	L22 479 072A 69	L24 119 469A 69	L25 689 929A 69
L20 473 072A 69	L21 345 011A 69	L22 491 959A 69	L24 170 135A 63A	L25 721 080A 63A
L20 473 178A 69	L21 359 552A 69	L22 504 247B 63A	L24 247 900A 69	L25 728 183B 63A
L20 473 650A 69	L21 387 900A 69	L22 506 281A 69	L24 264 118A 69	L25 732 964A 69
L20 475 672A 69	L21 393 654A 69	L22 508 779A 69	L24 266 929A 69	L25 747 866B 63A
L20 475 027A 69	L21 409 659A 69	L22 522 207A 69	L24 267 512A 69	L25 756 693A 69
L20 476 305A 69	L21 424 187A 69	L22 548 270A 69	L24 276 073A 69	L25 763 633B 63A
L20 476 486A 69	L21 441 210A 63A	L22 565 661A 69	L24 291 737A 69	L25 786 727B 63A
L20 482 724A 69	L21 445 056A 69	L22 568 890A 69	L24 325 638A 69	L25 790 691B 63A
L20 484 707A 69	L21 458 973A 69	L22 580 665A 69	L24 343 641A 69	L25 791 331A 69
L20 485 812A 69	L21 458 530A 69	L22 620 737A 69	L24 349 787A 63A	L25 821 155A 69
L20 486 432A 69	L21 467 458A 69	L22 631 063A 69	L24 359 305A 69	L25 824 226A 69
L20 487 542A 69	L21 483 326A 69	L22 674 176A 69	L24 375 729B 63A	L25 828 791A 63A
L20 487 555A 69	L21 486 686A 69	L22 730 788A 69	L24 439 654A 69	L25 869 317B 63A
L20 490 365A 69	L21 513 212B 63A	L22 736 788A 69	L24 461 876B 63A	L25 918 493A 69
L20 491 672A 69	L21 515 616A 63A	L22 752 615A 69	L24 486 047A 69	L25 926 690A 69
L20 491 757A 69	L21 541 262A 69	L22 787 976A 69	L24 478 951A 69	L25 957 070B 63A
L20 492 148A 69	L21 552 260A 69	L22 797 972A 69	L24 501 678A 69	L25 986 983A 69
L20 496 056A 69	L21 568 895A 69	L22 830 166A 69	L24 547 277A 69	L26 041 622A 69
L20 496 597A 69	L21 659 956A 63A	L22 889 449A 69	L24 552 455A 69	L26 042 141A 69
L20 496 925A 69	L21 721 933A 69	L22 958 335A 69	L24 572 441B 63A	L26 017 956B 63A
L20 497 222A 69	L21 733 279A 69	L22 967 746A 69	L24 604 678A 69	L26 085 955A 69
L20 501 336A 69	L21 733 901A 69	L22 994 461A 69	L24 657 443A 69	L26 139 755A 63A
L20 501 472A 69	L21 748 179A 63A	L23 045 551B 63A	L24 642 648A 69	L26 139 852A 69
L20 534 105A 69	L21 837 366A 69	L23 104 034A 69	L24 663 296A 69	L26 141 324B 63A
L20 549 951A 69	L21 850 344A 63A	L23 133 632A 69	L24 711 226A 69	L26 217 670A 69
L20 561 087A 69	L21 894 400B 63A	L23 199 219A 69	L24 816 023A 63A	L26 217 751A 69
L20 578 800A 69	L21 926 938A 69	L23 207 228A 69	L24 900 811A 69	L26 237 222A 69
L20 600 097A 69	L21 936 556A 69	L23 248 811A 69	L24 935 559A 69	L26 239 014A 69
L20 634 629B 63A	L21 938 312B 63A	L23 270 165B 63A	L24 939 870C 63A	L26 312 773B 63A
L20 666 041A 69	L21 935 833A 69	L23 277 957A 69	L24 936 862A 69	L26 352 846B 63A
L20 701 761B 63A	L21 946 498A 69	L23 312 056A 69	L25 013 132A 69	L26 374 293B 63A
L20 701 915A 69	L21 967 615A 69	L23 329 179A 69	L25 048 262A 69	L26 375 059B 63A
L20 747 693A 69	L21 978 575A 69	L23 386 914B 63A	L25 059 671A 69	L26 413 329B 63A
L20 799 707B 63A	L22 029 660A 69	L23 454 482A 69	L25 086 449A 69	L26 427 858A 69
L20 805 304A 69	L22 032 835A 69	L23 445 838A 69	L25 099 205A 69	L26 458 895A 69
L20 848 242A 69	L22 047 645A 69	L23 479 649B 63A	L25 100 198A 69	L26 472 193A 69
L20 862 898A 69	L22 084 279A 69	L23 524 546A 69	L25 110 856A 63A	L26 495 216B 63A
L20 863 776A 69	L22 086 909A 69	L23 576 183A 69	L25 122 332A 69	L26 503 751A 69
L20 892 122A 69	L22 111 878A 69	L23 669 061A 69	L25 139 835A 69	L26 504 507B 63A
L20 914 569A 69	L22 135 360A 69	L23 730 139B 63A	L25 174 288A 69	L26 546 628B 69
L20 923 835A 69	L22 110 872A 69	L23 760 533A 69	L25 200 214A 69	L26 569 269A 69
L20 924 349A 69	L22 141 895A 69	L23 789 851A 69	L25 303 466B 63A	L26 577 081A 69
L20 965 592A 69	L22 157 069A 69	L23 809 886A 63A	L25 307 528B 63A	L26 579 453A 69
L20 979 006A 69	L22 159 913A 69	L23 841 521A 69	L25 818 661A 69	L26 595 927A 69
L21 012 880A 69	L22 177 093A 69	L23 851 173A 63A	L25 323 406A 69	L26 639 665A 63A
L21 031 444B 63A	L22 183 912A 69	L23 866 292A 69	L25 349 123A 63A	L26 656 426A 69
L21 059 818A 69	L22 224 814A 69	L23 885 716B 63A	L25 383 650A 69	L26 672 287D 63A
L21 074 189A 69	L22 276 124A 69	L23 931 864A 63A	L25 407 525A 69	L26 672 693A 69
L21 090 220A 69	L22 279 911A 69	L24 007 818A 69	L25 427 460A 69	L26 674 549A 69
L21 092 101A 69	L22 329 208A 69	L24 012 928A 69	L25 461 620A 69	L26 675 583A 69
L21 115 792B 63A	L22 331 019A 69	L24 018 382B 63A	L25 516 807A 69	L26 704 861A 69
L21 134 278B 63A	L22 339 250A 69	L24 024 595A 63A	L25 518 474A 69	L26 726 302A 63A
L21 169 892A 69	L22 383 466A 69	L24 032 509B 63A	L25 540 074A 69	L26 734 348A 69

320 FEDERAL RESERVE NOTE					
L26 793 126A 63A	L27 729 564A 69	L28 886 501A 69	L29 544 494A 69	L29 742 969A 69	
L26 798 238A 69	L27 761 487A 69	L28 890 10CA 69	L29 544 587A 69	L29 747 396A 69	
L26 799 946A 69	L27 778 078A 69	L28 951 706A 69	L29 545 119A 63A	L29 753 820A 63A	
L26 837 375A 69	L27 845 582A 69	L28 961 177A 69	L29 546 931A 63A	L29 762 714A 69	
L26 882 756A 69	L27 910 883A 63A	L28 962 650A 69	L29 549 400A 69	L29 767 357A 69	
L26 935 500A 69	L27 921 509A 69	L28 983 851A 69	L29 549 865A 69	L29 777 309A 69	
L26 946 859A 63A	L27 958 857A 63A	L29 013 316A 69	L29 551 709A 69	L29 781 831A 69	
L26 970 854A 69	L27 970 446A 63A	L29 023 193A 69	L29 552 125A 69	L29 788 262A 69	
L26 974 795A 69	L28 042 286A 69	L29 044 371A 69	L29 555 350A 69	L29 789 941A 63A	
L26 978 851B 63A	L28 046 229A 69	L29 051 548B 63A	L29 567 375A 69	L29 791 814A 69	
L27 036 993A 69	L28 082 770A 69	L29 095 541A 69	L29 568 094A 69	L29 791 965A 69	
L27 050 986A 69	L28 090 176A 69	L29 102 972A 69	L29 574 230A 69	L29 795 480A 69	
L27 065 079A 69	L28 093 191A 69	L29 112 852A 69	L29 575 277A 69	L29 810 831A 69	
L27 075 814A 69	L28 138 451A 63A	L29 113 807A 69	L29 575 638A 69	L29 813 497A 69	
L27 080 528A 69	L28 142 218A 63A	L29 130 150B 63A	L29 576 686A 69	L29 813 880A 69	
L27 094 722A 69	L28 155 691B 63A	L29 144 106A 69	L29 580 288A 69	L29 819 47CA 69	
L27 095 258A 63A	L28 175 554A 69	L29 145 204B 63A	L29 580 707A 63A	L29 819 556A 69	
L27 108 7030 63A	L28 202 870A 69	L29 168 763B 63A	L29 584 702A 69	L29 822 551B 63A	
L27 120 213A 69	L28 204 707A 69	L29 176 446A 69	L29 588 772A 69	L29 823 232A 69	
L27 122 638A 69	L28 205 692A 69	L29 179 890A 69	L29 592 167A 69	L29 833 334B 63A	
L27 122 916A 69	L28 206 687A 69	L29 192 148A 69	L29 596 117A 69	L29 835 703A 69	
L27 130 625A 69	L28 247 882A 63A	L29 197 768A 69	L29 597 369A 63A	L29 836 611A 69	
L27 134 831A 63A	L28 273 824B 63A	L29 294 121A 69	L29 603 146A 69	L29 837 350A 69	
L27 135 076A 63A	L28 285 957A 69	L29 295 024A 69	L29 604 784A 69	L29 842 783A 69	
L27 143 052D 63A	L28 315 371A 69	L29 321 559A 69	L29 606 881A 69	L29 845 509A 69	
L27 149 206A 69	L28 330 728A 63A	L29 343 365A 63A	L29 610 444A 69	L29 849 929A 69	
L27 187 642A 63A	L28 353 023A 63A	L29 343 823A 63A	L29 621 121A 69	L29 850 475A 69	
L27 192 302B 63A	L28 355 074A 63A	L29 357 236A 63A	L29 626 016A 69	L29 852 131A 69	
L27 195 604A 63A	L28 359 519A 69	L29 367 525B 63A	L29 626 850A 69	L29 856 344A 69	
L27 215 610A 69	L28 361 561A 69	L29 368 629A 69	L29 627 102A 69	L29 858 096A 69	
L27 226 205A 69	L28 366 512A 69	L29 373 742A 63A	L29 628 798A 69	L29 858 629A 69	
L27 231 730A 63A	L28 370 638A 69	L29 381 145B 63A	L29 628 886A 63A	L29 859 540B 63A	
L27 309 536B 63A	L28 422 704A 69	L29 389 855A 69	L29 638 047A 69	L29 861 672A 69	
L27 337 798B 63A	L28 432 003A 63A	L29 408 905A 69	L29 641 242A 69	L29 863 191A 69	
L27 358 401B 63A	L28 459 762A 69	L29 452 254A 69	L29 641 708A 69	L29 866 690A 69	
L27 373 985A 69	L28 462 313A 69	L29 454 420A 69	L29 654 372A 69	L29 871 138A 69	
L27 387 201B 63A	L28 473 268A 63A	L29 455 658A 69	L29 661 308A 69	L29 872 267B 63A	
L27 423 194B 63A	L28 479 129B 63A	L29 465 730A 69	L29 676 082A 69	L29 879 785A 69	
L27 427 471B 63A	L28 487 446A 69	L29 465 789A 69	L29 680 234A 69	L29 881 050B 63A	
L27 432 868B 63A	L28 488 343B 63A	L29 478 129A 69	L29 683 419A 69	L29 883 968A 69	
L27 437 057B 63A	L28 489 160A 69	L29 481 581A 69	L29 683 618A 69	L29 885 555B 63A	
L27 453 095B 63A	L28 499 292A 69	L29 482 539A 69	L29 686 139A 69	L29 887 384A 69	
L27 465 824B 69	L28 514 098A 63A	L29 487 827A 69	L29 686 734A 69	L29 888 677A 69	
L27 482 060B 63A	L28 525 223A 63A	L29 489 533A 69	L29 691 316A 69	L29 886 739A 69	
L27 499 634B 63A	L28 530 146A 69	L29 502 466A 69	L29 697 462A 69	L29 896 740B 63A	
L27 500 023B 63A	L28 536 655A 63A	L29 507 494A 69	L29 698 566A 69	L29 901 562A 69	
L27 527 357B 63A	L28 541 496A 69	L29 508 111A 69	L29 701 034A 69	L29 903 197B 63A	
L27 528 245A 69	L28 549 244A 69	L29 509 793A 63A	L29 701 347A 69	L29 903 260A 69	
L27 531 524B 63A	L28 552 947A 69	L29 510 519A 63A	L29 702 548A 69	L29 904 200A 69	
L27 545 078B 63A	L28 560 900A 69	L29 510 875A 69	L29 703 083A 69	L29 907 842A 69	
L27 571 890B 63A	L28 563 267A 69	L29 512 981A 69	L29 704 550A 69	L29 909 158A 69	
L27 584 693B 63A	L28 571 634A 63A	L29 514 858B 63A	L29 712 778A 69	L29 910 603A 69	
L27 615 009B 63A	L28 577 485A 63A	L29 517 815A 69	L29 713 550A 69	L29 910 703A 69	
L27 618 296B 63A	L28 596 189A 69	L29 519 035A 69	L29 727 114A 69	L29 911 000A 69	
L27 619 522B 63A	L28 614 441A 69	L29 521 329A 63A	L29 727 473A 69	L29 913 391A 69	
L27 629 242B 63A	L28 637 032A 69	L29 522 172A 69	L29 727 877A 69	L29 914 399A 69	
L27 641 214A 69	L28 660 941A 69	L29 526 318A 63A	L29 730 516A 69	L29 917 213A 69	
L27 686 659B 63A	L28 690 378A 69	L29 533 480A 69	L29 740 156B 63A	L29 917 575A 69	
L27 697 270B 63A	L28 627 705A 69	L29 534 885A 69	L29 741 463B 63A	L29 926 707A 69	
L27 697 798B 63A	L28 630 085A 69	L29 542 444A 69	L29 742 508A 69	L29 926 739A 69	

(Mount Clipping in Space Below)

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

By ROLLA J. CRICK
Journal Staff Writer

The search goes on.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 27, 1973

Edition:

Author: Rolla J. Crick
Editor: Donald Sterling, J.
Title: JAK

Character:

or

Bufile

Classification: 164-2111
Submitting Office: Portland

Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1973	
FBI - SEATTLE	

164-81-Sub B

L01 646 617A 69	L01 805 094A 69	L02 657 313B 63A	L03 877 104A 69	L05 589 781A 69
L01 653 132A 69	L01 805 273A 69	L02 699 617A 69	L03 985 785A 69	L05 607 907A 69
L01 654 046A 69	L01 805 291A 69	L02 719 696B 63A	L04 034 998A 69	L05 623 827* 63A
L01 656 759A 69	L01 808 007A 69	L02 727 725A 69	L04 088 199A 69	L05 625 920* 63A
L01 659 505A 69	L01 809 466A 69	L02 729 323A 63	L04 136 834A 69	L05 625 713A 69
L01 660 216A 69	L01 829 300A 65	L02 792 545B 63A	L04 177 697A 63	L05 645 655B 63A
L01 664 423A 69	L01 842 041A 69	L02 808 540B 63A	L04 217 077B 63A	L05 662 422A 63
L01 667 648A 69	L01 842 447A 69	L02 827 473B 63A	L04 231 952A 69	L05 670 114A 69
L01 679 000A 69	L01 842 972A 69	L02 848 801A 69	L04 266 734B 63A	L05 698 765A 69
L01 682 349A 69	L01 843 141A 69	L02 855 942B 63A	L04 280 357A 69	L05 705 989* 63A
L01 684 869A 69	L01 844 151A 69	L02 882 111B 63A	L04 340 450A 69	L05 714 028A 69
L01 685 589A 69	L01 844 429A 69	L02 894 472B 63A	L04 348 661A 69	L05 742 281A 69
L01 686 348A 69	L01 850 356A 65	L02 897 407B 63A	L04 367 666A 69	L05 760 866A 69
L01 688 832A 69	L01 850 360B 69	L02 900 995A 69	L04 432 348B 69	L05 761 967A 69
L01 690 347A 69	L01 859 876A 69	L02 912 692B 63A	L04 451 624B 63A	L05 794 760A 63
L01 692 927A 69	L01 870 665* 69	L02 923 038B 63A	L04 461 895A 63A	L05 805 357A 63
L01 696 040A 69	L01 873 639A 69	L02 931 694B 63A	L04 490 024A 69	L05 806 851B 63A
L01 696 337A 69	L01 884 799A 69	L02 973 262B 63A	L04 495 237A 69	L05 822 929A 69
L01 705 546A 69	L01 909 027A 69	L02 995 664A 69	L04 505 350A 69	L05 826 956A 69
L01 708 014A 69	L01 909 673A 69	L03 061 636A 69	L04 527 804A 69	L05 837 833A 69
L01 715 067A 69	L01 911 884A 69	L03 071 077B 63A	L04 534 857A 69	L05 845 937A 69
L01 722 025A 69	L01 940 191A 69	L03 075 934B 63A	L04 545 858A 69	L05 849 917A 50
L01 726 871A 69	L01 943 823A 69	L03 091 946A 69	L04 738 679A 69	L05 904 840A 69
L01 728 184A 69	L02 003 656B 63A	L03 095 072A 69	L04 746 598A 69	L06 028 607A 63A
L01 729 900A 69	L02 078 006B 63A	L03 096 645B 63A	L04 761 870A 69	L06 033 026A 69
L01 730 160A 69	L02 080 209A 69	L03 140 998B 63A	L04 795 379A 69	L06 033 513A 69
L01 733 868A 69	L02 091 158A 69	L03 149 037A 69	L04 796 182A 69	L06 186 708A 69
L01 737 266A 69	L02 146 158B 63A	L03 165 387B 63A	L04 803 677A 69	L06 253 979B 63A
L01 739 965A 69	L02 164 635A 69	L03 186 965B 63A	L04 814 421A 69	L06 273 469A 69
L01 740 330A 69	L02 184 720A 69	L03 188 654B 63A	L04 839 003A 69	L06 343 925B 63A
L01 740 475A 69	L02 199 191* 63A	L03 192 247A 63	L04 846 504A 69	L06 403 168A 69
L01 740 975A 69	L02 220 951B 63A	L03 197 072B 63A	L04 901 887A 69	L06 449 812B 63A
L01 741 600A 69	L02 220 038B 63A	L03 252 347B 63A	L05 024 850A 69	L06 459 015A 69
L01 742 420A 69	L02 226 921A 69	L03 286 514B 63A	L05 029 623A 69	L06 471 693A 69
L01 744 392A 69	L02 255 862A 69	L03 319 608A 69	L05 067 881B 63A	L06 503 388A 69
L01 744 834A 69	L02 275 724A 69	L03 329 195B 63A	L05 070 290A 69	L06 514 394B 63A
L01 748 627B 63A	L02 276 054B 63A	L03 344 430A 69	L05 079 062A 69	L06 516 381A 69
L01 753 785A 69	L02 285 610B 63A	L03 361 474A 69	L05 084 323A 69	L06 520 326B 63A
L01 756 426A 69	L02 316 025A 69	L03 372 757B 63A	L05 092 299A 69	L06 559 610B 63A
L01 756 905A 69	L02 330 592A 68	L03 386 698B 63A	L05 097 520B 63A	L06 583 531A 69
L01 758 491A 69	L02 347 654A 69	L03 424 633B 63A	L05 099 902B 63A	L06 630 791B 63A
L01 758 846A 69	L02 391 043B 63A	L03 445 497B 63A	L05 148 808A 69	L06 726 717A 63A
L01 760 004A 69	L02 404 933A 69	L03 441 364A 69	L05 171 305A 69	L06 735 877A 63A
L01 764 411A 69	L02 407 028B 63A	L03 462 670A 69	L05 181 293A 69	L06 753 755B 63A
L01 769 073A 69	L02 436 673A 69	L03 470 023B 63A	L05 225 404B 63A	L06 774 907A 63A
L01 779 533A 69	L02 443 571B 63A	L03 472 544A 69	L05 227 161A 69	L06 779 531A 63A
L01 779 793A 69	L02 486 229A 69	L03 473 191A 69	L05 230 642A 69	L06 814 250A 63A
L01 781 313A 69	L02 517 967A 69	L03 575 786A 69	L05 258 176A 69	L06 814 925A 63
L01 781 757A 69	L02 527 459A 69	L03 610 985A 69	L05 264 481B 63A	L06 819 243A 69
L01 785 401A 69	L02 529 915A 69	L03 648 936A 69	L05 300 189A 69	L06 832 736A 69
L01 787 066A 69	L02 563 532B 63A	L03 653 552A 69	L05 312 333A 69	L06 871 062A 69
L01 788 552A 69	L02 567 625B 63A	L03 670 789A 69	L05 340 823A 69	L06 957 631A 69
L01 789 721A 69	L02 571 247A 69	L03 697 656A 69	L05 358 121A 69	L06 975 696B 63A
L01 791 230A 69	L02 575 576A 69	L03 698 433A 69	L05 384 364A 69	L07 002 916A 63A
L01 791 615A 69	L02 579 428A 69	L03 700 722A 69	L05 457 546A 69	L07 019 737A 63A
L01 794 382A 69	L02 585 001B 63A	L03 701 448A 69	L05 542 817A 69	L07 035 775B 63A
L01 794 913A 69	L02 604 908A 63	L03 809 648A 69	L05 552 066A 69	L07 040 638A 69
L01 796 643A 69	L02 610 103A 69	L03 827 887A 69	L05 554 739A 69	L07 069 252A 69
L01 798 210A 69	L02 620 075B 63A	L03 844 316A 69	L05 555 437B 63A	L07 071 980A 63A
L01 804 234A 69	L02 636 936A 69	L03 865 806A 69	L05 562 382A 63	L07 085 783A 69

120 FEDERAL RESERVE NOTE				PAGE 11
LOT 098 562A 69	L08 055 425# 63A	L08 065 122# 63A	L08 463 830A 69	L10 870 867A 69
LOT 098 671# 63A	L08 067 152# 63A	L08 077 462A 69	L10 701 232A 69	L10 882 559A 63A
LOT 116 623# 63A	L08 073 130# 63A	L08 938 303A 69	L10 713 684A 69	L10 912 677A 69
LOT 117 639# 63A	L08 085 780# 63A	L08 938 439A 69	L10 731 482B 63A	L10 917 675A 69
LOT 129 525# 63A	L08 091 623A 69	L08 960 024# 63A	L10 761 313B 63A	L10 918 550A 69
LOT 159 568# 63A	L08 093 902# 63A	L08 972 834# 63A	L10 765 268B 63A	L10 919 321A 69
LOT 165 711# 63A	L08 096 399# 63A	L09 005 759# 63A	L10 775 369B 63A	L10 947 190A 69
LOT 259 495A 69	L08 105 640# 63A	L09 041 272A 69	L10 781 412A 69	L11 105 631A 63A
LOT 281 442A 69	L08 160 443# 63A	L09 049 583# 63A	L10 783 152B 63A	L11 110 771A 63A
LOT 311 318# 63A	L08 186 795A 69	L09 051 168A 69	L10 787 198A 69	L11 127 252A 63A
LOT 345 300A 69	L08 198 145# 63A	L09 055 038A 69	L10 792 787B 63A	L11 158 225A 69
LOT 361 143A 69	L08 210 700A 69	L09 057 929B 63A	L10 814 147A 69	L11 164 157A 63A
LOT 373 595A 69	L08 290 070# 63A	L09 066 787# 63A	L10 823 066A 69	L11 180 092A 69
LOT 390 736# 63A	L08 295 699# 63A	L09 083 141A 69	L10 834 498B 63A	L11 425 618A 69
LOT 391 226# 63A	L08 309 169# 63A	L09 093 025# 63A	L10 841 947B 63A	L11 434 020A 69
LOT 417 111A 63A	L08 309 168# 63A	L09 115 111A 63A	L10 866 595B 63A	L11 490 767A 69
LOT 417 891# 63A	L08 323 156A 69	L09 128 279A 69	L10 871 794B 63A	L11 495 694A 69
LOT 420 408# 63A	L08 336 148# 63A	L09 134 399# 63A	L10 877 415A 69	L11 514 316A 69
LOT 421 602A 69	L08 352 335# 69	L09 156 050A 69	L10 899 181B 63A	L11 517 278A 69
LOT 438 496# 63A	L08 352 375# 63A	L09 167 755# 63A	L10 932 419B 69	L11 541 103A 63A
LOT 440 061A 69	L08 372 744# 63A	L09 187 793# 63A	L10 936 640B 63A	L11 554 701A 69
LOT 458 537# 63A	L08 396 222# 63A	L09 227 810# 63A	L10 948 000A 69	L11 562 573B 63A
LOT 458 655# 63A	L08 415 436# 63A	L09 246 924A 69	L10 950 895B 63A	L11 624 235A 69
LOT 476 653# 63A	L08 416 411# 63A	L09 260 984A 69	L10 958 920A 69	L11 661 665A 69
LOT 478 158# 63A	L08 423 459A 69	L09 272 642A 69	L10 969 354A 69	L11 667 322A 69
LOT 483 214# 63A	L08 438 342# 63A	L09 283 128A 69	L10 971 454A 69	L11 670 051A 69
LOT 491 997A 69	L08 475 413# 63A	L09 295 133# 63A	L10 981 839A 69	L11 746 513A 69
LOT 523 728# 63A	L08 477 034# 63A	L09 297 421A 69	L10 990 054A 69	L11 768 693A 69
LOT 527 715B 63A	L08 483 802B 63A	L09 316 642A 69	L10 998 719A 69	L11 778 555A 69
LOT 594 078# 63A	L08 490 475B 63A	L09 341 176A 69	L10 998 880A 69	L11 791 004A 69
LOT 597 009# 63A	L08 504 657# 63A	L09 354 185A 69	L10 073 090A 69	L11 836 274A 69
LOT 622 237# 63A	L08 512 377# 63A	L09 354 801A 69	L10 077 316A 69	L11 847 299A 69
LOT 658 203A 69	L08 512 771A 69	L09 377 359A 69	L10 093 204B 63A	L11 866 268A 69
LOT 661 732A 69	L08 521 016A 69	L09 387 389# 63A	L10 133 852A 69	L11 882 247A 69
LOT 865 895# 63A	L08 522 128A 69	L10 401 871# 63A	L10 141 165A 69	L11 888 749A 69
LOT 710 409A 69	L08 533 292# 63A	L10 401 927# 63A	L10 151 505B 63A	L11 903 775A 63A
LOT 717 687# 63A	L08 552 625# 63A	L10 412 589# 63A	L10 168 433B 63A	L11 934 847A 63A
LOT 722 841# 63A	L08 555 355# 63A	L09 433 356A 69	L10 219 551A 69	L11 938 587A 69
LOT 730 532A 69	L08 573 263# 63A	L09 433 792A 69	L10 220 092B 63A	L11 964 526A 63A
LOT 735 302B 63A	L08 579 767# 63A	L09 439 088A 69	L10 270 932A 69	L11 991 431A 69
LOT 773 715# 63A	L08 609 199A 69	L09 440 821A 63A	L10 304 576A 69	L12 032 495A 63A
LOT 796 902# 63A	L08 611 496A 69	L09 450 482B 63A	L10 321 760A 69	L12 039 030B 63A
LOT 833 413A 69	L08 613 453A 69	L09 455 615# 63A	L10 339 005A 69	L12 061 232B 63A
LOT 847 280A 69	L08 633 272# 63A	L09 476 572# 63A	L10 407 837A 69	L12 094 044B 63A
LOT 860 888A 69	L08 657 011# 63A	L09 510 573A 69	L10 415 017A 69	L12 104 211A 69
LOT 884 939A 69	L08 672 026# 63A	L09 519 529B 63A	L10 450 585A 69	L12 153 779B 63A
LOT 885 555A 69	L08 678 211# 63A	L09 519 640A 69	L10 475 061A 69	L12 159 724A 69
LOT 902 384A 69	L08 700 418A 69	L09 524 342B 63A	L10 542 791A 69	L12 215 877A 63A
LOT 905 954A 69	L08 726 455# 63A	L09 525 013B 63A	L10 567 720A 69	L12 220 667A 69
LOT 943 062# 63A	L08 744 939# 63A	L09 540 782A 69	L10 567 948A 69	L12 270 753A 69
LOT 960 617A 69	L08 754 675# 63A	L09 542 468A 69	L10 592 520A 69	L12 375 168A 69
LOT 008 488# 63A	L08 756 392# 63A	L09 558 239A 69	L10 608 472A 69	L12 397 425A 69
LOT 013 391# 63A	L08 788 205A 69	L09 565 893# 63A	L10 712 147A 69	L12 417 259A 69
LOT 015 988# 63A	L08 822 074# 63A	L09 573 621A 69	L10 775 732A 63A	L12 424 749A 69
LOT 030 597# 63A	L08 822 075# 63A	L09 576 945# 63A	L10 776 427A 69	L12 426 440B 63A
LOT 032 184# 63A	L08 829 912# 63A	L09 580 909B 63A	L10 788 915A 69	L12 465 128A 69
LOT 044 705# 63A	L08 843 436A 69	L09 610 918A 69	L10 831 011A 69	L12 485 709A 69
LOT 046 127# 63A	L08 847 311# 63A	L09 644 265B 63A	L10 835 357A 69	L12 494 233B 63A
LOT 053 176# 63A	L08 849 932# 63A	L09 666 304A 69	L10 868 160A 69	L12 504 607B 63A
LOT 054 073# 63A	L08 858 056A 69	L09 681 346B 63A	L10 873 361A 69	L12 650 395A 69

(Mount Clipping in Space Below)

Journal Completes 'Cooper' Bill

Listing

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

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

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

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

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

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

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

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

1 THE OREGON JOURNAL
LM PORTLAND, OREGON

Date: December 14, 1973
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

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

Being Investigated

164-87-Sub-B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
FBI - SEATTLE	

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

620 FEDERAL RESERVE NOTE				PAGE 33
L68 134 8478 63A	L70 316 238A 69	L72 499 5070 63A	L72 370 7288 63A	L74 655 884B 63A
L69 150 7698 63A	L70 316 334A 69	L72 499 5118 63A	L72 877 4318 63A	L74 663 3828 63A
L69 155 6958 63A	L70 317 266A 69	L72 499 5598 63A	L74 670 5598 63A	
L69 159 8918 63A	L70 339 9098 63A	L72 505 3108 63A	L72 884 8858 63A	L74 694 943B 63A
L69 167 7848 63A	L70 357 6388 63A	L72 511 4798 63A	L72 885 7578 63A	L74 742 2788 63A
L69 169 8668 63A	L70 358 1638 63A	L72 513 1008 63A	L72 903 4348 63A	L74 774 6128 63A
L69 180 0788 63A	L70 361 953A 69	L72 522 2338 63A	L72 909 6908 63A	L74 828 868A 63A
L69 186 8608 63A	L70 406 510A 63A	L72 522 2788 63A	L72 926 8068 63A	L74 873 1728 63A
L69 194 4998 63A	L70 548 6738 63A	L72 525 3838 63A	L72 934 0058 63A	L74 940 8958 63A
L69 206 1698 63A	L70 549 2268 63A	L72 526 8728 63A	L72 936 4858 63A	L75 209 579C 50C
L69 210 4588 63A	L70 744 178A 69	L72 529 9058 63A	L72 939 4988 63A	L75 218 7778 63A
L69 223 4338 63A	L70 745 212A 69	L72 536 8168 63A	L72 943 0358 63A	L75 374 1628 63A
L69 232 0308 63A	L70 747 1814 69	L72 537 8288 63A	L72 949 2518 63A	L75 403 8668 63A
L69 243 1508 63A	L70 765 8068 63A	L72 546 3058 63A	L72 949 4178 63A	L75 445 0918 63A
L69 250 2568 63A	L70 913 6238 63A	L72 573 4658 63A	L72 950 4618 63A	L75 450 9758 63A
L69 263 3568 63A	L71 017 6468 63A	L72 592 0318 63A	L72 972 4448 63A	L75 454 1878 63A
L69 283 8008 63A	L71 036 3268 63A	L72 603 1968 63A	L72 979 8068 63A	L75 481 8378 63A
L69 287 12078 63A	L71 059 0508 63A	L72 607 8978 63A	L72 993 5668 63A	L75 500 9288 63A
L69 288 2568 63A	L71 141 938A 63A	L72 609 5168 63A	L72 995 4038 63A	L75 574 3328 63A
L69 288 6378 63A	L71 178 6938 63A	L72 616 0468 63A	L73 000 5588 63A	L75 637 0968 63A
L69 288 7558 63A	L71 200 4438 63A	L72 624 5098 63A	L73 004 1216 63A	L75 641 0158 63A
L69 288 7708 63A	L71 230 2978 63A	L72 629 9758 63A	L73 006 6258 63A	L75 665 5558 63A
L69 292 3658 63A	L71 256 1678 63A	L72 632 2488 63A	L73 029 3878 63A	L75 688 5218 69
L69 297 1458 63A	L71 346 2318 63A	L72 639 4128 63A	L73 030 9538 63A	L75 671 6358 63A
L69 299 4048 63A	L71 352 4968 63A	L72 673 5238 63A	L73 030 9708 63A	L75 721 8608 63A
L69 299 4148 63A	L71 401 1308 63A	L72 676 8058 63A	L73 033 4208 63A	L75 737 0248 63A
L69 308 4188 63A	L71 403 9048 63A	L72 688 7768 63A	L73 033 4998 63A	L75 738 6488 63A
L69 308 3278 63A	L71 424 5618 63A	L72 691 2618 63A	L73 038 0318 63A	L75 739 5378 63A
L69 308 6288 63A	L71 473 3128 63A	L72 701 6258 63A	L73 053 7948 63A	L75 759 9998 63A
L69 308 7668 63A	L71 509 4288 63A	L72 704 5708 63A	L73 055 1208 63A	L75 778 4218 63A
L69 312 3298 63A	L71 609 0308 63A	L72 715 7098 63A	L73 057 7648 63A	L75 806 1004 63A
L69 313 7168 63A	L71 630 5248 63A	L72 717 0928 63A	L73 202 9678 63A	L75 814 0638 63A
L69 314 4018 63A	L71 639 913A 63A	L72 737 1128 63A	L73 212 0648 63A	L75 832 7468 63A
L69 323 0428 63A	L71 648 3938 63A	L72 737 5358 63A	L73 232 8848 63A	L75 938 2118 63A
L69 323 4018 63A	L71 717 5738 63A	L72 738 5270 63A	L73 343 5168 63A	L76 055 7168 63A
L69 323 9738 63A	L71 761 2908 63A	L72 751 8998 63A	L73 433 7128 63A	L76 067 7578 63A
L69 326 0208 63A	L71 835 0228 63A	L72 752 7078 63A	L73 510 5428 63A	L76 099 4918 63A
L69 326 2308 63A	L71 853 5128 63A	L72 754 6168 63A	L73 514 3708 63A	L76 116 6618 63A
L69 326 9558 63A	L71 867 5138 63A	L72 755 6928 63A	L73 564 4338 50C	L76 129 0848 63A
L69 329 5688 63A	L71 896 7878 63A	L72 759 2868 63A	L73 584 7148 63A	L76 153 8298 63A
L69 331 0478 63A	L71 907 4598 63A	L72 759 5958 63A	L73 586 2178 63A	L76 1435 3578 63A
L69 333 1738 63A	L71 927 8468 63A	L72 763 6878 63A	L73 603 9948 63A	L77 383 3894 63A
L69 334 3298 63A	L71 937 6658 63A	L72 769 0908 63A	L73 605 9608 63A	L77 375 6808 63A
L69 341 0788 63A	L71 949 9528 63A	L72 777 0418 63A	L73 637 5008 63A	L77 648 2034 63A
L69 343 3678 63A	L71 992 6578 63A	L72 783 4968 63A	L73 664 3118 63A	L78 427 852A 63A
L69 343 6608 63A	L72 136 9968 63A	L72 788 176A 63A	L73 674 7308 63A	L79 230 812A 63A
L69 347 6528 63A	L72 170 9098 63A	L72 791 9208 63A	L73 712 273A 63A	L79 781 680A 63A
L69 348 2698 63A	L72 254 8328 63A	L72 803 1578 63A	L73 802 8208 63A	L79 992 415A 69
L69 349 1468 63A	L72 280 3208 63A	L72 817 6288 63A	L73 938 101C 50C	L80 018 267A 63A
L69 354 3828 63A	L72 290 2768 63A	L72 830 8958 63A	L73 997 9698 63A	L80 553 032A 63A
L69 365 8208 63A	L72 398 6818 63A	L72 831 7148 63A	L74 173 5578 63A	L80 933 445A 63A
L69 366 2818 63A	L72 399 8798 63A	L72 832 0468 63A	L74 201 3018 63A	L81 458 57CA 63A
L69 496 8818 63A	L72 447 7378 63A	L72 835 7220 63A	L74 226 3908 63A	L81 525 672A 63A
L69 603 5408 63A	L72 456 6228 63A	L72 836 5258 63A	L74 321 7068 63A	L81 625 535C 50C
L69 819 2038 63A	L72 462 3588 63A	L72 843 3938 63A	L74 413 6948 63A	L81 732 657C 50C
L70 260 3648 63A	L72 470 1118 63A	L72 845 4038 63A	L74 439 6378 63A	L82 632 033A 69
L70 249 462A 69	L72 470 2008 63A	L72 847 6188 63A	L74 450 6498 63A	L82 854 953A 63A
L70 250 377A 69	L72 471 8908 63A	L72 852 8668 63A	L74 512 7938 63A	L82 898 615A 63A
L70 264 2098 63A	L72 481 3318 63A	L72 853 2748 63A	L74 610 9178 63A	L83 446 829A 63A
L70 276 7098 63A	L72 486 7788 63A	L72 863 7348 63A	L74 628 0268 63A	L83 452 933A 63A

620 FEDERAL RESERVE NOTE				PAGE 34
L83 765 6724 50A	L87 326 5094 69	L88 633 4074 69	L91 362 602C 50C	L96 042 953A 63A
L83 807 647A 63A	L87 386 660A 69	L88 665 1724 63A	L91 908 399A 63A	L96 067 756A 63A
L83 812 514A 63A	L87 386 742A 69	L89 130 696A 63A	L92 197 322A 63A	L96 166 652A 63A
L84 450 330A 63A	L87 386 992A 69	L89 254 366C 50C	L92 356 265A 63A	L96 834 497A 63A
L85 185 3948 63A	L87 393 824A 63A	L89 538 3904 63A	L92 462 476A 63A	L97 348 889A 63A
L85 542 561A 63A	L87 450 766A 69	L90 004 828A 63A	L92 588 957A 63A	L97 443 508C 50C
L85 574 C17A 63A	L87 612 075A 69	L90 030 302A 63A	L93 215 788A 63A	L97 606 184A 63A
L85 690 087A 63A	L87 645 42CA 63A	L90 045 655A 63A	L93 218 233A 63A	L97 670 961A 63A
L85 778 06CA 63A	L87 672 678A 69	L90 121 707A 63A	L94 442 614A 63A	L97 699 242C 50C
L85 901 617A 63A	L88 180 350A 69	L90 179 325A 63A	L94 820 201A 63A	L97 809 566A 63A
L86 200 142A 69	L88 604 553A 69	L90 188 282A 63A	L94 583 450A 63A	L98 915 963A 63A
L86 567 662A 69	L88 604 716A 69	L90 324 552A 63A	L94 596 852A 50C	L99 266 811A 63A
L88 405 50CA 63A	L88 604 734A 69	L90 472 554A 63A	L95 046 462A 63A	L99 283 203A 63A
L88 745 523A 69	L88 604 97CA 69	L90 520 110A 63A	L95 056 203A 63A	L99 300 048A 63A
L88 746 536A 69	L88 604 971A 69	L90 619 084A 63A	L95 149 597A 63A	L99 575 765A 63A
L87 225 87CA 63A	L88 632 303A 69	L90 680 066A 63A	L95 275 209A 63A	L99 583 866A 63A
L87 133 464A 69	L88 632 164A 69	L90 682 800A 63A	L95 407 668A 63A	L99 791 660A 63A
L87 325 233A 69	L88 623 306A 69	L90 804 237A 63A	L95 469 030A 63A	L99 917 918A 63A
L87 384 059A 69	L88 633 320A 69	L90 848 938A 63A	L95 916 473A 63A	
L87 384 700A 69	L88 633 388A 69	L91 322 367A 63A	L95 930 836A 63A	

(Mount Clipping in Space Below)

\$20 Bills Get Close Look Here

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

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

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

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

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

The FBI's breakdown of

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

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

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

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

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

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

Dec. 24, 1971, Everett

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

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

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

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

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

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

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

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

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

6 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 26, 1973

Edition:

Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

Character:

or

Classification: 164-2111
Submitting Office: Portland

Being Investigated

164-81-Sub B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
FBI - SEATTLE	

by FBI agents on aircraft piracy.

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

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

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

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

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

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

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

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

by FBI on charge of aircraft piracy.

July 12, 1972, Michael Stan-ley Green and Lulsegod Tes-fa, National Airlines, \$600,-000, taken into custody by FBI on aircraft piracy.

July 12, 1972, Melvin Mar-tin Fisher, American, \$550,-000, taken into custody by FBI and charged with air-craft piracy.

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

Aug. 18, 1972, Frank Mar-coe Sibley Jr., United, \$2 million, wounded by FBI agents; charged with air-craft piracy and awaiting trial; money recovered.

There have been no hi-jacks since that.

\$20 FEDERAL RESERVE NOTE

PAGE 7

104 605 995A 63A	107 179 847A 69	J01 542 594A 69	J05 785 524A 69	J09 281 769A 69
104 605 605A 63A	107 192 627A 69	J01 564 684A 69	J05 770 003A 69	J09 296 859A 69
104 405 994A 69	107 248 878A 63A	J01 570 911A 69	J05 780 777A 69	J09 332 015A 69
104 422 228A 63A	107 324 907A 69	J01 634 500A 69	J05 816 323A 69	J09 388 397A 69
104 424 039A 63A	107 393 806A 69	J01 670 069A 69	J05 843 782A 69	J09 400 476A 69
104 641 822A 63A	107 729 163A 63A	J01 697 475A 69	J05 860 487A 69	J09 452 181A 69
104 445 228A 63A	107 780 748A 63A	J01 822 065A 69	J05 909 475A 69	J09 472 783A 69
104 502 941A 69	108 331 894A 63A	J01 826 465A 69	J05 937 671A 69	J09 519 390A 69
104 511 557A 69	108 390 100A 63A	J01 838 596A 63A	J05 979 508A 69	J09 520 982A 69
104 646 807A 69	108 413 487A 63A	J01 924 352A 69	J06 211 341A 69	J09 534 759A 69
104 668 931A 69	108 786 071A 63A	J02 004 389A 69	J06 285 793A 69	J09 563 263A 69
104 696 415A 63A	108 807 306A 63A	J02 005 527A 69	J06 405 848A 69	J09 605 921A 69
104 724 359A 69	108 813 809A 63A	J02 022 281A 63	J06 505 130A 69	J09 619 514A 69
104 737 712A 69	108 854 888A 63A	J02 182 589A 63A	J06 522 491A 69	J09 703 186A 69
104 760 071A 69	109 113 973A 63A	J02 272 355A 63A	J06 640 757A 69	J09 867 788A 69
104 779 137A 69	109 195 282A 63A	J02 329 324A 63A	J06 752 377A 69	J09 942 255A 69
104 946 842A 69	109 318 690A 63A	J02 346 144A 69	J06 817 346A 69	J09 970 773A 63A
105 028 686A 69	109 430 622A 63A	J02 357 133A 63A	J06 927 138A 69	J10 008 744A 69
105 048 323A 69	109 521 408A 69	J02 406 192A 69	J06 947 031A 69	J10 030 945A 69
105 060 490A 69	109 523 868A 69	J02 451 879A 69	J06 952 443A 69	J10 095 461A 69
105 162 245A 69	109 579 546A 63A	J02 548 928A 63A	J07 058 112A 69	J10 165 571A 69
105 202 381A 69	109 654 320A 63A	J02 614 777A 69	J07 140 774A 69	J10 210 791A 69
105 219 369A 69	109 758 463A 63A	J02 772 931A 69	J07 176 455A 69	J10 262 894A 69
105 241 978A 69	109 930 420A 63A	J02 775 647A 69	J07 179 304A 69	J10 263 284A 69
105 367 206A 69	109 970 115A 63A	J02 777 380A 69	J07 200 977A 69	J10 288 816A 69
105 382 627A 69	110 013 680A 63A	J02 809 678A 69	J07 202 852A 69	J10 313 645A 69
105 386 112A 69	110 037 494A 63A	J02 819 350A 69	J07 215 605A 69	J10 394 040A 69
105 519 622A 69	110 056 244A 63A	J02 849 535A 69	J07 322 542A 69	J10 443 103A 69
105 578 254A 69	110 058 725A 63A	J02 859 127A 69	J07 352 647A 69	J10 574 109A 69
105 578 420A 69	110 063 039A 63A	J02 946 172A 69	J07 394 087A 69	J10 677 668A 69
105 590 942A 69	110 065 412A 63A	J02 998 023A 69	J07 454 960A 69	J10 782 859A 69
105 720 895A 63A	110 069 154A 63A	J03 042 121A 69	J07 488 193A 69	J10 868 371A 69
105 749 225A 69	110 070 191A 63A	J03 074 816A 69	J07 500 644A 69	J10 940 590A 69
105 757 971A 69	110 075 330A 63A	J03 154 115A 69	J07 580 112A 69	J11 013 107A 69
105 777 567A 63A	110 071 506A 63A	J03 174 117A 63	J07 631 528A 69	J11 310 489A 69
105 784 097A 69	110 074 048A 63A	J03 577 273A 69	J07 817 504A 69	J11 349 209A 69
105 784 881A 69	110 085 923A 63A	J03 704 665A 69	J07 824 026A 69	J11 434 617A 69
105 834 398A 69	110 101 576A 63A	J03 851 924A 69	J07 904 182A 69	J11 557 670A 63A
105 888 618A 69	110 132 741A 63A	J03 968 091A 69	J07 964 090A 69	J11 770 453A 63A
105 079 995A 63A	110 151 555A 63A	J04 242 099A 69	J08 003 929A 63A	J11 869 805A 69
105 173 102A 69	110 159 627A 63A	J04 280 825A 69	J08 020 206A 69	J11 945 830A 69
105 225 644A 69	110 162 171A 63A	J04 302 513A 69	J08 115 456A 69	J12 018 623A 69
106 244 426A 63A	110 204 624A 63A	J04 512 676A 69	J08 182 851A 69	J12 085 646A 69
106 245 133A 69	110 209 411A 63A	J04 527 258A 69	J08 286 756A 69	J12 241 808A 69
106 264 659A 69	110 213 098A 63A	J04 575 866A 69	J08 318 050A 69	J12 254 468A 69
106 268 377A 69	110 214 667A 63A	J04 659 255A 69	J08 467 901A 69	J12 349 676A 69
106 372 103A 69	116 714 816A 508	J04 690 447A 69	J08 507 820A 69	J12 393 304A 69
106 477 250A 69	122 043 891A 508	J04 707 348A 69	J08 799 472A 69	J12 409 728A 69
106 588 078A 63A	122 089 570A 508	J04 744 221A 69	J08 977 989A 69	J12 445 593A 69
106 613 761A 69	J22 500 804A 508	J04 967 872A 69	J08 991 879A 69	J12 470 467A 69
106 638 737A 69	J00 031 331* 63	J05 035 547A 69	J09 002 527A 69	J12 530 667A 69
106 645 336A 69	J00 076 834* 69	J05 075 005A 69	J09 017 592A 69	J12 657 135A 69
106 737 073A 69	J00 087 860* 69	J05 119 877A 69	J09 043 800A 69	J12 693 934A 69
106 744 101A 69	J00 126 430* 69	J05 406 444A 69	J09 047 652A 69	J13 625 026A 69
106 798 802A 69	J00 145 219* 69	J05 418 320A 69	J09 085 784A 69	J13 679 493A 69
106 820 955A 69	J00 939 064* 63A	J05 481 573A 69	J09 104 225A 69	J13 688 549A 69
106 930 010A 69	J01 075 946A 69	J05 482 910A 69	J09 170 504A 69	J13 703 530A 69
106 993 634A 69	J01 313 578* 63A	J05 557 680A 69	J09 173 565A 69	J13 715 031A 69
106 995 037A 63A	J01 379 315A 69	J05 700 226A 69	J09 195 855A 69	J13 807 823A 69
107 107 682A 69	J01 398 491* 63A	J05 721 177A 69	J09 250 912A 69	J13 810 582A 69

J13 825 808A 69	J20 852 712A 69	J37 079 047A 63A	K06 941 761A 69	K13 286 046A 69
J13 862 365A 69	J20 911 502A 69	J37 407 790A 63A	K05 878 105A 69	K13 287 794A 69
J13 862 729A 69	J20 964 167A 69	J37 466 514A 63A	K05 883 971A 69	K13 433 632A 69
J13 954 568A 69	J21 171 627A 69	J37 532 120A 63A	K05 895 309A 69	K13 433 939A 69
J14 019 866A 69	J21 367 422A 69	J37 657 310A 63A	K05 917 476A 69	K13 468 971A 69
J14 082 294A 69	J21 370 543A 69	J37 810 026A 63A	K05 943 494A 69	K13 610 273A 69
J14 096 838A 69	J22 176 475A 63A	J37 876 499A 63A	K06 070 070A 69	K13 692 577A 69
J14 173 182A 69	J23 092 384A 63A	J37 894 229A 63A	K06 116 469A 69	K13 896 948A 69
J14 188 964A 69	J23 367 017A 69	J37 967 119A 63A	K06 175 235A 69	K14 176 503A 63A
J14 380 121A 69	J23 455 992A 69	J38 145 867A 63A	K06 405 139A 69	K14 422 615A 69
J14 408 503A 69	J23 489 012A 63A	J38 150 938A 63A	K06 535 878A 69	K14 608 480A 69
J14 416 664A 69	J23 625 599A 69	J38 510 481A 63A	K06 754 265A 69	K14 650 938A 69
J14 459 417A 69	J23 657 501A 69	J38 530 486A 63A	K06 832 969A 69	K14 844 273A 63A
J14 590 173A 69	J24 892 643A 63A	J38 655 533A 63A	K06 879 412A 69	K15 377 924A 69
J14 814 464A 69	J25 888 111A 63A	J38 705 875A 63A	K07 275 391A 69	K15 806 458A 69
J14 817 084A 69	J25 966 325A 63A	J38 721 648A 63A	K07 285 508A 69	K15 809 132A 69
J14 849 260A 69	J25 970 291A 63A	J38 775 300A 63A	K07 405 310A 69	K15 837 200A 63A
J14 946 476A 69	J26 046 201A 63A	J38 784 665A 63A	K07 780 724A 69	K15 875 555A 69
J14 984 394A 69	J26 096 146A 63A	J38 843 460A 63A	K07 805 963A 69	K16 563 415A 63A
J14 994 188A 69	J26 112 796A 63A	J38 849 278A 63A	K08 004 805A 69	K17 991 701A 63A
J15 062 146A 69	J26 190 173A 63A	J38 611 379A 63A	K08 015 487A 69	K18 626 893A 63A
J15 067 770A 69	J26 442 698A 63A	J38 801 207A 63A	K08 075 330A 69	K20 315 490A 63A
J15 187 457A 69	J26 672 415A 63A	J38 949 301A 63A	K08 203 261A 69	K21 307 799A 63A
J15 284 782A 69	J27 337 517A 63A	J40 301 242A 63A	K08 280 518A 69	K21 475 839A 63A
J15 362 285A 69	J28 365 856A 63A	J40 424 774A 63A	K08 308 823A 69	K21 688 178A 63A
J15 362 292A 69	J28 660 500A 63A	J40 503 441A 63A	K08 352 468A 69	K21 825 181A 63A
J15 679 345A 69	J28 922 719A 63A	J40 629 546A 63A	K08 399 212A 69	K22 613 036A 63A
J15 895 571A 69	J29 083 617A 63A	J40 838 457A 63A	K08 507 383A 69	K24 562 976A 63A
J16 042 534A 69	J29 521 086A 63A	J40 859 293A 63A	K08 581 428A 69	K24 688 194A 63A
J16 072 270A 69	J29 549 173A 63A	J46 783 804A 50C	K08 616 084A 69	K25 460 145A 63A
J16 190 314A 69	J29 784 317A 63A	K09 061 294A 69	K09 141 428A 69	K25 672 023A 63A
J16 230 786A 69	J30 017 252A 63A	K09 433 991A 69	K09 178 166A 69	K25 804 572A 63A
J16 364 473A 63A	J30 258 568A 63A	K09 807 388A 69	K09 309 189A 69	K27 964 804A 63A
J16 396 255A 69	J30 547 996A 63A	K09 988 851A 69	K09 316 407A 69	K28 577 986A 63A
J16 416 319A 69	J30 791 307A 63A	K01 119 200A 69	K09 439 552A 69	K28 658 337A 63A
J16 440 274A 69	J31 574 765A 63A	K01 223 005A 69	K09 505 536A 69	K28 680 137A 63A
J16 440 870A 63A	J31 865 252A 63A	K01 316 665A 69	K10 469 973A 69	K28 741 703A 63A
J16 485 255A 69	J32 290 953A 63A	K01 452 152A 63A	K10 920 006A 69	K28 773 379A 63A
J16 571 807A 69	J32 410 952A 63A	K01 556 309A 69	K10 957 718A 69	K28 794 153A 63A
J16 722 749A 69	J32 460 948A 63A	K01 685 914A 63A	K11 386 356A 69	K28 891 172A 63A
J16 860 042A 69	J33 353 043A 63A	K01 779 302A 63A	K11 583 719A 69	K28 902 839A 63A
J17 654 039A 69	J33 359 006A 63A	K01 811 075A 63A	K11 624 294A 69	K28 925 218A 63A
J17 801 898A 69	J33 399 091A 63A	K01 981 415A 69	K11 629 852A 69	K29 150 027A 63A
J17 859 680A 69	J34 400 809A 63A	K02 244 206A 69	K11 673 867A 69	K29 200 737A 63A
J17 880 913A 69	J34 249 075A 63A	K02 461 419A 69	K11 769 638A 69	K29 288 477A 63A
J17 897 396A 69	J35 259 711A 63A	K02 486 912A 69	K11 775 103A 69	K31 244 354A 63A
J17 952 603A 69	J35 456 923A 63A	K02 593 719A 69	K11 807 921A 69	K32 155 233A 63A
J17 985 409A 69	J36 530 468A 63A	K02 664 497A 69	K11 882 372A 69	K32 188 224A 63A
J18 015 638A 69	J36 589 075A 63A	K02 741 927A 69	K11 949 247A 69	K32 190 065A 63A
J18 024 622A 69	J36 520 723A 63A	K02 775 440A 69	K12 014 998A 69	K32 225 998A 63A
J18 289 142A 69	J36 579 286A 63A	K02 835 045A 69	K12 099 257A 69	K32 406 666A 63A
J18 317 742A 69	J36 585 761A 63A	K03 654 750A 69	K12 184 718A 69	K32 455 817A 63A
J18 728 569A 69	J36 619 113A 63A	K03 816 373A 69	K12 312 045A 69	K32 608 287A 63A
J18 804 976A 63A	J36 712 128A 63A	K03 836 235A 69	K12 333 515A 69	K33 675 613A 63A
J20 209 868A 63A	J36 743 890A 63A	K03 904 454A 69	K12 952 127A 69	K34 438 025A 63A
J20 224 609A 69	J36 771 766A 63A	K03 959 045A 69	K12 594 692A 69	K34 447 211A 63A
J20 441 279A 63A	J36 832 080A 63A	K04 005 826A 69	K12 859 262A 69	K34 746 987A 63A
J20 466 053A 63A	J36 856 201A 63A	K04 225 245A 69	K12 888 534A 69	K35 486 876A 63A
J20 536 673A 63A	J36 866 851A 63A	K04 418 373A 69	K12 921 973A 69	K35 503 879A 63A
J20 556 249A 63A	J36 943 545A 63A	K04 469 820A 69	K13 016 610A 69	K35 612 100A 63A

\$20 FEDERAL RESERVE NOTE

PAGE

K35 984 816A 63A	L00 391 611B 62A	L00 752 298* 69	L01 318 8654 69	L01 475 240A 69
K36 140 851A 63A	L00 401 826* 69	L00 759 380A 69	L01 320 434A 63	L01 481 299A 69
K36 271 724A 63A	L00 420 520A 65	L00 772 572* 69	L01 323 037A 69	L01 481 433A 69
K36 831 871A 63A	L00 422 974* 69	L00 773 010* 69	L01 324 190A 69	L01 492 594A 69
K36 839 963A 63A	L00 423 183* 69	L00 773 470* 69	L01 324 622A 69	L01 494 214A 69
K37 084 470A 63A	L00 424 351A 69	L00 778 768A 69	L01 324 528A 69	L01 496 839A 69
K37 155 061A 63A	L00 425 024A 65	L00 782 705A 69	L01 324 807A 69	L01 497 199A 69
K37 242 422A 63A	L00 429 944* 65	L00 794 078* 69	L01 328 087* 69	L01 503 761A 69
K37 744 487A 63A	L00 432 487* 69	L00 795 338A 69	L01 329 713A 69	L01 506 228A 69
K37 840 852A 63A	L00 436 794A 64	L00 808 660A 69	L01 330 112A 69	L01 523 334A 69
K38 000 158A 63A	L00 440 730A 69	L00 812 097A 69	L01 332 241A 69	L01 529 315A 69
K38 476 308A 63A	L00 447 981A 69	L00 814 318A 69	L01 333 575A 69	L01 531 104A 69
K39 030 004A 63A	L00 452 362A 69	L00 815 495A 69	L01 335 706* 69	L01 533 396A 69
K39 134 454A 63A	L00 453 139* 69	L00 852 665A 69	L01 335 748A 69	L01 535 281A 69
K39 322 444A 63A	L00 460 144* 69	L00 832 102* 69	L01 342 888A 69	L01 537 146A 69
K39 364 212A 63A	L00 460 939* 69	L00 842 273* 69	L01 342 954A 69	L01 537 947A 69
K39 422 388A 63A	L00 462 566* 65	L00 832 495* 69	L01 344 618A 69	L01 542 475A 69
K39 666 371A 63A	L00 465 280A 69	L00 833 166A 69	L01 345 007A 69	L01 563 095A 69
K39 756 352A 63A	L00 475 822A 63	L00 835 375A 69	L01 347 110A 69	L01 544 166A 69
K39 843 768A 63A	L00 481 376* 69	L00 852 067A 69	L01 347 788A 63A	L01 545 726A 69
K39 889 837A 63A	L00 481 632* 69	L00 852 313A 69	L01 348 921A 69	L01 546 822A 69
K39 960 596A 63A	L00 482 044* 69	L00 852 633A 69	L01 355 515A 69	L01 552 551A 69
K40 200 962A 63A	L00 482 741A 69	L00 852 766A 69	L01 356 716A 69	L01 555 619A 69
K40 270 682A 63A	L00 487 106* 69	L00 853 941A 69	L01 360 710A 69	L01 557 170A 69
K40 284 647A 63A	L00 490 499* 69	L00 875 704A 69	L01 360 764A 69	L01 560 992A 69
L00 000 004A 63A	L00 500 268A 69	L00 883 123A 69	L01 361 846A 63	L01 561 424A 69
L00 001 347A 63A	L00 500 982A 69	L00 898 264A 69	L01 362 884A 69	L01 561 822A 69
L00 015 915A 69	L00 505 213* 69	L00 920 835A 69	L01 370 101A 69	L01 567 033A 69
L00 042 976A 63A	L00 505 917A 69	L00 931 971A 69	L01 375 369A 69	L01 569 842A 69
L00 045 242A 69	L00 520 936A 69	L00 935 668A 69	L01 377 406A 69	L01 571 813A 69
L00 048 880A 69	L00 544 169* 69	L00 953 020* 69	L01 377 442A 69	L01 574 280A 69
L00 049 850A 69	L00 547 334* 69	L00 953 099A 69	L01 378 115A 69	L01 579 416A 69A
L00 079 979A 63	L00 554 909A 63	L00 953 627A 69	L01 383 262A 69	L01 579 701A 69
L00 098 072A 63A	L00 564 675A 69	L00 954 402A 69	L01 395 771A 69	L01 584 788A 69
L00 098 102A 69	L00 566 105* 69	L00 955 917A 69	L01 397 585A 69	L01 586 179A 69
L00 116 838A 69	L00 572 328* 69	L00 960 969A 69	L01 391 469A 69	L01 592 266A 69
L00 155 121A 69	L00 582 273* 69	L00 961 294* 69	L01 391 504A 69	L01 592 633A 69
L00 183 767A 69	L00 598 468A 69	L00 980 914A 69	L01 392 773A 69	L01 595 446A 69
L00 167 720A 63	L00 608 759A 69	L00 981 539A 69	L01 400 307A 69	L01 596 988A 69
L00 200 114A 69	L00 610 312A 69	L00 981 560A 69	L01 403 855A 69	L01 599 005A 69
L00 205 900A 69	L00 625 540A 69	L00 982 844A 69	L01 404 303A 69	L01 599 092A 69
L00 209 362A 69	L00 633 791A 69	L00 982 845A 69	L01 404 704A 69	L01 600 067A 69
L00 721 178A 69	L00 635 956A 69	L00 982 878A 69	L01 408 927A 69	L01 601 208A 69
L00 265 592A 69	L00 656 383* 69	L00 982 879A 69	L01 418 061A 63	L01 601 404A 69
L00 290 041A 69	L00 657 612* 69	L00 982 895A 69	L01 418 055A 69	L01 601 798A 69
L00 301 985A 69	L00 658 519* 69	L01 000 046A 69	L01 420 008A 69	L01 602 027A 69
L00 317 749A 69	L00 675 749A 69	L01 005 204A 69	L01 422 138A 69	L01 603 033A 69
L00 320 219A 69	L00 678 693* 69	L01 010 185A 69	L01 426 170A 69	L01 603 428A 69
L00 322 716A 69	L00 692 646* 69	L01 060 767A 63	L01 429 473* 69	L01 605 346A 69
L00 323 707A 69	L00 694 871A 69	L01 078 241A 69	L01 430 090A 69	L01 612 156A 69
L00 326 130A 69	L00 695 141* 69	L01 124 290A 69	L01 430 688A 69	L01 613 688A 69
L00 329 131A 69	L00 708 124* 69	L01 125 250A 69	L01 432 528A 69	L01 614 209A 69
L00 330 162A 69	L00 712 260* 69	L01 125 322A 69	L01 446 932A 69	L01 618 753A 69
L00 340 336A 69	L00 713 816A 69	L01 150 315A 69	L01 451 927A 69	L01 620 318A 69
L00 354 584A 69	L00 715 039* 69	L01 163 541A 63	L01 455 701A 69	L01 621 912A 69
L00 360 272A 69	L00 715 052A 69	L01 202 618A 69	L01 456 175A 69	L01 632 344A 69
L00 382 908A 69	L00 736 913A 69	L01 220 034A 69	L01 458 225A 69	L01 634 224A 69
L00 383 269A 69	L00 739 815* 69	L01 257 897A 69	L01 458 685A 69	L01 638 520A 69
L00 383 494A 69	L00 746 250* 69	L01 284 288A 69	L01 459 563A 69	L01 641 861A 69
L00 386 994A 69	L00 747 565A 69	L01 311 628A 69	L01 461 082A 69	L01 642 436A 69

(Mount Clipping in Space Below)

He may be bank robber, but he's not D. B. Cooper

PORLAND — (UPI) — The Federal Bureau of Investigation says it has definitely eliminated any connection between a captured bank-robbery suspect and the elusive skyjacker "D. B. Cooper" who parachuted from an airliner in 1971 with \$200,000 in ransom.

Julius Mattson, F. B. I. special agent, said yesterday the robbery suspect, Arvidis J. Kiperts, 41, of Vancouver, Wash., was not the man who called himself Cooper in the hijacking of the Northwest Airlines jetliner.

The agent said Cooper was described as thin but Kiperts is stocky. He added that witnesses to the hijacking looked at a picture of Kiperts and said he was not Cooper. The F. B. I. said it had conclusive

evidence that Kiperts was somewhere else at the time of the plane hijacking.

Kiperts was arrested in San Diego Monday night on an Oregon bank-robbery charge and is a suspect in a second bank robbery in Oregon in which the holdup man doodled the name D. B. Cooper on a bank-deposit slip.

A man who called himself D. B. Cooper hijacked the plane between Portland and Seattle on Thanksgiving Eve, 1971, and demanded the ransom and four parachutes. He bailed out of the plane between Seattle and Reno and disappeared.

Kiperts is being held in lieu of \$150,000 bail and is scheduled to appear before a United States magistrate in San Diego November 19.

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

**p.A2 Seattle Times
Seattle, Wash.**

Date: 11/10/73
Edition: Final
Author:
Editor: Henry MacLeod

Title:
NORJAK

Character:

or

Classification: 164-81-~~5037~~
Submitting Office: Seattle

Being Investigated

COPY SENT TO BUREAU

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
NOV 14 1973	
FBI—SEATTLE	

DB Cooper-22544

Skyjacked \$20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

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

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

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

Here is how to use the plan:

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

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

numbers and letters.

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

The Journal will forward

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

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

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

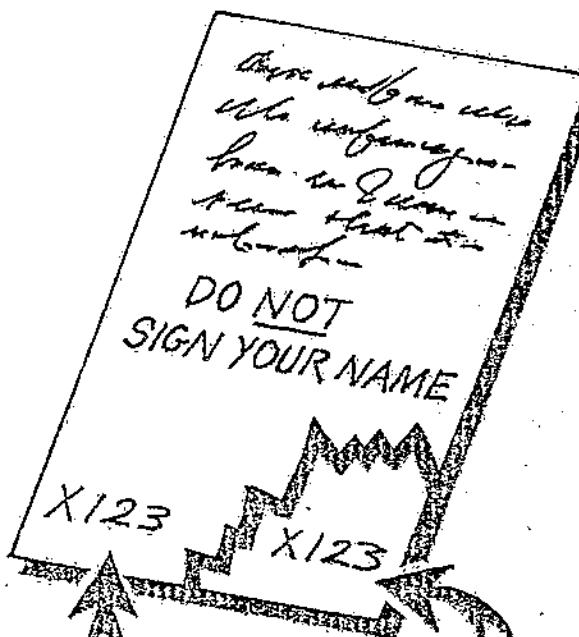
The procedure listed in points 1, 2 and 3 can be followed for supplying information about what has happened to Cooper.

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

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

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

(See List of Missing Bills on Page 6)



Oregon Journal
Portland, Oregon
11/26/73

164-81-Sub-B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 7 1973	
FBI - SEATTLE	

Skyjacker Cooper: still a folk hero, still a mystery

PORLAND, Ore. (AP) — Two years after parachuting from a Northwest Airlines jet with \$200,000 in ransom money, the skyjacker known as Dan Cooper remains a folk hero and a mystery.

He is, according to the U.S. Department of Transportation, the only person ever to hijack a domestic airliner who has not been killed or brought to justice.

"We really knew nothing more about him today than we did at 11 p.m. Wednesday, Nov. 24, 1971," says Julius Mattison, (special) agent in charge of the Portland FBI office.

Authorities said this is what happened on that Thanksgiving Eve:

A man who gave his name as Dan Cooper bought a one-way ticket at Portland International Airport to Seattle aboard Northwest Airlines' Flight 305 which originated in Washington, D.C.

No antihijacking measures were in operation as the 36 passengers boarded the Boeing 727 for the 25-minute flight.

Once in the air, Cooper handed stewardess Tina Mucklow a note saying he had a bomb. Following Cooper's orders, Miss Mucklow sat beside the skyjacker and wrote down instructions to the pilot.



AP photo

D. B. Cooper As passengers remembered him

HE WANTED 10,000 \$20 bills to be delivered to him at Seattle in a laundry sack, along with two sets of parachutes. Otherwise he threatened to blow up the plane.

Airline officials and Federal Bureau of Investigation agents compiled with his requests and Cooper allowed the passengers and two of the three stewardesses to disembark at Seattle.

Then he ordered the plane to fly south to Reno, Nev., at 200 miles per hour, at 10,000 feet, flaps down. The crew was to stay in the cockpit.

After takeoff from Seattle, a red light flashed in the cockpit indicating the plane's rear boarding ramp had been unlatched.

Nothing was heard from Cooper for about 20 minutes. At 8:10 p.m., as the plane

crossed the Lewis River in southwestern Washington, Capt. William Scott thought the hijacker was having trouble with the ramp and called back over the plane's interphone:

"Anything we can do for you?"

There was no answer.

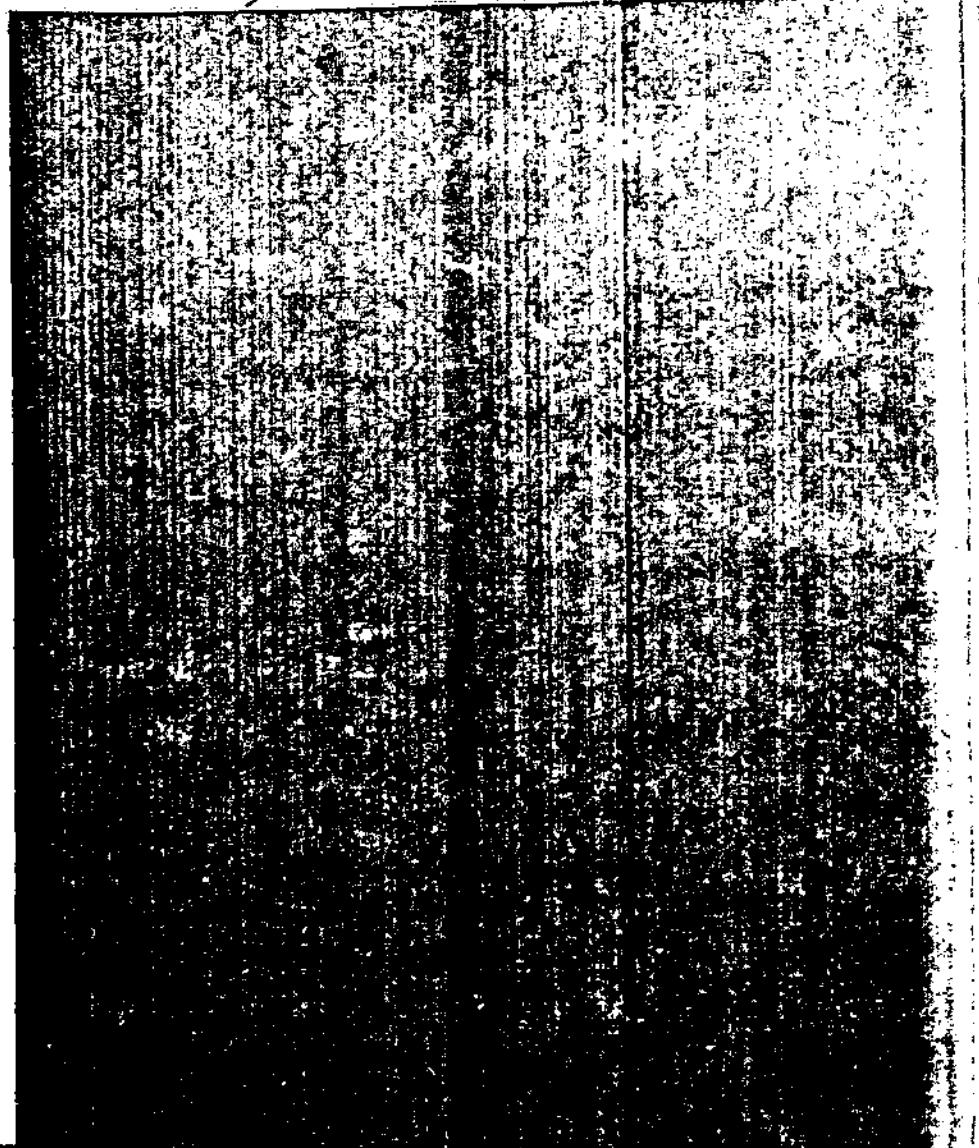
ANOTHER LIGHT flashed showing the ramp was fully extended. A few seconds later the hijacker came back on the interphone: "No."

That was the last ever heard of him.

When the plane landed in Reno, the rear ramp was down and Cooper was gone. The 21-pound sack of money was gone. One set of parachutes was gone. The skyjacker, who had carefully reclaimed his note to the stewardess, had left no fingerprints.

Authorities believed Cooper jumped from the plane near Woodland, Wash. The town was transformed into a bustling command post for a small army of newsmen and dozens of FBI agents, police and soldiers from Ft. Lewis.

With planes, helicopters, Jeeps and track dogs, they combed the vast, densely wooded region northeast of Woodland. Much of it was rugged terrain, thick with freshly



164-81-Sub-B

SEARCHED	INDEXED
SERIALIZED <i>14</i>	FILED <i>27</i>
JAN 7 1973	
FBI—SEATTLE	

N

DB Cooper-22546

fallen snow, and virtually impassable.

The hijacker left the plane clad only in a light business suit and street shoes. He parachuted into the blackness of a raging thunderstorm, into a 200 m.p.h. hour wind and temperatures of minus 7 degrees.

HE COULD NOT have survived, police reasoned. They said they were simply looking for a body and a bag of money and that could wait until the spring thaw. A week later the army of searchers was disbanded.

In the ensuing months Coo-

per became a legend in the Northwest -- pictured as a lone Robin Hood who stole from a giant corporation, hurt no one and got away. A song extolling his feat became a hit. "D. B. Cooper, Where Are You?" Tee shirts sold by the thousands.

The media had erroneously identified the skyjacker as D. B. rather than Dan Cooper.

Then, late in March 1972, 300 soldiers from Ft. Lewis searched the thawing terrain for 18 days. They found not a trace of Cooper, "although we did find a body and cleared up a local murder," says FBI

B-2 Tacoma, Wash., Thurs., Nov. 29, 1973 The News Tribune

agent Mattson.

"We investigated every report and so far have proved that the various men reported to be Cooper could not have been the man on Flight 305," Mattson says.

"WE HAVE NO physical evidence to go on except the \$20 bills," he said, adding the numbers of all 10,000 bills were circulated to banks in a 34-page booklet. None has turned up.

Northwest Airlines, which

offered a \$25,000 reward for recovery of the ransom, has canceled the offer.

But last week, on the second anniversary of the hijacking, the Oregon Journal newspaper offered \$1,000 to anyone who could produce one of the \$20 bills. There have been no takers.

Mattson says a number of FBI agents have worked on the case, to no avail.

IN D.B. COOPER CAPER

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

By ROLLA J. CRICK
Journal Staff Writer

"Identify and whereabouts unknown; money not recovered."

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

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

The Journal will pay \$1,000 to the first person who brings in one of the 10,000 \$20 bills given to Cooper that

rainy November night in ransom for the freedom of the passengers and some of the crew of the 727 jetliner he commandeered with a threat to explode a bomb. The money may be brought either to The Journal or to

any FBI field office in the nation or any law enforcement agency and The Journal will pay the \$1,000 when the FBI verifies that the bill is one of those Cooper had in his possession when he parachuted from the jetliner somewhere between Seattle and Reno.

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

The so-called "sterile concourse" concept is in force

at airports from Portland, Ore., to Portland, Me., and from Seattle to Miami whereby no one enters an aircraft boarding area without screening.

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

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

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

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

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

(See list of bills and story on page 4.)



Oregon Journal
Portland, Oregon
11/23/73

164-81-Sub-B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 7 1973	
FBI—SEATTLE	

(Mount Clipping in Space Below)

IN 'D.B. COOPER CAPER'**\$1,000 For Hijacked \$20 Bill**
Offer StandsBy ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

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

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

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



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

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

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

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

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

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

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

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

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

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

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

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1973	
I - SEATTLE	

M

164-81-Sub-B

(Mount Clipping in Space Below)

Winner Of D.B. Cooper \$20 Bill Hunt

Gets \$1,000

Are you checking the serial numbers of the \$20 bills in your possession against the list being published in The Journal of bills given to the aircraft hijacker identified as D.B. or Dan Cooper?

It's a fascinating game which could pay you \$1,000 for one of the Cooper 20s and could result in solution of one of law enforcement's most baffling cases.

Checking serial numbers has resulted in solution of two Pacific Northwest crimes in the past decade, according to files of the FBI.

The Bank of California in Tacoma, Wash., was robbed Feb. 14, 1966 of \$9,850 and the amount included 10 \$20 bills that could be identified by serial number.

Numbers of the bills were circularized by Tacoma police in shopping centers and a few days later a man was arrested after he passed two bills identifiable as part of the bank robbery money.

He said he stole the money from a parked car, but in subsequent investigation he and two other men were implicated in the bank robbery and each was later sentenced to prison.

The second case had thrilling overtones and involved the leaving of \$25,000 at a specified site in Anchorage,

Alaska, in answer to a demand from a man who telephoned an airline that "a crooked egg" (bomb) was aboard a Seattle-bound jet liner and would explode when the plane descended to 10,000 feet.

The jet had 118 passengers, including 72 children, and 9 crew members aboard. Under those conditions, the airline arranged for the money to be delivered to the designated site and then awaited a call to describe the hiding place of the bomb and how to disarm it.

The call never came and eventually the jet had to land after five tension-filled hours and did so at Seattle with people praying and holding their breath. There was no bomb.

But in the bundle of bills making up the \$25,000 was a number of bills in which the serial numbers had been recorded and these numbers were distributed to airlines, banks, savings and loan associations, car rental companies, hotels, finance companies, grocery stores and other places.

The extortion occurred Aug. 11, 1970. In mid-September one of the identifiable bills turned up in a bank. FBI agents traced the bill to an apartment house manager, then to a renter of an apartment and finally to another bank. Eventually it was determined that a man

who had paid cash for renting a car on Aug. 12 had lived in the area of the pay-off site, all because of the one bill that turned up.

Still later, the Klamath Falls Police Department inquired about a man who had arrived in that city with a large amount of money and had paid off his wife's debts. FBI agents based in Portland determined that the man had been a big spender while in Oregon, giving his wife \$1,400, his mother-in-law \$400, paying \$100 to a bar owner for loss of a bar maid for one night, buying two cars and spending \$500 to \$1,000 per evening buying drinks for customers in a bar.

Sept. 20, 1970, the FBI arrested a West German citizen in Portland and he admitted making the hoax calls to the airline. He later that year was sentenced to five years in the custody of the attorney general of the United States on a charge of imparting or conveying false information.

Checking the \$20 bills in your possession against those in the so-called Cooper caper might result in solution of that case also. The Journal is publishing the serial numbers in installments (some are at left) and will publish more of them over the next several days until the complete list has been made available to readers.

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

4 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or

Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1973	
SEATTLE	

DB Cooper-22550

164-81-Sub B

420 FEDERAL RESERVE NOTE							
				PAGE			
G31 963 909A 63A	G40 443 607A 69	G50 277 429B 63A	G54 329 793A 63A	G59 878 929A 69			
G32 895 199A 63A	G40 491 702A 69	G50 294 273A 69	G54 424 868A 69	G59 898 751A 69			
G32 825 566A 69	G41 225 151B 63A	G50 308 092A 63A	G54 536 343A 63A	G59 861 593A 69			
G32 830 036A 63A	G41 492 334B 63A	G50 367 527B 63A	G54 783 796B 63A	G59 863 506A 69			
G33 099 129B 63A	G41 513 960B 63A	G50 410 196A 63A	G54 839 626A 63A	G60 903 478A 69			
G33 117 194B 63A	G41 606 205B 63A	G50 541 960A 69	G54 857 488B 63A	G61 076 527A 69			
G33 164 570B 63A	G41 775 620B 63A	G50 561 470A 69	G54 889 081B 63A	G61 189 119A 69			
G33 210 860B 63A	G41 859 747B 63A	G50 632 066A 63A	G54 910 716A 63A	G61 264 472A 63A			
G33 341 202B 63A	G41 885 977B 63A	G50 688 931A 63A	G54 913 540B 63A	G61 458 433A 69			
G33 389 066B 63A	G41 986 921B 63A	G50 736 189A 69	G54 944 614B 63A	G61 614 937A 69			
G34 491 455B 63A	G42 087 670B 63A	G50 823 802A 63A	G54 948 680A 63A	G61 753 333A 63A			
G35 689 180A 69	G42 313 896B 63A	G50 964 043A 69	G54 956 721A 63A	G61 882 313A 63A			
G35 957 887A 69	G43 556 591A 69	G50 864 044A 69	G55 000 234A 63A	G62 027 355A 69			
G36 211 778B 63A	G43 594 346A 69	G50 939 831A 69	G55 165 755A 63A	G62 175 155A 69			
G36 460 423A 69	G43 598 566A 69	G51 062 188A 63A	G55 204 271A 63A	G64 013 428A 63A			
G36 479 201B 63A	G43 626 232A 69	G51 070 031A 69	G55 413 319A 63A	G64 064 642A 63A			
G36 520 012A 69	G43 648 015A 69	G51 088 682A 63A	G55 424 466A 63A	G64 622 412A 63A			
G36 694 697B 63A	G43 694 497A 69	G51 096 073A 69	G55 429 157B 63A	G65 157 623A 63A			
G36 696 938A 69	G43 791 032A 69	G51 215 562B 63A	G55 662 249B 63A	G65 788 964A 63A			
G36 706 893B 63A	G43 914 512A 69	G51 317 274A 69	G55 787 423A 63A	G66 581 707A 63A			
G36 926 732B 63A	G44 287 780B 63A	G51 314 358A 69	G55 799 032A 69	G66 932 688A 63A			
G36 934 584A 69	G44 318 426B 63A	G51 354 766A 69	G55 821 939A 69	G67 242 813A 69			
G36 936 701A 69	G44 338 854A 69	G51 375 682A 69	G56 118 485A 69	G67 366 475A 69			
G36 971 521B 63A	G44 492 946B 63A	G51 777 384A 69	G56 717 199B 63A	G67 396 010A 69			
G37 156 704B 63A	G44 655 378A 69	G51 810 271A 63A	G56 722 500A 63A	G67 560 875A 69			
G37 295 717B 63A	G44 792 953A 69	G51 816 293A 69	G56 764 362A 63A	G67 745 474A 69			
G37 414 002B 63A	G44 878 609B 63A	G51 830 681A 63A	G56 768 983A 63A	G68 230 319A 69			
G37 439 964B 63A	G45 053 234A 63A	G51 888 880B 232B 63A	G56 831 477A 63A	G68 266 917A 69			
G37 775 830B 63A	G45 451 637B 63A	G51 985 143A 63A	G56 905 957A 63A	G68 682 363A 69			
G38 023 552B 63A	G45 632 911B 63A	G52 078 109A 63A	G56 948 621A 63A	G68 746 428A 69			
G38 077 894A 63A	G46 093 392A 63A	G52 095 661A 63A	G57 256 377B 63A	G69 167 230A 69			
G38 225 748B 63A	G46 437 049A 63A	G52 149 949A 69	G57 272 687A 69	G69 447 803A 69			
G38 331 584B 63A	G46 542 972B 63A	G52 156 452A 63A	G57 468 691A 69	G69 479 133A 69			
G38 398 746B 63A	G46 750 585B 63A	G52 194 394A 69	G57 471 435A 63A	G69 507 035A 69			
G38 448 386B 63A	G46 788 265A 69	G52 321 467A 69	G57 474 613B 63A	G69 876 632A 69			
G38 459 244A 67	G46 910 854B 63A	G52 463 792A 63A	G57 479 355B 63A	G70 226 631A 69			
G38 472 249B 63A	G46 918 782A 69	G52 558 383A 63A	G57 520 227A 69	G70 525 1862A 63A			
G38 591 906A 69	G46 955 181A 69	G52 614 171A 63A	G57 531 390A 63A	G71 048 240A 69			
G38 610 571B 63A	G47 065 331A 69	G52 662 250A 63A	G57 567 823A 63A	G71 256 702A 69			
G38 668 837B 63A	G47 162 109A 63A	G52 754 643A 63A	G57 586 586A 63A	G71 466 691A 69			
G38 696 864A 69	G47 513 758B 63A	G52 855 550A 63A	G57 780 033B 63A	G71 683 242A 69			
G38 705 309A 69	G47 811 814A 69	G53 187 567A 63A	G57 786 110A 63A	G71 870 439A 69			
G39 075 479B 63A	G47 867 485B 63A	G53 197 455A 63A	G57 929 411A 63A	G71 878 923A 69			
G39 107 931A 69	G48 023 257A 69	G53 214 178B 63A	G57 962 820A 63A	G71 961 635A 69			
G39 125 834A 63A	G48 058 303A 69	G53 219 078A 63A	G58 494 360A 63A	G72 177 000A 69			
G39 353 008A 69	G48 508 298A 69	G53 219 524B 63A	G58 229 411A 63A	G72 312 810A 69			
G39 393 467A 63A	G48 721 381A 69	G53 254 785A 63A	G58 349 328A 63A	G72 353 239A 63A			
G39 497 196B 63A	G48 897 069B 63A	G53 270 740B 63A	G58 421 058A 63A	G72 512 053A 63A			
G39 505 302B 63A	G49 103 632B 63A	G53 271 425B 63A	G58 437 846A 63A	G72 538 134A 69			
G39 748 667B 63A	G49 139 889B 63A	G53 327 082B 63A	G58 482 888B 63A	G72 712 225A 69			
G39 785 523B 63A	G49 375 669B 63A	G53 450 532A 63A	G58 966 446A 69	G72 946 683A 69			
G39 809 069A 63A	G49 790 223B 63A	G53 590 731B 63A	G59 046 835A 63A	G74 013 634A 63A			
G39 874 479B 63A	G49 804 340A 69	G53 812 184A 63A	G59 058 425A 69	G74 559 433A 69			
G40 067 512B 63A	G49 929 069A 63A	G53 837 052A 63A	G59 120 630A 63A	G76 579 139A 63A			
G40 092 234B 63A	G49 982 409A 63A	G53 972 904A 63A	G59 329 105A 69	G77 230 523A 63A			
G40 230 807B 63A	G50 048 096A 63A	G54 012 488A 69	G59 367 384A 63A	G78 096 091A 63A			
G40 236 738B 63A	G50 061 889A 63A	G54 222 711A 63A	G59 469 901A 508	G78 128 894A 63A			
G40 247 632B 63A	G50 102 700A 63A	G54 225 542A 63A	G59 521 543A 69	G78 135 283A 63A			
G40 340 052A 69	G50 248 813A 63A	G54 275 027A 69	G59 557 749A 69	G78 617 813A 63A			
G40 421 830A 63A	G50 284 451A 63A	G54 301 692A 69	G59 579 975A 69	G78 723 410A 63A			

\$20. FEDERAL RESERVE NOTE

G81 131 230A 63A	G88 430 522A 69	H25 848 850A 63A	I00 295 345A 63A	I03 183 202A 69
G82 436 661A 63A	G88 698 711A 69	H26 018 579A 63A	I00 349 084A 69	I03 299 309A 69
G84 296 527A 69	G88 866 160A 63A	H26 308 494A 63A	I00 454 621A 63A	I03 328 243A 69
G85 942 748A 63A	G99 022 965A 69	H26 900 061A 63A	I00 456 622A 63A	I03 317 701A 63A
G86 402 832A 69	G99 160 661A 69	H27 209 127A 63A	I00 454 623A 63A	I03 378 635A 63A
G86 441 332A 69	G99 272 224A 69	H27 285 188A 63A	I00 482 959A 63A	I03 379 306A 69
G86 494 930A 69	G99 292 207A 69	H27 412 938A 63A	I00 500 718A 63A	I03 369 775A 63A
G86 498 301A 69	G99 449 187A 69	H27 446 053A 63A	I00 546 233A 69	I03 413 314A 65
G86 654 762A 69	G99 466 135A 69	H27 488 852A 63A	I00 556 040A 69	I03 421 243A 69
G86 722 821A 69	H00 050 268A 69	H27 531 664A 63A	I00 834 944A 69	I03 429 657A 69
G86 780 058A 69	H00 052 288A 69	H27 850 172A 63A	I00 907 304A 69	I03 446 478A 69
G86 808 970A 69	H00 709 909A 69	H28 406 780A 63A	I00 936 903A 69	I03 581 190A 69
G86 952 145A 69	H00 711 560A 69	H28 420 784A 63A	I00 942 026A 69	I03 587 216A 69
G87 836 798A 69	H00 902 194A 69	H28 560 179A 63A	I01 028 664A 69	I03 670 137A 63A
G88 213 958A 69	H01 526 573A 69	H28 897 859A 63A	I01 076 896A 69	I03 743 074A 69
G89 302 084A 69	H01 568 255A 69	H29 000 704A 63A	I01 146 900A 69	I03 769 674A 69
G89 311 024A 69	H01 893 855A 63A	H29 215 791A 63A	I01 163 924A 69	I03 774 992A 69
G89 337 463A 69	H01 968 207A 63A	H29 245 653A 63A	I01 186 373A 69	I03 847 653A 69
G89 556 343A 69	H01 984 817A 69	H29 443 762A 63A	I01 239 140A 69	I03 918 092A 69
G89 581 638A 69	H02 090 977A 69	H29 465 179A 63A	I01 469 285A 63A	I03 987 642A 69
G89 634 325A 69	H02 165 144A 63A	H29 514 431A 63A	I01 471 517A 63A	I03 989 866A 69
G89 668 836A 63A	H02 425 823A 69	H29 596 017A 63A	I01 482 676A 63A	I04 022 395A 69
G89 908 169A 69	H02 545 658A 69	H29 622 664A 63A	I01 482 805A 69	I04 128 276A 63A
G89 970 953A 63A	H03 565 415A 69	H29 727 642A 63A	I01 601 801A 62A	I04 146 332A 63A
G90 628 544A 69	H03 714 785A 69	H29 758 366A 63A	I01 618 350A 63A	I04 147 353A 69
G90 705 277A 69	H03 744 226A 69	H29 792 773A 63A	I01 634 584A 69	I04 157 638A 63A
G90 953 231A 69	H03 810 680A 69	H30 088 973A 63A	I01 636 376A 63A	I04 178 631A 63A
G91 337 639A 69	H03 824 205A 69	H30 513 153A 63A	I01 742 465A 63A	I04 181 627A 63A
G91 397 885A 69	H04 658 598A 69	H30 669 753A 63A	I01 744 147A 63A	I04 189 629A 63A
G91 479 940A 69	H04 984 148A 69	H31 611 548A 63A	I01 747 805A 63A	I04 185 952A 63A
G91 708 922A 69	H05 079 821A 69	H31 638 739A 63A	I01 761 697A 63A	I04 193 512A 69
G91 759 685A 69	H05 433 579A 69	H31 645 434A 63A	I01 765 682A 63A	I04 193 863A 69
G91 771 357A 69	H06 759 044A 69	H31 797 106A 63A	I01 766 517A 63A	I04 195 489A 63A
G92 536 464A 63A	H06 768 735A 69	H31 804 125A 63A	I01 771 293A 69	I04 211 628A 63A
G93 948 460A 69	H07 651 808A 63A	H32 246 817A 63A	I01 801 485A 63A	I04 217 894A 63A
G94 029 0004 63A	H07 674 862A 69	H32 995 515A 63A	I01 825 853A 63A	I04 228 185A 69
G94 035 467A 69	H09 621 989A 69	H33 015 988A 63A	I01 845 012A 63A	I04 245,015A 63A
G94 137 239A 63A	H09 670 071A 69	H33 216 153A 63A	I01 850 602A 63A	I04 243,007A 63A
G94 783 436A 63A	H10 071 386A 69	H33 556 860A 63A	I01 853 701A 63A	I04 262,253A 63A
G94 886 074A 69	H10 291 225A 63A	H33 625 002A 63A	I02 023 923A 69	I04 267 982A 63A
G94 970 455A 69	H11 093 897A 69	H34 562 085A 63A	I02 023 928A 69	I04 273 220A 69
G95 052 369A 69	H11 282 866A 69	H34 704 925A 63A	I02 037 490A 69	I04 292 083A 63A
G95 154 326A 69	H15 205 523A 63A	H34 913 730A 63A	I02 245 069A 69	I04 293 208A 63A
G95 270 287A 69	H16 852 465A 69	H35 691 142A 63A	I02 292 613A 69	I04 295 428A 63A
G95 497 178A 69	H17 267 529A 63A	H35 807 815A 63A	I02 415 200A 69	I04 316 095A 63A
G95 915 584A 63A	H17 607 184A 63A	H36 105 593A 63A	I02 442 844A 69	I04 316 287A 69
G96 702 879A 63A	H18 320 283A 63A	H36 294 180A 63A	I02 591 811A 69	I04 327 392A 63A
G97 385 783A 63A	H19 009 355A 63A	H36 444 376A 63A	I02 612 607A 69	I04 339 502A 63A
G97 515 617A 69	H20 650 312A 63A	H36 859 831A 63A	I02 632 693A 69	I04 341 695A 63A
G97 538 540A 63A	H21 055 401A 63A	H36 977 125A 63A	I02 701 310A 69	I04 343 090A 63A
G97 668 371A 69	H21 338 233A 63A	H37 628 766A 63A	I02 716 298A 69	I04 348 499A 63A
G97 700 359A 69	H21 450 570A 63A	H37 737 807A 63A	I02 728 588A 69	I04 351 161A 63A
G97 765 896A 69	H22 576 951A 63A	H39 693 833A 50A	I02 740 094A 69	I04 356 439A 69
G97 833 462A 69	H22 690 630A 63A	H86 243 835A 50C	I02 808 613A 69	I04 357 094A 69
G97 870 337A 63A	H22 725 052A 63A	I00 039 231A 69	I02 868 765A 69	I04 357 399A 63A
G97 896 539A 69	H23 641 085A 63A	I00 062 530A 63A	I02 914 662A 69	I04 362 058A 63A
G97 918 672A 69	H23 930 002A 63A	I00 068 295A 63A	I02 925 264A 69	I04 369 364A 69
G98 108 875A 63A	H23 947 185A 63A	I00 135 612A 69	I03 006 119A 69	I04 362 199A 63A
G98 143 790A 69	H23 952 793A 63A	I00 135 221A 69	I03 134 817A 69	I04 386 397A 63A
G98 232 227A 69	H24 266 136A 63A	I00 157,550A 63A	I03 156 320A 69	I04 398 162A 63A

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

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

By ROLLA J. CRICK
Journal Staff Writer

The Journal will pay \$1,000 for the first \$20 bill turned in to the newspaper upon verification by the Federal Bureau of Investigation that the bill is a bona fide part of the

\$200,000 extorted from Northwest Orient Airlines in the "D.B. Cooper skyjack" of Nov. 24, 1971.

The offer is made with the concurrence of the FBI that obtaining any of the missing money would be a substantial aid to the two-year investigation of the nation's most celebrated air hijacking.

It is also made the belief that if any of the money is in circulation that fact can be established by alert readers who check the serial numbers on \$20 bills in their possession.

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

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

This is the first time that the list of numbers has been made public. Banks and other financial institutions have had a 95-page booklet of the numbers since its prepara-

tion by the FBI shortly after the hijacking.

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

The Journal invites other news media to aid in the distribution of serial numbers.

Northwest Airlines initially offered a reward of 15 per cent of the extortion money recovered up to a maximum of \$25,000, but the reward has been discontinued, the airline informed the newspaper.

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

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

Oregon Journal
Portland, Oregon
1/22/73

(See Numbers on Page 31)

164-81-Sub B

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 7 1973	
FBI - SEATTLE	

DB Cooper-22553

(Mount Clipping in Space Below)

JOURNAL ASKS: D.B. COOPER, WHERE ARE YOU? \$1,000 Offered For First \$20 Bill

By ROLLA J. CRICK
Journal Staff Writer

The Journal will pay \$1,000 for the first \$20 bill turned in to the newspaper upon verification by the Federal Bureau of Investigation that the bill is a bona fide part of the \$200,000 extorted from Northwest Orient Airlines in the "D.B. Cooper skyjack" of Nov. 24, 1971.

The offer is made with the concurrence of the FBI that obtaining any of the missing money would be a substantial aid to the two-year long investigation of the nation's most celebrated airline hijacking.

It is also made in the belief that if any of the money is in circulation, that fact can be established by alert readers who check the serial numbers on \$20 bills in their possession.

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

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

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

tion by the FBI shortly after the hijacking.

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

The Journal invites other news media to aid in the distribution of serial numbers.

Northwest Airlines initially offered a reward of 15 per cent of the extortion money recovered up to a maximum of \$25,000, but the reward has been discontinued, the airline informed the newspaper.

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

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

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

1 THE OREGON JOURNAL
PORTLAND, OREGON

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

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

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

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

Date: November 22, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.
Title: NORJAK

Character:

or

Bufile

Classification: 164-2111

Submitting Office: Portland

Being Investigated

164-81-Sub-B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
FBI - SEATTLE	

N

DB Cooper-22554

(Mount Clipping in Space Below)

'Cooper' Bill Reward Offered

The Journal, in cooperation with the Federal Bureau of Investigation, is publishing the complete list of serial numbers of 10,000 \$20 bills paid to the man identified as "D.B. Cooper" Thanksgiving Eve, 1971, in return for the release of passengers and some stewardesses of a Northwest Orient Airlines 727 jet he hijacked out of Portland.

Because of the enormity of the task, the list of serial numbers will be published in installments. The first grouping of numbers is at the left.

There are 34 pages of numbers in the FBI's official list and each of these pages will

\$20 FEDERAL RESERVE NOTE

PAGE

A00 235 872A 69	A21 603 306A 63A	B04 607 763B 63A	B19 907 478A 69	B38 569 410A 69
A00 499 260A 69	A21 873 265A 63A	B04 654 934B 63A	B20 067 455A 69	B38 624 517A 69
A00 913 230A 69	A21 875 331A 63A	B04 853 216A 63A	B20 383 946A 69	B38 648 311A 63A
A01 236 226A 63A	A22 246 208A 63A	B04 905 149A 69	B21 048 335A 69	B38 706 287A 69
A01 576 500A 69	A22 318 810A 63A	B05 028 346A 63A	B21 684 047A 69	B38 740 594A 69
A01 625 844A 69	A22 746 754A 63A	B05 078 446A 69	B21 757 065A 69	B38 704 152A 69
A02 038 168A 69	A23 912 735A 63A	B05 079 712A 69	B21 938 793A 69	B38 783 644A 69
A03 219 743A 69	A24 881 844A 63A	B05 161 717A 69	B22 444 293A 69	B40 260 195A 63A
A03 279 802A 69	A25 544 049A 63A	B05 328 1958 63A	B22 565 550A 69	B40 298 337A 69
A03 346 143A 69	A25 646 707A 63A	B05 334 455B 63A	B23 204 042A 69	B40 376 277A 69
A03 855 868A 69	A25 672 550A 63A	B05 336 854B 63A	B23 312 465A 69	B40 422 358A 69
A04 046 814A 69	A26 210 478A 63A	B05 566 841A 63A	B23 400 209A 69	B40 514 988A 69
A04 135 162A 69	A28 507 531A 34	B05 586 694B 63A	B23 677 158A 69	B40 786 053A 69
A04 232 752A 69	A28 508 542A 34	B05 795 274B 63A	B23 815 307A 69	B41 194 554A 69
A04 424 994A 69	B00 266 127A 69	B05 842 758A 69	B24 000 365A 69	B42 158 230A 69
A05 034 504A 63A	B00 319, 997A 69	B06 101 744A 69	B24 026 265A 69	B42 223 280A 69
A05 603 552A 63A	B00 485 230A 63	B06 314 573B 63A	B24 174 800A 69	B42 698 227A 69
A06 260 698A 69	B00 528 888A 69	B06 497 839A 69	B24 348 535A 63A	B43 067 979A 69
A06 357 848A 69	B00 658 648B 69	B06 871 824A 69	B24 905 751A 69	B43 283 293A 69
A07 869 682A 63A	B00 697 345A 69	B07 218 369A 69	B25 297 818A 69	B43 410 807A 69
A08 365 772A 69	B00 750 633A 69	B08 188 0818 63A	B25 837 823A 69	B43 972 334A 69
A09 801 887A 63A	B00 769 247A 69	B08 252 852A 69	B25 961 830A 63A	B43 3716 496A 69
A10 530 860A 63A	B00 930 012A 69	B08 307 676B 63A	B25 967 925A 69	B44 394 804A 69
A10 899 467A 69	B00 947 769A 63	B09 090 997B 63A	B25 983 180B 50A	B44 681 238A 69
A11 000 035A 69	B00 996 367A 69	B09 221 236B 63A	B25 987 249A 69	B45 255 537A 69
A11 184 158A 69	B01 157 558A 69	B09 299 770A 69	B26 741 008A 69	B45 348 511A 69
A11 262 240A 69	B01 171 305A 69	B09 957 482A 69	B26 893 131A 69	B45 493 064A 69
A11 366 474A 69	B01 359 724A 63	B10 026 896A 69	B27 377 349A 63A	B45 493 075A 69
A11 460 765A 69	B01 385 049A 69	B10 343 646A 69	B27 480 160A 69	B45 522 292A 69
A11 487 177A 69	B01 401 621A 69	B11 292 491A 69	B27 563 387A 69	B46 201 325A 63F
A11 515 903A 69	B01 642 107A 69	B11 306 672A 69	B27 499 371A 69	B46 532 408A 69
A11 531 015A 69	B01 904 776A 69	B11 876 714A 69	B27 976 599A 69	B47 543 366A 63A
A12 015 013A 63A	B02 064 677B 63A	B12 060 126A 69	B28 864 133A 69	B49 841 443A 69
A12 424 583A 63A	B02 166 956B 63A	B12 204 878A 69	B28 089 881A 69	B50 665 199A 69
A12 726 560A 69	B02 371 936A 63	B12 323 414A 69	B29 091 716A 69	B50 801 666A 63A
A12 802 238A 69	B02 375 117B 63A	B12 828 071A 69	B30 233 432A 69	B51 659 111A 69
A13 947 431A 63A	B02 403 962B 63A	B12 966 898A 69	B30 990 317A 69	B51 812 538A 69
A13 962 300A 69	B02 475 247B 63A	B13 151 818A 69	B31 274 174A 69	B51 932 133A 69
A14 090 310A 69	B02 486 224B 63A	B14 242 873A 69	B31 395 083A 69	B52 261 200A 63A
A14 297 052A 63A	B02 533 109B 63A	B14 793 160A 69	B31 407 835A 69	B52 359 481A 69
A14 640 383A 69	B02 540 296A 63A	B14 933 197A 69	B31 621 676A 69	B52 539 819A 69
A14 692 194A 69	B02 795 922A 63	B15 111 634A 69	B32 088 918A 69	B52 567 960A 69
A14 808 132A 69	B02 812 667B 63A	B15 268 080A 69	B32 167 696A 63A	B52 857 681A 63A
A14 896 352A 63A	B03 064 009A 63A	B15 457 313A 69	B32 408 148A 69	B54 195 460A 50
A15 381 911A 63A	B03 341 247A 69	B16 980 913A 69	B32 809 960A 69	B54 248 568A 69
A15 405 887A 63A	B03 357 894B 63A	B17 542 161A 69	B34 041 942A 69	B54 265 514A 69
A15 688 988A 63A	B03 447 825A 69	B17 745 050D 63A	B34 299 861A 69	B54 477 282A 69
A15 869 975A 63A	B03 541 664A 69	B17 855 026A 69	B34 383 230A 69	B54 741 504A 69
A15 885 033A 63A	B03 719 207A 69	B17 985 006A 69	B34 401 451A 69	B55 087 968A 69
A16 490 493A 63A	B03 761 441A 69	B18 536 036A 69	B34 527 906A 69	B55 186 117A 69
A17 441 596A 63A	B03 863 660B 63A	B18 822 481A 69	B34 585 335A 69	B55 324 054A 69
A17 549 946A 63A	B04 089 563A 69	B18 964 333A 69	B34 945 787A 69	B55 447 233A 69
A17 561 437A 63A	B04 118 248B 63A	B19 091 880A 69	B35 202 831A 69	B55 466 060A 69
A18 335 777A 63A	B04 156 382B 63A	B19 167 468A 69	B35 528 773A 69	B55 710 634A 69
A18 722 498A 63A	B04 165 916A 63A	B19 274 401A 69	B35 606 062A 69	B55 800 461A 69
A19 775 730A 63A	B04 207 029A 69	B19 302 915A 69	B36 134 398A 69	B55 926 470A 69
A20 094 605A 63A	B04 398 643B 63A	B19 427 662A 69	B36 159 318A 69	B56 045 706A 63A
A20 304 502A 63A	B04 562 509A 63A	B19 554 545A 69	B36 631 931A 69	B56 164 716A 63A
A21 407 228A 63A	B04 544 902A 69	B19 566 020A 69	B36 663 683A 69	B56 195 781A 63A
A21 580 405A 63A	B04 561 854B 63A	B19 571 569A 69	B37 540 481A 69	B56 258 790A 63A

120 FEDERAL RESERVE NOTE

B56 573 862A 69	B75 578 704A 69	C04 064 440A 69	D10 276 032A 69	D29 917 127A 63A
B56 586 079A 63A	B77 237 625A 69	C04 073 653A 63A	D10 323 392A 69	D30 171 315A 69
B57 709 455A 69	B77 264 953A 63A	C04 282 246A 69	D10 546 299A 69	D30 324 110A 69
B58 063 483A 69*	B77 577 959A 69	C05 137 261A 69	D10 812 447A 69	D30 649 248A 69
B58 108 328A 63A	B77 897 532A 69	C05 370 678A 69	D11 022 507A 69	D30 799 999A 69
B58 159 521A 69	B78 077 159A 69	C06 058 256A 63A	D11 060 002A 69	D30 848 490A 69
B58 205 502A 69	B78 846 864A 69	C06 061 274A 63A	D11 427 125A 69	D31 033 755A 69
B58 903 893A 63A	B79 099 165A 63A	C06 557 236A 69*	D11 572 369A 69	D31 102 809A 63A
B59 505 458A 63A	B79 584 660A 69	C06 841 582A 63A	D12 293 310A 69	D31 496 052A 69
B59 690 513A 69	B79 997 958A 69	C07 844 056A 69*	D12 310 116A 69	D31 739 196A 69
B59 691 007A 69	B80 419 017A 63A	C09 619 068A 63A	D12 488 590A 69	D31 845 384A 62
B59 848 999A 63A	B80 435 420A 63A	C09 926 672A 63A	D12 633 079A 69	D31 987 085A 69
B60 456 477A 63A	B80 621 357A 63A	C10 000 793A 63A	D12 765 332A 69	D32 110 649A 69
B60 653 834A 69*	B83 338 635A 63A	C10 521 331A 63A	D12 885 304A 69	D32 111 852A 69
B61 399 127A 69	B84 217 516A 63A	C10 536 326A 63A	D12 930 114A 69	D33 194 715A 69
B61 867 784A 69	B85 412 729A 69	C11 201 955A 63A	D13 057 027A 69	D33 305 662A 69
B63 022 233A 69	B85 447 478A 69	C11 587 968A 63A	D13 553 026A 69	D33 693 848A 69
B63 154 952A 69	B85 593 515A 63A	C12 605 022A 63A	D14 064 198A 69	D33 701 963A 69
B63 188 564A 69	B85 645 925A 69*	C13 615 508A 63A	D14 098 572A 69	D33 971 230A 69
B63 273 856A 69	B85 766 828A 69	C13 871 652A 63A	D14 219 314B 508	D34 058 460A 69
B63 364 877A 69	B86 497 960A 63A	C13 992 809A 63A	D14 989 146A 69	D34 203 505A 69
B63 388 155A 63A	B86 894 944A 63A	C14 106 694A 63A	D15 151 236A 69	D34 508 121A 69
B63 582 148A 69	B87 070 863A 69	C15 409 286A 63A	D15 742 092A 69	D34 667 664A 69
B64 310 847A 63A	B87 144 386A 69	C16 216 224A 63A	D15 955 453A 69	D35 113 564A 69
B65 147 321A 69	B87 215 391A 69	C16 295 842A 63A	D16 003 932A 69	D36 550 938A 69
B65 193 702A 63A	B88 030 658A 63A	C16 328 962A 63A	D16 047 637A 63A	D36 704 121A 69
B65 242 273A 69	B89 349 229A 63A	C16 902 773A 63A*	D16 431 257A 69	D37 970 593A 63A
B65 288 990A 69	B91 416 883A 63A	C17 558 068A 63A	D16 561 257A 69	D40 293 632A 69
B65 673 423A 63A	B92 125 822A 63A	C17 729 374A 63A	D16 599 700A 69	D41 293 976A 63A
B65 822 228A 69	B92 409 608A 69	D00 051 452A 69	D16 833 693A 69	D42 382 164A 63A
B66 078 049A 69	B92 416 142A 69	D00 187 608A 69	D16 896 040A 69	D42 573 132A 63A
B66 176 774A 69	B92 569 113A 69	D00 198 827A 69	D17 484 243A 69	D43 150 268A 63A
B66 484 809A 69	B94 052 248A 63A	D00 669 941A 69	D17 652 255A 69	D43 352 594A 63A
B66 950 744A 63A	B94 457 583A 63A	D01 163 612A 69	D17 889 167A 69	D44 400 670A 63A
B67 130 942A 63A	B94 517 103A 63A	D01 595 397A 69	D18 246 369A 69	D47 265 867A 63A
B67 131 221A 69	B95 669 728A 63A	D02 064 974A 63A	D18 600 550A 69	D48 756 947A 63A
B67 145 737A 63A	B95 731 800A 63A	D02 152 541A 63A	D19 054 937A 69	D49 302 540A 63A
B67 250 039A 69	B95 827 693A 63A	D02 661 254A 69	D19 650 359A 69	D52 062 825A 63A
B67 605 091A 63A	B96 715 246A 63A	D02 815 964A 63A	D19 792 209A 69	D52 795 385A 63A
B68 591 553A 69	B97 374 452A 63A	D02 844 128A 69	D20 568 506A 69	D53 945 966A 63A
B68 793 231A 69	B97 555 450A 63A	D03 144 369B 508	D21 009 643A 69	D55 640 589A 63A
B69 042 477C 50C	B97 671 635A 63A	D03 154 450A 69	D21 024 515A 69	D55 950 532A 63A
B69 051 456A 63A	B97 997 719A 63A	D03 244 905A 69	D21 552 708A 69	D57 625 543A 63A
B69 266 892A 69	B98 572 094A 63A	D03 203 643A 69	D21 689 159A 63A	D58 135 707A 63A
B69 267 884A 69	B98 791 290A 63A	D04 143 733B 508	D22 175 134A 69	D60 738 147A 63A
B69 424 165A 69	B99 206 846A 63A	D04 155 604A 69	D22 554 795A 69	D63 015 221A 63A
B69 931 929A 69	B99 297 085A 69	D04 193 531A 69	D25 819 777A 69	D63 060 554A 63A
B70 995 080A 69	B99 427 762A 63A	D04 564 822A 69	D26 064 149A 69	D63 489 400A 63A
B71 113 435A 69	B99 464 396A 69	D04 643 863A 69	D27 112 759A 69	D64 617 822A 63A
B71 574 100A 69	B99 631 628A 69	D05 431 505A 69	D27 274 215A 69	D65 113 620A 63A
B71 673 519A 69	B99 687 989A 69	D05 630 319A 69	D27 446 774A 69	D65 432 354A 63A
B72 288 020A 63A	B99 717 803A 69	D06 828 221A 69	D27 684 653A 69	D66 839 499A 63A
B72 517 276A 63A	B99 766 388A 63A	D07 832 059A 69	D27 745 201A 69	D66 852 006A 63A
B73 630 209A 69	C02 236 777A 69	D08 480 888A 69	D27 762 877A 69	D70 251 796A 63A
B73 671 365A 63A	C02 425 160A 69	D08 579 021A 63A	D28 089 554A 69	D71 423 934A 63A
B73 787 466A 69	C02 685 352A 69	D08 683 798A 69	D28 655 056A 69	D72 733 262A 63A
B74 247 480A 63A	C03 077 689A 69	D09 539 665A 69	D29 100 118A 63A	D72 858 750A 63A
B74 305 614A 69	C03 145 035A 69	D09 871 861A 69	D29 548 784A 69	D73 321 317A 63A
B74 668 024A 69	C03 389 614A 69	D09 882 541A 69	D29 689 344A 69	D74 311 353A 63A
B75 402 103A 63A	C03 992 547A 63A	D10 244 067A 69	D29 695 772A 69	D74 506 351A 63A

\$20 FEDERAL RESERVE NOTE

PAGE 3

D75 226 588A 63A	E08 085 668B 63A	E22 126 216A 69	E38 122 77CA 69	E54 297 506A 69
D85 056 292A 69	E08 171 101A 69	E22 966 211A 69	E38 289 181A 69	E55 222 877A 69
E0D 560 629* 69	E08 339 254A 69	E23 048 217A 69	E38 553 036A 69	E55 572 688A 63A
E0D 977 555B 63A	E08 629 043A 69	E23 079 990A 69	E38 689 609A 69	E56 445 372A 69
E01 032 698B 63A	E08 797 778A 69	E23 137 598B 63A	E38 712 978A 69	E56 564 229A 69
E01 092 362B 63A	E09 446 100A 69	E23 214 419A 69	E38 743 217A 69	E57 349 174A 63A
E01 123 837B 63A	E09 794 963A 69	E23 235 025A 69	E38 749 328A 69	E57 431 245A 63A
E01 125 067* 69	E10 534 549B 63A	E23 277 616A 69	E38 864 224A 69	E57 571 117A 63A
E01 142 212* 69	E10 809 735A 69	E23 360 390A 69	E38 917 063A 69	E58 665 690A 63A
E01 292 755A 69	E10 855 420A 69	E23 644 906A 69	E39 121 787A 69	E58 756 806A 63A
E01 303 206* 69	E10 934 416B 63A	E23 732 201A 69	E39 517 109A 63A	E58 940 451A 63A
E01 306 026* 69	E10 985 715B 63A	E24 146 473B 63A	E39 550 742A 69	E59 213 874A 63A
E01 324 115* 69	E11 071 722B 63A	E25 183 033A 69	E39 721 236A 69	E59 539 427A 63A
E01 702 514* 69	E11 081 548B 63A	E25 813 080A 69	E39 813 449A 69	E59 627 116A 63A
E02 325 613A 69	E12 410 140B 63A	E26 813 927A 69	E39 890 466A 69	E60 959 705A 63A
E02 547 331B 63A	E12 436 426A 69	E27 612 598B 63A	E40 049 286A 69	E61 102 414A 63A
E02 577 952B 63A	E12 470 382B 63A	E27 687 575B 63A	E40 239 978A 69	E62 706 619A 63A
E02 681 972B 63A	E12 548 473B 63A	E27 516 102B 63A	E40 618 307A 69	E63 260 346A 63A
E02 702 166B 63A	E12 821 166B 63A	E27 524 025B 63A	E40 794 519A 69	E64 086 836A 63A
E02 828 725B 63A	E13 045 072A 69	E27 698 708A 69	E40 979 302A 69	E64 763 922A 63A
E02 892 400B 63A	E13 100 275B 63A	E27 752 517A 69	E41 062 735A 69	E64 994 241A 63A
E03 008 565A 69	E13 273 042B 63A	E28 023 427A 69	E41 415 467A 63A	E64 999 285A 63A
E03 082 573A 69	E13 394 681B 63A	E28 059 891A 69	E41 719 089A 69	E65 330 757A 63A
E03 472 475* 63A	E13 397 308B 63A	E28 305 592A 63A	E41 933 578A 69	E65 529 150A 63A
E03 624 737B 63A	E13 407 069B 63A	E29 107 038A 69	E42 007 114A 69	E65 549 636A 63A
E03 693 390* 63A	E13 473 701B 63A	E29 203 494A 69	E42 086 412A 69	E67 532 824A 63A
E03 741 884B 63A	E13 519 496B 63A	E29 491 173A 69	E42 117 393A 69	E67 824 162A 63A
E03 844 943A 69	E13 646 741B 63A	E29 499 593B 63A	E42 210 958A 69	E68 371 395A 63A
E03 906 439B 63A	E13 685 926B 63A	E30 877 353B 63A	E42 260 937A 69	E68 659 655A 63A
E03 941 648B 63A	E13 712 583B 63A	E31 372 302A 69	E43 113 062A 69	E71 036 062A 63A
E03 988 721A 69	E13 857 453B 63A	E31 421 504A 63A	E43 296 043A 69	E72 944 644A 63A
E04 184 206B 63A	E16 566 465A 69	E31 624 221A 69	E43 334 857A 69	E73 282 486A 63A
E04 322 849B 63A	E16 588 149A 69	E31 674 926A 69	E43 532 148A 69	E74 031 665A 63A
E04 600 497B 63A	E16 626 810A 69	E32 381 993B 63A	E43 852 045A 69	E74 415 217A 63A
E04 607 768* 63A	E16 699 989A 69	E32 382 632A 69	E44 822 374A 69	E79 900 685A 63A
E04 732 130* 63A	E16 898 899B 63A	E32 517 618A 69	E44 958 082A 69	E79 955 053A 63A
E05 022 245* 63A	E17 017 540A 69	E32 625 911B 63A	E45 073 280A 69	E80 057 944A 63A
E05 052 791A 69	E17 331 470A 63A	E32 806 265A 69	E46 136 994A 69	E80 460 586A 63A
E05 092 554* 63A	E17 519 083B 63A	E32 966 387A 69	E46 150 125A 69	E81 340 618A 63A
E05 115 832* 63A	E17 585 275A 63A	E34 851 884A 69	E46 166 773A 69	E81 439 519A 63A
E05 184 879A 69	E17 761 599B 63A	E34 961 435A 69	E47 868 821A 69	E81 618 145A 63A
E05 233 206A 69	E18 253 391A 69	E35 010 184A 69	E47 905 360A 69	E82 541 231A 63A
E05 267 274A 69	E18 272 474B 63A	E35 145 987A 69	E47 932 384A 69	E82 584 151A 63A
E05 287 816A 69	E18 409 783A 69	E35 147 291A 69	E48 023 605A 69	E82 907 174A 63A
E05 546 659A 69	E18 505 066A 69	E35 164 194A 69	E49 421 156A 69	E82 980 027A 63A
E06 096 924B 63A	E18 537 616A 69	E35 920 621A 69	E50 928 085A 69	E84 149 692A 63A
E06 224 690B 63A	E18 547 547A 69	E35 963 025A 69	E51 150 711A 63A	E84 473 216A 63A
E06 379 503* 63A	E18 649 397B 63A	E36 008 021A 69	E51 454 473A 69	E84 497 883A 63A
E06 502 612A 69	E19 120 261B 63A	E36 147 227A 69	E51 817 987A 69	E84 629 312A 63A
E06 520 091B 63A	E19 366 205B 63A	E36 173 327A 69	E52 005 435A 69	E84 635 869A 63A
E06 740 525A 69	E19 373 041B 63A	E36 748 590A 69	E52 738 256A 69	E85 224 515A 63A
E06 759 027A 69	E19 495 232A 69	E36 833 807A 69	E52 777 072A 69	E85 500 009A 63A
E06 961 862A 69	E19 511 970B 63A	E37 371 150A 69	E52 806 323A 69	E85 531 831A 63A
E07 011 861B 63A	E19 582 503A 69	E37 512 639A 69	E52 823 355A 69	E85 609 270A 63A
E07 190 440B 63A	E19 738 252A 69	E37 594 898A 69	E53 140 005A 69	E86 209 396A 63A
E07 246 749B 63A	E19 908 383B 63A	E37 735 864A 69	E53 416 576A 63A	E86 275 589A 63A
E07 706 901A 69	E20 202 193B 63A	E37 754 339A 69	E53 501 292A 63A	E86 282 110A 63A
E07 822 536A 69	E21 035 453A 69	E38 034 263A 69	E54 047 389A 69	E87 066 803A 63A
E07 864 430A 69	E21 567 876A 63A	E38 040 270A 69	E54 183 543A 69	E87 395 300A 63A
E07 973 970A 69	E22 044 113B 63A	E38 114 431A 69	E54 295 828A 69	E87 650 966A 63A

E88 922 597A 63A	F11 807 553A 69	F48 889 940A 63A	G03 329 799* 63A	G15 311 871A 69
E89 097 635A 63A	F12 505 695A 69	F49 068 390A 63A	G03 564 220B 63A	G16 117 991B 63A
E89 274 743A 63A	F12 774 458A 69	F49 147 691A 63A	G03 827 430A 63A	G16 315 046B 63A
E89 775 640A 63A	F12 867 218A 69	F49 167 157A 63A	G03 861 862A 63A	G16 346 364B 63A
E92 264 298A 63A	F12 972 290A 69	F49 286 533A 63A	G03 943 082A 63A	G16 437 378B 63A
E92 389 452A 63A	F12 981 125A 69	F49 334 953A 63A	G04 032 315B 63A	G17 102 092A 63A
E92 852 982A 63A	F12 983 759A 69	F49 427 817A 63A	G04 122 175A 63A	G17 225 419A 69
E93 521 236A 63A	F13 075 176A 69	F49 454 293A 63A	G04 142 288A 63A	G17 534 859A 69
E93 561 033A 63A	F13 527 818A 63A	F49 523 605A 63A	G04 177 503A 63A	G18 622 411A 69
E93 756 242A 63A	F13 582 130A 63A	F49 717 424A 63A	G04 530 423A 69	G18 831 848A 69
E93 904 636A 63A	F15 186 550A 69	F49 729 135A 63A	G04 788 500A 69	G19 027 702A 69
E93 931 243A 63A	F16 013 639A 69	F49 882 147A 63A	G04 827 300A 63A	G19 083 614A 69
E93-975 333A 62A	F16 396 785A 63A	F50 704 054A 63A	G04 833 298A 69	G19 242 279A 69
E94 840 609A 63A	F18 463 016A 69	F51 524 321A 63A	G04 865 591* 63A	G19 464 204B 63A
E95 203 768A 63A	F18 613 993A 69	F51 620 309A-63A	G04 973 900A 63A	G19 570 969A 69
E95 226 098A 63A	F18 952 653A 69	F51 769 293A 63A	G05 020 828A 63A	G19 625 873B 63A
E95 649 143A 63A	F19 512 408A 63A	F51 925 503A 63A	G05 181 373B 69	G19 790 161A 69
E95 687 620A 63A	F23 146 096A 63A	F51 994 484A 63A	G05 201 864A 63A	G19 925 201A 69
E95 795 852A 63A	F24 566 057A 63A	F52 349 932A 63A	G05 348 698B 69	G20 098 325A 69
E95 804 711A 63A	F24 574 798A 63A	F52 483 355A 63A	G05 401 104B 69	G20 124 121A 69
E96 093 848A 63A	F26 665 340A 63A	F52 753 119A 63A	G05 438 743B 69	G20 455 307B 63A
E96 858 997A 63A	F27 052 840A 63A	F52 756 733A 50B	G05 441 329B 69	G20 610 559A 69
F00 653 024A 69	F27 219 309A 63A	G06 061 029B 69	G05 486 480A 63A	G20 785 190A 69
F00 716 722A 63	F27 569 795A 63A	G06 067 693B 69	G05 922 479* 63A	F21 056 376B 63A
F01 042 737A 69	F34 683 241A 63A	G06 098 569A 69	G06 117 287B 63A	F21 078 809A 69
F02 019 481A 69	F35 593 368A 63A	G06 104 520B 69	G06 399 124A 63A	F21 107 988B 63A
F02 316 196A 69	F36 918 028A 63A	G06 187 744B 69	G06 438 615A 63A	F21 259 613B 63A
F02 711 102A 69	F38 028 531A 63A	G06 351 894B 69	G06 501 855B 69	F21 291 690A 69
F03 553 011A 69	F38 171 863A 63A	G06 355 318B 63A	G06 742 181A 63A	F21 385 895B 63A
F04 483 786A 69	F39 432 597A 63A	G06 501 905* 69	G06 820 239A 63A	F21 436 542B 63A
F04 893 374A 69	F39 436 959A 63A	G06 516 566B 63A	G06 900 221B 63A	F21 637 800B 63A
F04 918 391A 69	F39 999 913A 63A	G06 559 178B 63A	G07 138 922* 63A	F21 787 399B 63A
F04 928 520A 69	F40 473 754A 63A	G06 601 758A 69	G07 194 788B 69	F21 861 277A 63A
F05 312 023A 69	F41 478 002A 63A	G06 627 719B 63A	G07 517 059B 69	F22 383 164A 69
F05 714 338A 69	F42 102 076A 63A	G06 105 135* 69	G07 903 335A 69	F22 406 886A 69
F05 727 348A 69	F42* 482 604A 63A	G06 123 955B 69	G08 109 615A 69	F23 099 822B 63A
F05 979 900A 69	F42 730 648A 63A	G06 147 956A 69	G08 475 049B 63A	F24 824 662A 63A
F06 075 749A 69	F43 983 674A 63A	G06 252 786B 69	G08 675 455B 63A	F26 038 980B 63A
F06 504 693A 69	F43 994 687A 63A	G06 289 557B 69	G08 834 782B 63A	F26 952 602A 69
F07 242 918A 69	F44 025 843A 63A	G06 304 958B 69	G09 120 449B 63A	F27 105 689A 69
F07 553 334A 69	F44 084 050A 63A	G06 369 364B 63A	G09 120 696B 63A	F27 268 806A 69
F08 378 634A 69	F44 154 460A 63A	G06 373 585B 69	G09 399 940B 63A	F27 337 649A 69
F08 617 693A 69	F44 258 694A 63A	G06 400 915B 63A	G09 443 519B 63A	F27 396 334A 69
F08 955 236A 69	F44 490 905A 63A	G06 476 081B 69	G09 723 109B 63A	F27 700 014B 63A
F09 230 635A 69	F44 598 466A 63A	G06 684 888B 69	G10 215 711A 69	G29 073 509A 69
F09 354 748A 69	F44 872 161A 63A	G06 821 358B 69	G10 529 861A 69	G29 400 291A 69
F09 855 218A 69	F44 956 342A 63A	G06 520 742* 69	G10 777 361A 69	G29 437 009A 69
F09 871 322A 69	F45 076 329A 63A	G06 520 743* 69	G11 544 898B 63A	G29 696 309B 63A
F10 033 166A 69	F45 257 837A 63A	G06 924 979B 69	G11 720 182B 63A	G29 815 362B 63A
F10 092 274A 69	F45 328 125A 63A	G06 980 722A 63A	G12 456 800B 63A	G29 937 594B 63A
F10 128 326A 69	F46 603 270A 63A	G06 989 294A 63A	G12 783 293B 63A	G30 603 034A 69
F10 249 241A 69	F46 641 384A 63A	G06 072 376B 69	G13 404 812B 63A	G30 609 044A 69
F10 301 578A 69	F46 681 255A 63A	G06 072 38GB 69	G13 437 639B 63A	G30 847 006A 69
F10 498 526A 69	F46 812 117A 63A	G06 072 381B 69	G13 598 129A 69	G31 112 242A 69
F10 960 541A 69	F47 036 067A 63A	G06 078 812A 63A	G13 696 202A 69	G31 163 512A 69
F11 083 905A 69	F47 161 558A 63A	G06 089 149A 63A	G13 852 466A 69	G31 374 905B 63A
F11 167 577A 69	F47 479 415A 63A	G06 114 717B 69	G14 124 595A 69	G31 390 052B 63A
F11 311 849A 69	F47 911 274A 63A	G06 122 953B 63A	G14 221 816A 63A	G31 418 572B 63A
F11 542 066A 69	F48 874 459A 63A	G06 228 247B 63A	G14 742 350A 63A	G31 503 459B 63A
F11 579 103A 69	F48 887 450A 63A	G06 295 105B 69	G14 936 326B 63A	G31 924 595B 63A

(Mount Clipping in Space Below)

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

By ROLLA J. CRICK

Journal Staff Writer

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

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

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

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



JUDY SWORD

... writes 'D.B.' song

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

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

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

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

And now it's playing again.

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

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

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

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

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

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

And The Journal still is willing to pay \$1,000 for that first \$20 of "Cooper cash" to be turned in. Serial numbers of some of the bills are at right.

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

10 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 13, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

164-87-Sub-B

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 23 1973	
FBI - SEATTLE	

W

DB Cooper-22560

L65 053 995B 63A	L66 566 740B 63A	L66 813 654B 63A	L67 102 316A 69	L68 911 125B 63A
L65 060 959B 63A	L66 568 517B 63A	L66 820 144A 63A	L67 102 831A 69	L68 917 464B 63A
L65 065 201B 63A	L66 571 298A 63A	L66 820 440B 63A	L67 138 147A 69	L68 919 656B 63A
L65 072 569B 63A	L66 571 919B 63A	L66 826 929B 63A	L67 157 799A 63A	L68 927 474B 63A
L65 078 839B 63A	L66 572 908B 63A	L66 831 890B 63A	L67 252 812A 69	L68 933 518B 63A
L65 088 630B 63A	L66 577 328B 63A	L66 832 666B 63A	L67 301 788A 63A	L68 940 003B 63A
L65 091 305B 63A	L66 581 656B 63A	L66 835 729B 63A	L67 399 234B 63A	L68 942 351B 63A
L65 091 916A 63A	L66 582 612B 63A	L66 836 525B 63A	L67 412 713B 63A	L68 946 231B 63A
L65 094 389B 63A	L66 583 887B 63A	L66 838 885A 69	L67 415 725B 63A	L68 950 064B 63A
L65 095 154B 63A	L66 589 950B 63A	L66 849 246B 63A	L67 449 174B 63A	L68 952 674B 63A
L65 095 723B 63A	L66 594 108B 63A	L66 850 125B 63A	L67 319 954B 63A	L68 955 075B 63A
L65 096 090B 63A	L66 595 615B 63A	L66 853 263B 63A	L67 531 353B 63A	L68 955 510B 63A
L65 100 044B 63A	L66 598 382A 69	L66 859 719B 63A	L67 569 854B 63A	L68 963 900B 63A
L65 110 310B 63A	L66 600 516B 63A	L66 870 152B 63A	L67 629 606B 63A	L68 964 522B 63A
L65 110 613B 63A	L66 605 846A 69	L66 871 934B 63A	L67 693 212B 63A	L68 965 790B 63A
L65 110 662B 63A	L66 606 433A 69	L66 890 131B 63A	L67 758 671B 63A	L68 971 992A 63A
L65 110 965B 63A	L66 606 663B 63A	L66 891 694B 63A	L67 765 542B 63A	L68 977 589B 63A
L65 117 059B 63A	L66 615 039B 63A	L66 892 425B 63A	L67 787 543B 63A	L68 988 307B 63A
L65 125 772B 63A	L66 622 234B 63A	L66 896 327B 63A	L67 827 895B 63A	L68 994 810B 63A
L65 137 997B 63A	L66 626 925B 63A	L66 897 205B 63A	L67 861 082B 63A	L68 999 399B 63A
L65 141 933B 63A	L66 627 230B 63A	L66 899 980B 63A	L67 942 792B 63A	L69 000 024B 63A
L65 158 199B 63A	L66 628 133B 63A	L66 900 170B 63A	L67 943 689B 63A	L69 000 313B 63A
L65 161 021B 63A	L66 631 530B 63A	L66 907 385A 69	L67 951 008B 63A	L69 000 531B 63A
L65 161 494B 63A	L66 631 735B 63A	L66 908 407B 63A	L67 952 627B 63A	L69 001 401B 63A
L65 172 527B 63A	L66 635 264B 63A	L66 909 156B 63A	L67 979 309B 63A	L69 003 714B 63A
L65 172 591B 63A	L66 635 405B 63A	L66 916 377B 63A	L67 985 580B 63A	L69 007 621B 63A
L65 376 069B 63A	L66 639 231B 63A	L66 923 472B 63A	L68 024 079B 63A	L69 008 247B 63A
L65 489 678B 63A	L66 646 912B 63A	L66 925 329A 69	L68 060 832B 63A	L69 009 521B 63A
L65 528 193B 63A	L66 653 776B 63A	L66 925 912B 63A	L68 103 492B 63A	L69 010 350B 63A
L65 537 286B 63A	L66 670 170B 63A	L66 930 058B 63A	L68 119 064B 63A	L69 011 230B 63A
L65 548 285B 63A	L66 672 139B 63A	L66 933 032B 63A	L68 135 560B 63A	L69 016 748B 63A
L65 557 528B 63A	L66 691 759B 63A	L66 936 823B 63A	L68 185 708B 63A	L69 017 817B 63A
L65 578 800B 63A	L66 707 586B 63A	L66 937 307B 63A	L68 190 105B 63A	L69 022 024B 63A
L65 723 389B 63A	L66 713 165B 63A	L66 943 884B 63A	L68 198 269B 63A	L69 025 121B 63A
L65 736 994B 63A	L66 714 236B 63A	L66 944 230B 63A	L68 201 711B 63A	L69 037 072B 63A
L65 767 081B 63A	L66 715 721B 63A	L66 947 595B 63A	L68 204 857B 63A	L69 047 458B 63A
L65 815 803B 63A	L66 715 844B 63A	L66 947 810B 63A	L68 259 494B 63A	L69 052 512B 63A
L65 825 947B 63A	L66 720 210B 63A	L66 963 829B 63A	L68 304 605B 63A	L69 053 363B 63A
L65 883 072B 63A	L66 722 752B 63A	L66 969 831B 63A	L68 314 176B 63A	L69 054 946B 63A
L65 911 724B 63A	L66 728 708B 63A	L66 972 997A 69	L68 322 299B 63A	L69 059 015B 63A
L65 939 011B 63A	L66 736 357B 63A	L66 973 329B 63A	L68 366 536B 63A	L69 062 361B 63A
L65 944 190B 63A	L66 745 097A 69	L66 978 360B 63A	L68 449 486B 63A	L69 064 464B 63A
L65 981 560A 63A	L66 746 279A 69	L66 982 018B 63A	L68 466 160B 63A	L69 065 420B 63A
L66 033 451A 50	L66 753 451B 63A	L66 994 674B 63A	L68 525 062B 63A	L69 066 035B 63A
L66 156 402A 50	L66 754 352B 63A	L67 000 719B 63A	L68 558 635B 63A	L69 069 825B 63A
L66 164 873B 63A	L66 756 364B 63A	L67 012 353B 63A	L68 565 731B 63A	L69 074 773B 63A
L66 293 057A 63A	L66 759 907B 63A	L67 012 642B 63A	L68 589 018A 63A	L69 077 373B 63A
L66 365 304B 63A	L66 760 652B 63A	L67 014 471A 63A	L68 670 721B 63A	L69 085 440B 63A
L66 382 305B 63A	L66 765 811B 63A	L67 016 845B 63A	L68 688 110B 63A	L69 085 150B 63A
L66 417 689B 63A	L66 766 466B 63A	L67 020 505A 69	L68 701 921B 63A	L69 086 680B 63A
L66 505 569A 63A	L66 774 124B 63A	L67 024 125B 63A	L68 800 631A 63A	L69 104 588B 63A
L66 506 995B 63A	L66 774 954B 63A	L67 027 692B 63A	L68 852 192B 63A	L69 104 857B 63A
L66 524 945B 63A	L66 780 942B 63A	L67 030 766B 63A	L68 853 284B 63A	L69 107 083B 63A
L66 525 551B 63A	L66 783 703B 63A	L67 033 960B 63A	L68 874 216B 63A	L69 112 067B 63A
L66 529 587B 63A	L66 784 411B 63A	L67 047 065B 63A	L68 884 300B 63A	L69 121 480B 63A
L66 543 586B 63A	L66 788 995B 63A	L67 049 591B 63A	L68 886 415B 63A	L69 123 281B 63A
L66 544 800B 63A	L66 791 866B 63A	L67 051 229B 63A	L68 900 245B 63A	L69 124 059B 63A
L66 552 135B 63A	L66 797 654B 63A	L67 051 341B 63A	L68 902 698B 63A	L69 127 767B 63A
L66 566 416B 63A	L66 800 785B 63A	L67 051 834B 63A	L68 907 987B 63A	L69 132 514B 63A

- ① Hijack "near mines" Surface
 - ② Cooper Bill List ~~sent~~ Create
"Almond Related"
 - ③ List of \$20.00 number, Spend Hunt
for D.B. Cooper.
 - ④ Skyjacked \$20.00 went Maybe
Secret
- DB Cooper-22562

(Mount Clipping in Space Below)

Pages 28, 29, 30 and 31 of 'Cooper' Bills

L45 881 1158 63A L46 342 8364 69 L47 835 478A 69 L49 118 818A 69 L50 249 7858 63A
 L45 891 3128 63A L46 349 1964 69 L47 846 903A 69 L49 127 097A 69 L50 267 9338 63A
 L45 893 4768 63A L46 357 0278 63A L47 845 544A 69 L49 131 024A 69 L50 426 3518 63A
 L45 915 587B 63A L46 415 353A 69 L47 849 259A 69 L49 171 931A 69 L50 519 9708 63A
 L45 937 9058 63A L46 420 419A 69 L47 850 7058 63A L49 224 903A 69 L50 530 7008 63A
 L45 938 4778 63A L46 429 704A 69 L47 852 504A 69 L49 302 6728 63A L50 705 7808 63A
 L45 947 1938 63A L46 477 299A 69 L47 860 293A 69 L49 319 250A 69 L50 875 661A 69
 L45 947 517B 63A L46 481 189A 69 L47 900 364B 63A L49 349 712A 69 L50 888 6858 63A
 L45 959 1828 63A L46 486 0798 63A L47 900 593A 69 L49 370 392A 69 L50 905 696A 69
 L45 963 0478 63A L46 489 586A 69 L47 904 2308 63A L49 371 110A 69 L50 906 409B 63A
 L45 976 4858 63A L46 493 3668 63A L47 917 881B 63A L49 371 137A 69 L50 931 604B 63A
 L45 978 515B 63A L46 495 833A 69 L47 931 581B 63A L49 400 3098 63A L50 936 682A 69
 L46 018 662B 63A L46 517 317A 69 L47 931 903A 69 L49 424 974B 63A L50 937 0454 69
 L46 036 567B 63A L46 518 535A 69 L47 952 733A 69 L49 441 551B 63A L50 968 787A 69
 L46 045 269A 69 L46 551 860A 63A L47 965 554B 63A L49 451 536A 69 L50 971 820A 69
 L46 047 805A 69 L46 552 819A 69 L47 976 826B 63A L49 471 820B 63A L50 972 0426 63A
 L46 057 4358 63A L46 559 821A 69 L48 065 924B 63A L49 534 0078 63A L50 979 8078 63A
 L46 059 909A 69 L46 619 3278 63A L48 067 485B 63A L49 556 894B 63A L51 001 027A 69
 L46 062 458B 63A L46 895 449B 63A L48 071 328B 63A L49 587 0658 63A L51 025 0338 63A
 L46 066 976A 69 L47 080 564B 63A L48 130 217B 63A L49 620 221A 69 L51 034 0458 63A
 L46 070 933B 63A L47 091 551A 63A L48 381 727B 63A L49 671 794B 63A L51 044 8958 63A
 L46 073 0578 63A L47 163 547B 63A L48 384 616B 63A L49 714 639B 63A L51 054 6068 63A
 L46 081 910B 63A L47 224 479B 63A L48 428 974B 63A L49 811 588B 63A L51 057 819B 63A
 L46 087 671B 63A L47 224 985B 63A L48 473 322B 63A L49 812 571B 63A L51 057 845A 63A
 L46 095 825A 69 L47 298 645A 69 L48 593 624A 69 L49 838 509B 63A L51 066 071B 63A
 L46 101 550B 63A L47 319 663A 69 L48 603 998A 69 L49 839 325B 63A L51 066 517A 69
 L46 104 664B 63A L47 343 927A 69 L48 614 491A 69 L49 844 0768 63A L51 067 350A 69
 L46 107 842B 63A L47 361 969B 63A L48 626 301A 69 L49 863 329B 63A L51 067 404A 69
 L46 109 850B 63A L47 411 464B 63A L48 651 844A 69 L49 921 834B 63A L51 067 536B 63A
 L46 112 268A 69 L47 465 690A 63A L48 651 934A 69 L49 940 961B 63A L51 067 792B 63A
 L46 120 807B 63A L47 470 809A 69 L48 656 782A 69 L49 941 040B 63A L51 068 811B 63A
 L46 123 683A 69 L47 494 100B 63A L48 656 162B 69 L49 952 389B 63A L51 079 019B 63A
 L46 131 451B 63A L47 513 113A 69 L48 665 922B 63A L49 968 480B 63A L51 085 592B 63A
 L46 133 555A 69 L47 571 013B 63A L48 683 744A 69 L49 979 255B 63A L51 094 873B 63A
 L46 160 731B 63A L47 573 782A 69 L48 686 348A 69 L49 999 389B 63A L51 097 346A 69
 L46 165 535B 63A L47 621 840A 69 L48 700 796A 69 L50 005 361B 63A L51 097 445B 63A
 L46 165 619B 63A L47 627 366A 69 L48 708 285A 69 L50 014 025B 63A L51 099 470A 69
 L46 169 515B 63A L47 667 424A 69 L48 742 122A 69 L50 037 424B 63A L51 099 502B 63A
 L46 173 279B 63A L47 682 338A 69 L48 743 698A 69 L50 038 319B 63A L51 102 165B 63A
 L46 183 359B 63A L47 693 850A 69 L48 747 293B 63A L50 044 232B 63A L51 104 917B 63A
 L46 187 512B 63A L47 656 626A 69 L48 760 482B 63A L50 046 743B 63A L51 111 847B 63A
 L46 196 815B 63A L47 661 241A 69 L48 778 266A 69 L50 052 655B 63A L51 115 030B 63A
 L46 199 134A 69 L47 661 749A 69 L48 790 449A 69 L50 061 312B 63A L51 121 880B 63A
 L46 206 346B 63A L47 662 332B 63A L48 801 824A 69 L50 063 115B 63A L51 131 026B 63A
 L46 220 567B 63A L47 681 747A 69 L48 910 543A 69 L50 077 715B 63A L51 131 678B 63A
 L46 225 058B 63A L47 686 731A 69 L48 936 755A 69 L50 080 368B 63A L51 132 211B 63A
 L46 225 130B 63A L47 690 771A 69 L48 955 463A 69 L50 093 642B 63A L51 146 051B 63A
 L46 226 673B 63A L47 717 373A 69 L48 975 242B 69 L50 103 404B 63A L51 148 214B 63A
 L46 225 604B 63A L47 718 143A 69 L48 994 055A 69 L50 118 452B 63A L51 151 808B 63A
 L46 227 525B 63A L47 767 272A 69 L48 971 005B 63A L50 121 321B 63A L51 162 244A 69
 L46 276 434A 69 L47 766 648A 69 L48 981 022B 63A L50 123 015B 63A L51 162 485A 63A
 L46 284 255B 63A L47 747 453A 69 L48 985 838A 69 L50 130 084B 63A L51 162 607A 69
 L46 285 913B 63A L47 759 369B 63A L49 005 502A 63A L50 148 798B 63A L51 186 757A 69
 L46 303 102A 69 L47 766 389A 69 L49 008 131A 69 L50 164 381B 63A L51 188 758A 69
 L46 321 265A 69 L47 767 201A 69 L49 054 726B 69 L50 190 929B 63A L51 190 213A 69
 L46 323 760A 69 L47 768 930B 504 L49 057 072A 69 L50 195 520B 63A L51 191 193A 69
 L46 325 962A 69 L47 807 706A 69 L49 060 843B 63A L50 195 607B 63A L51 193 990A 69
 L46 331 908B 63A L47 813 029B 63A L49 069 487A 69 L50 198 995B 63A L51 195 355A 69
 L46 334 624B 63A L47 820 750A 69 L49 097 572A 69 L50 221 033A 69 L51 225 051A 69
 L46 341 573B 63A L47 824 336B 63A L49 118 506A 69 L50 221 823B 63A L51 228 649B 63A

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

13 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 12, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NCRJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
FBI - SEATTLE	

DB Cooper-22563

164-81-Sub-B

L51 229 551A 69	L51 313 973A 69	L51 537 747B 63A	L51 471 463A 69	L54 619 283A 69
L51 230 351A 69	L51 317 216B 63A	L51 540 467B 63A	L53 486 660A 69	L54 620 737A 69
L51 230 8058 63A	L51 320 151A 69	L51 550 5058 63A	L53 506 716A 69	L54 622 275A 69
L51 231 858A 69	L51 323 183B 63A	L51 551 9388 63A	L53 527 561A 60	L54 623 225A 69
L51 231 990A 69	L51 332 977B 63A	L51 563 577B 63A	L53 539 983A 69	L54 624 515A 69
L51 232 2658 63A	L51 334 139B 63A	L51 573 025B 63A	L53 580 769A 69	L54 625 538A 69
L51 234 402A 69	L51 335 013A 69	L51 573 659B 63A	L53 580 998A 69	L54 626 211A 69
L51 236 3778 63A	L51 335 865A 69	L51 580 377B 63A	L53 644 080A 63A	L54 626 860A 69
L51 236 536B 63A	L51 341 856B 63A	L51 590 165B 63A	L53 672 794A 69	L54 627 575A 69
L51 236 920A 69	L51 350 712B 63A	L51 592 616B 63A	L53 692 702A 69	L54 627 879A 69
L51 237 310A 69	L51 351 616B 63A	L51 603 804A 69	L53 695 865A 69	L54 648 237A 69
L51 237 666A 69	L51 352 108B 63A	L51 605 803B 63A	L53 718 510A 69	L54 648 822A 69
L51 240 266B 63A	L51 352 269A 69	L51 665 501B 63A	L53 721 401B 504	L54 649 682A 69
L51 240 578A 69	L51 353 378A 69	L51 726 672B 63A	L53 724 140A 69	L54 650 376A 69
L51 243 553A 69	L51 357 729B 63A	L51 803 607A 69	L53 733 523A 69	L54 650 466A 69
L51 244 560B 63A	L51 358 584B 65	L51 808 346B 63A	L53 766 508A 69	L54 650 582A 69
L51 245 120A 69	L51 359 526B 63A	L51 819 498B 63A	L53 809 555A 69	L54 652 333A 69
L51 245 979A 63A	L51 364 512A 63A	L51 898 939A 69	L53 833 276A 69	L54 652 980A 69
L51 246 142A 69	L51 364 605B 63A	L51 965 145B 63A	L53 842 152A 69	L54 654 456A 69
L51 250 158A 69	L51 372 824B 63A	L51 992 124A 69	L53 867 582A 50	L54 655 058A 69
L51 250 612A 69	L51 378 821B 63A	L51 993 286A 69	L53 868 103A 69	L54 656 315A 69
L51 250 757A 69	L51 385 893A 69	L51 994 395A 69	L53 888 660A 69	L54 658 627A 69
L51 254 184A 69	L51 389 317A 69	L51 996 588B 63A	L54 142 995A 69	L54 680 585A 69
L51 255 168A 69	L51 390 537A 69	L51 996 825B 69	L54 388 817A 69	L54 681 158A 69
L51 255 706A 69	L51 390 822A 69	L52 001 057A 69	L54 390 171A 69	L54 682 032A 69
L51 256 002A 69	L51 390 678A 69	L52 005 316A 69	L54 398 212A 69	L54 682 752A 69
L51 256 016A 69	L51 391 787A 69	L52 007 726A 69	L54 508 754A 69	L54 682 795A 69
L51 256 623A 69	L51 393 723B 63A	L52 081 837A 69	L54 589 562A 69	L54 682 912A 69
L51 262 158A 69	L51 394 586A 69	L52 091 032A 69	L54 595 313A 69	L54 683 191A 69
L51 262 161A 69	L51 396 949B 63A	L52 095 523A 69	L54 596 048A 69	L54 684 174A 69
L51 262 795A 69	L51 402 180B 63A	L52 095 644A 69	L54 598 471A 69	L54 684 786A 69
L51 276 987A 69	L51 405 160B 63A	L52 102 418A 69	L54 599 809A 69	L54 687 389A 69
L51 279 635A 69	L51 408 459A 69	L52 111 215A 69	L54 599 862A 69	L54 687 577A 69
L51 280 751A 69	L51 408 618B 63A	L52 111 716A 69	L54 600 088A 69	L54 687 579A 69
L51 280 835A 69	L51 408 734A 69	L52 134 668B 63A	L54 603 997A 69	L54 688 239A 69
L51 281 444A 69	L51 409 335A 69	L52 152 786A 69	L54 604 143A 69	L54 689 310A 69
L51 286 965B 63A	L51 410 300A 69	L52 153 410A 69	L54 605 525A 69	L54 690 571A 69
L51 288 643A 69	L51 417 212A 69	L52 285 580A 69	L54 605 826A 69	L54 690 804A 69
L51 289 155A 69	L51 417 425A 69	L52 472 283A 69	L54 607 585A 69	L54 691 301A 69
L51 289 232A 69	L51 417 692B 63A	L52 473 074A 69	L54 608 298A 69	L54 691 427A 69
L51 290 035A 69	L51 420 960A 69	L52 474 738A 69	L54 608 495A 69	L54 691 707A 69
L51 290 497A 69	L51 421 123A 69	L52 474 831A 69	L54 608 951A 69	L54 746 659A 69
L51 291 808A 69	L51 422 113A 69	L52 475 833A 69	L54 609 927A 69	L54 746 028A 69
L51 292 676A 69	L51 434 177B 63A	L52 475 775A 69	L54 610 151A 69	L54 746 981A 69
L51 292 280A 69	L51 435 201B 63A	L52 528 110A 69	L54 610 560A 69	L54 826 435A 69
L51 293 586A 69	L51 438 007A 69	L52 575 381A 69	L54 610 744A 69	L54 826 522A 69
L51 293 547A 69	L51 438 702A 69	L52 588 158C 50C	L54 611 458A 69	L54 828 577A 69
L51 295 053A 69	L51 439 551A 69	L52 600 743A 69	L54 612 704A 69	L54 828 500A 69
L51 300 652A 69	L51 439 681A 69	L52 666 341A 69	L54 612 960A 69	L54 830 483A 69
L51 301 810A 69	L51 439 859A 69	L52 670 095A 69	L54 613 441A 69	L54 831 041A 69
L51 302 466B 63A	L51 439 957A 69	L52 682 505A 69	L54 613 529A 69	L54 831 420A 69
L51 303 555A 69	L51 444 016A 69	L52 698 292A 69	L54 613 921A 69	L54 831 541A 69
L51 303 861A 69	L51 444 964A 69	L52 811 504A 69	L54 615 170A 69	L54 831 614A 69
L51 309 921A 69	L51 473 828B 63A	L52 933 114A 69	L54 615 335A 69	L54 833 450A 69
L51 310 292A 69	L51 476 137B 63A	L53 062 329A 69	L54 616 328A 69	L54 833 695A 69
L51 311 475A 69	L51 507 167B 63A	L53 129 125A 69	L54 616 360A 69	L54 834 161A 69
L51 311 682A 69	L51 511 966B 63A	L53 133 067A 69	L54 617 250A 69	L54 834 774A 69
L51 313 346A 69	L51 512 514B 63A	L53 296 755A 69	L54 617 586A 69	L54 892 281A 69
L51 313 516A 69	L51 528 745B 63A	L53 307 222A 69	L54 618 627A 69	L54 892 503A 69
L51 313 888A 69	L51 535 258B 63A	L53 404 350A 69	L54 619 166A 69	L54 892 620A 69

L54 893 998A 69	L55 099 032A 69	L55 409 508B 63A	L55 804 7258 63A	L57 237 458A 69
L54 894 451A 69	L55 105 414A 69	L55 424 570A 69	L55 808 2588 63A	L57 237 551A 69
L54 896 739A 69	L55 105 445A 69	L55 435 565B 63A	L55 809 3638 63A	L57 237 605A 69
L54 897 450A 69	L55 106 468A 69	L55 450 431B 63A	L55 810 7598 63A	L57 238 395A 69
L54 897 825A 69	L55 106 469A 69	L55 460 2828 63A	L55 826 6178 63A	L57 239 514A 69
L54 897-276A 69	L55 106 470A 69	L55 478 3638 63A	L55 833 1498 63A	L57 248 587A 69
L54 904-730A 69	L55 106 471A 69	L55 479 0788 63A	L55 833 6188 63A	L57 248 777A 69
L54 907 155A 69	L55 107 817A 69	L55 479 2728 63A	L55 850 4098 63A	L57 251 135A 69
L54 929 823A 69	L55 128 895A 69	L55 486 2398 63A	L55 857 5758 63A	L57 251 274A 69
L54 984 623A 69	L55 130 077A 69	L55 486 6058 63A	L55 860 6814 69	L57 334 083A 69
L54 984-729A 69	L55 131 990A 69	L55 497 0088 63A	L55 866 9904 69	L57 339 200A 69
L54 989 056A 69	L55 160 533A 69	L55 508 1788 63A	L55 865 2888 63A	L57 339 538A 69
L54 990 613A 69	L55 161 632A 69	L55 510 2658 63A	L55 866 7728 63A	L57 339 999A 69
L55 001 351A 69	L55 162 832A 69	L55 518 013B 63A	L55 868 6678 63A	L57 369 294A 69
L55 002 846A 69	L55 163 191A 69	L55 522 2998 69	L55 888 4768 63A	L57 369 675A 69
L55 003 882A 69	L55 164 485A 69	L55 524 2488 63A	L55 886 011A 63A	L57 370 326A 69
L55 004 468A 69	L55 165 777A 69	L55 526 1968 63A	L55 892 3428 63A	L57 370 868A 69
L55 006 820A 69	L55 166 818A 69	L55 532 4458 63A	L55 899 2458 63A	L57 388 140A 69
L55 016 896A 69	L55 167 648B 63A	L55 537 6548 63A	L56 105 7048 63A	L57 387 458A 69
L55 017 109A 69	L55 169 431B 63A	L55 541 0848 63A	L56 175 3124 69	L57 390 054A 69
L55 017 595A 69	L55 201 615B 63A	L55 547 7268 63A	L56 283 6828 63A	L57 390 862A 69
L55 017 631A 69	L55 211 551B 63A	L55 556 8528 63A	L56 286 0554 69	L57 391 175A 69
L55 018 155A 69	L55 222 782B 63A	L55 555 9678 63A	L56 291 201A 69	L57 391 456A 69
L55 018 636A 69	L55 223 426B 63A	L55 563 8428 63A	L56 292 042A 63A	L57 400 558A 69
L55 019 087A 69	L55 224 329B 63A	L55 590 2988 63A	L56 309 888A 63A	L57 401 125A 69
L55 020 693A 69	L55 225 430B 63A	L55 594 0488 63A	L56 310 698A 63A	L57 432 133A 69
L55 020 575A 69	L55 226 806B 63A	L55 603 6498 63A	L56 319 706A 50	L57 434 411A 69
L55 025 841A 69	L55 252 932B 63A	L55 605 2378 63A	L56 319 791B 63A	L57 434 873A 69
L55 025 999A 69	L55 256 909B 63A	L55 610 8548 63A	L56 330 387A 63A	L57 435 609A 69
L55 026 203A 69	L55 258 570B 63A	L55 624 792B 63A	L56 333 598A 63A	L57 438 743A 69
L55 026 460A 69	L55 266 467A 69	L55 628 314B 63A	L56 350 292A 63A	L57 440 741A 69
L55 026 870A 69	L55 268 946A 69	L55 631 913B 63A	L56 360 764A 63A	L57 441 978A 69
L55 032 211A 69	L55 270 995A 69	L55 664 593B 63A	L56 417 777A 69	L57 442 808A 69
L55 033 389A 69	L55 271 121A 69	L55 670 1478 63A	L56 439 365A 63A	L57 443 494A 69
L55 034 854A 69	L55 282 966B 63A	L55 678 1128 63A	L56 443 884A 63A	L57 444 593A 69
L55 034 932A 69	L55 288 944B 63A	L55 682 2768 63A	L56 510 3840 63A	L57 447 732A 69
L55 035 010A 69	L55 289 737B 63A	L55 692 1978 63A	L56 678 799A 69	L57 452 910A 69
L55 046 422A 69	L55 290 992B 63A	L55 700 922B 63A	L56 954 0664 69	L57 454 201A 69
L55 049 578A 69	L55 299 140B 63A	L55 703 0808 63A	L57 003 506A 63A	L57 456 346A 69
L55 050 121A 69	L55 301 556B 63A	L55 706 979B 63A	L57 110 577A 69	L57 456 179A 69
L55 064 211A 69	L55 307 518B 63A	L55 708 921B 63A	L57 209 900A 69	L57 457 414A 69
L55 064 900A 69	L55 311 571B 63A	L55 713 801B 63A	L57 210 222A 69	L57 458 605A 69
L55 065 856A 69	L55 315 329B 63A	L55 715 822B 63A	L57 213 960A 69	L57 459 907A 69
L55 066 538A 69	L55 321 996B 63A	L55 716 901B 63A	L57 214 367A 69	L57 459 373A 69
L55 066 799A 69	L55 327 175A 69	L55 718 370B 63A	L57 215 0344 69	L57 462 530A 69
L55 066 857A 69	L55 327 376B 63A	L55 721 345B 63A	L57 215 334A 69	L57 464 218A 69
L55 066 940A 69	L55 328 144B 63A	L55 723 700B 63A	L57 215 420A 69	L57 465 558A 69
L55 067 052A 69	L55 335 037B 63A	L55 733 669B 63A	L57 217 755A 69	L57 465 233A 69
L55 067 437A 69	L55 357 371B 63A	L55 735 539B 63A	L57 218 1224 69	L57 467 966A 69
L55 067 881A 69	L55 358 809B 63A	L55 736 720B 63A	L57 218 1414 69	L57 476 103A 69
L55 067 947A 69	L55 361 427B 63A	L55 737 407B 63A	L57 219 968A 69	L57 476 295A 69
L55 071 268A 69	L55 367 901B 63A	L55 745 015B 63A	L57 228 042A 69	L57 477 042A 69
L55 071 874A 69	L55 368 089B 63A	L55 764 649B 63A	L57 228 656A 69	L57 477 753A 69
L55 088 665A 69	L55 372 948B 63A	L55 765 331B 63A	L57 229 725A 69	L57 478 325A 69
L55 089 119A 69	L55 376 548B 63A	L55 773 042B 63A	L57 229 910A 69	L57 478 358A 69
L55 090 904A 69	L55 366 321B 63A	L55 776 104B 63A	L57 229 921A 69	L57 479 774A 69
L55 094 182A 69	L55 392 600B 63A	L55 776 360B 63A	L57 230 611A 69	L57 492 945A 69
L55 094 534A 69	L55 398 987B 63A	L55 778 690B 63A	L57 233 683A 69	L57 493 630A 69
L55 095 364A 69	L55 404 645B 63A	L55 782 432B 63A	L57 235 345A 69	L57 495 445A 69
L55 095 646A 69	L55 409 144B 63A	L55 784 410B 63A	L57 236 569A 69	L57 504 478A 69

L57 505 202A 69	L58 650 317B 63A	L58 031 947B 63A	L58 315 694B 63A	L63 081 445B 63A
L57 505 318A 69	L58 652 827B 63A	L58 033 367B 63A	L58 318 203B 63A	L63 103 359B 63A
L57 506 024A 69	L58 661 579B 63A	L58 060 717B 63A	L58 319 518B 63A	L63 124 171B 63A
L57 506 272A 69	L58 666 626B 63A	L58 068 118B 63A	L58 320 338B 63A	L63 129 464A 69
L57 506 443A 69	L58 672 890B 63A	L58 056 644B 63A	L58 322 668B 63A	L63 157 252B 63A
L57 507 008A 69	L58 681 575B 63A	L58 059 424B 63A	L58 337 090B 63A	L63 162 159B 63A
L57 507 318A 69	L58 686 595A 69	L58 068 606B 63A	L58 339 892B 63A	L63 382 396B 63A
L57 656 062A 69	L58 693 430B 63A	L58 069 550B 63A	L58 344 366B 63A	L63 475 823B 63A
L57 556 246A 69	L58 709 114B 63A	L58 071 276B 63A	L58 348 580B 63A	L63 496 731B 63A
L57 557 116A 69	L58 739 858B 63A	L58 071 401B 63A	L58 355 927A 69	L63 519 771A 69
L57 557 847A 69	L58 747 598B 63A	L58 078 271B 63A	L58 701 143A 69	L63 534 628A 69
L57 557 941A 69	L58 749 729A 69	L58 080 899B 63A	L58 709 843A 69	L63 535 133A 69
L57 564 920A 69	L58 750 130B 63A	L58 084 894B 63A	L58 050 520A 63A	L63 601 845B 63A
L57 567 887A 69	L58 751 555B 63A	L58 108 978B 63A	L60 112 215A 69	L63 615 322A 69
L57 567 980A 69	L58 753 766B 63A	L58 110 787B 63A	L60 124 698A 69	L63 767 522B 63A
L57 570 504A 69	L58 754 502B 63A	L58 111 211B 63A	L60 125 856A 69	L63 814 750B 63A
L57 570 580A 69	L58 762 308B 63A	L58 125 567B 63A	L60 159 368A 69	L63 843 767A 63A
L57 570 676A 69	L58 789 509B 63A	L58 134 224B 63A	L60 669 640A 69	L64 001 620B 63A
L57 573 002A 69	L58 796 091B 63A	L58 134 240B 63A	L60 753 103A 50	L64 030 557A 69
L57 573 361A 69	L58 799 358B 63A	L58 135 978A 69	L60 838 400B 63A	L64 095 534A 69
L57 576 580A 69	L58 812 562B 63A	L58 136 973B 63A	L60 869 210A 50	L64 110 437A 69
L57 576 686A 69	L58 816 665B 63A	L58 137 532B 63A	L61 001 060B 63A	L64 153 148A 69
L57 579 493A 69	L58 824 714B 63A	L58 140 533B 63A	L61 017 382A 69	L64 160 204B 63A
L57 580 262A 69	L58 829 507B 63A	L58 143 027B 63A	L61 062 727B 63A	L64 184 922B 63A
L57 580 366A 69	L58 831 415B 63A	L58 152 232B 63A	L61 078 489A 50	L64 272 566B 63A
L57 581 542A 69	L58 835 867B 63A	L58 155 339B 63A	L61 254 210B 63A	L64 328 749B 63A
L57 583 496A 69	L58 836 266B 63A	L58 155 756B 63A	L61 271 237B 63A	L64 337 935B 63A
L57 584 434A 69	L58 839 635B 63A	L58 159 578B 63A	L61 277 441A 50	L64 382 817B 63A
L57 584 469A 69	L58 842 305B 63A	L58 167 150B 63A	L61 295 675B 63A	L64 394 698B 63A
L57 584 522A 69	L58 860 206A 63A	L58 170 463B 63A	L61 299 569B 63A	L64 418 373B 63A
L57 586 523A 69	L58 861 325B 63A	L58 179 317B 63A	L61 509 304A 69	L64 421 819B 63A
L57 586 987A 69	L58 873 725B 63A	L58 179 837B 63A	L61 510 997A 69	L64 534 651B 63A
L57 587 736A 69	L58 875 850A 69	L58 184 785B 63A	L61 561 259A 50	L64 535 262B 63A
L57 590 151A 69	L58 887 952B 63A	L58 185 365B 63A	L61 599 505B 63A	L64 549 397B 63A
L57 590 550A 69	L58 910 645B 63A	L58 191 991B 63A	L61 603 483B 63A	L64 584 636B 63A
L57 590 641A 69	L58 911 960A 69	L58 196 681B 63A	L61 626 024B 63A	L64 672 370B 63A
L57 594 199A 69	L58 917 998B 63A	L58 198 869B 63A	L61 658 619A 50	L64 719 383B 63A
L57 624 034A 69	L58 918 857B 63A	L58 205 046B 63A	L61 829 956B 63A	L64 792 342B 63A
L57 624 181A 69	L58 922 990B 63A	L58 208 087B 63A	L61 947 071B 63A	L64 891 210B 63A
L57 624 808A 69	L58 927 745B 63A	L58 217 181B 63A	L61 980 533B 63A	L64 894 419B 63A
L57 624 988A 69	L58 928 273B 63A	L58 222 385B 63A	L62 027 823B 63A	L64 900 094B 63A
L57 625 598B 69	L58 928 455B 63A	L58 227 640B 63A	L62 107 919B 63A	L64 914 331B 63A
L57 627 181A 69	L58 929 981B 63A	L58 228 930B 63A	L62 161 124B 63A	L64 915 767B 63A
L57 656 572A 69	L58 952 937B 63A	L58 231 256B 63A	L62 193 178A 69	L64 922 016B 63A
L57 766 675A 69	L58 968 535B 63A	L58 240 051B 63A	L62 236 825A 69	L64 926 196B 63A
L57 900 656A 69	L58 970 590B 63A	L58 257 173B 63A	L62 354 296B 63A	L64 927 518B 63A
L57 947 594A 69	L58 972 643B 63A	L58 262 548B 63A	L62 372 982B 63A	L64 927 520B 63A
L57 976 534A 69	L58 975 345B 63A	L58 265 555B 63A	L62 424 965A 69	L64 931 968B 63A
L58 018 733B 63A	L58 992 920B 63A	L58 265 696B 63A	L62 443 842A 69	L64 932 462B 63A
L58 044 796A 69	L58 994 765B 63A	L58 267 844B 63A	L62 458 429A 69	L64 967 509B 63A
L58 045 801B 63A	L58 003 216B 63A	L58 273 712B 63A	L62 522 595B 63A	L64 977 338B 63A
L58 072 394A 69	L58 011 361B 63A	L58 286 009B 63A	L62 647 499B 63A	L65 004 692B 63A
L58 078 294A 69	L58 011 451B 63A	L58 296 676B 63A	L62 685 904B 63A	L65 008 445B 63A
L58 079 430A 69	L58 013 091B 63A	L58 299 901B 63A	L62 704 987B 63A	L65 009 985B 63A
L58 104 272B 63A	L58 016 340B 63A	L58 301 887A 69	L62 705 226B 63A	L65 011 833B 63A
L58 105 189A 69	L58 019 085B 63A	L58 303 171B 63A	L62 799 772B 63A	L65 018 305B 63A
L58 392 730A 69	L58 023 352B 63A	L58 305 267B 63A	L62 867 819B 63A	L65 020 407B 63A
L58 401 435B 63A	L58 028 874B 63A	L58 306 925B 63A	L62 881 841B 63A	L65 029 240B 63A
L58 423 325A 63A	L58 029 790B 63A	L58 310 555B 63A	L62 886 763B 63A	L65 030 114B 63A
L58 585 556A 69	L58 030 547B 63A	L58 312 185B 63A	L63 022 186B 63A	L65 050 309B 63A

① Journal Complete 'Cooper' Bill
Lister

DB Cooper-22567

(Mount Clipping in Space Below)

\$20 FEDERAL RESERVE NOTE

PAGE 27

L40 298 929A 69	L40 795 076A 69	L41 727 424B 63A	L42 16 608A 63A	L44 394 693B 63A
L40 298 930A 69	L40 814 151B 63A	L41 740 670B 63A	L42 787 671A 63A	L44 401 836B 63A
L40 308 592B 63A	L40 816 793B 63A	L41 778 2005 63A	L42 844 524B 63A	L44 405 499B 63A
L40 314 317A 69	L40 852 165A 69	L41 788 998B 63A	L42 852 357A 69	L44 421 742A 69
L40 315 475A 69	L40 852 655A 69	L41 850 992B 63A	L42 875 024A 69	L44 455 573B 63A
L40 331 495A 69	L40 854 670A 69	L41 853 230B 63A	L42 987 359B 63A	L44 501 951A 69
L40 340 419A 69	L40 855 824A 69	L41 904 781B 63A	L42 992 282B 63A	L44 503 585A 69
L40 341 872A 69	L40 855 825A 69	L41 907 121B 63A	L43 029 777B 63A	L44 505 650A 69
L40 343 965A 69	L40 855 830A 69	L41 915 625B 63A	L43 037 597B 63A	L44 509 271A 69
L40 343 966A 69	L40 857 976A 69	L41 926 007B 63A	L43 055 784A 69	L44 534 660A 69
L40 343 967A 69	L40 900 984A 69	L41 928 888B 63A	L43 056 617B 63A	L44 566 444A 69
L40 343 968A 69	L40 912 598A 69	L41 930 443B 63A	L43 056 905B 63A	L44 567 401A 69
L40 343 969A 69	L40 915 176B 63A	L41 997 469B 63A	L43 133 788B 63A	L44 567 405K 63A
L40 343 970A 69	L40 944 483B 63A	L42 027 412B 63A	L43 168 458B 63A	L44 567 008A 69
L40 343 971A 69	L40 944 913B 63A	L42 070 812A 69	L43 196 698A 69	L44 630 078B 63A
L40 343 972A 69	L40 947 915B 63A	L42 112 113B 63A	L43 213 873A 69	L44 637 615B 63A
L40 343 973A 69	L40 983 141A 69	L42 235 163B 63A	L43 214 579A 69	L44 648 474B 63A
L40 343 974A 69	L40 989 412A 69	L42 240 791A 69	L43 228 317A 69	L44 664 117B 63A
L40 343 975A 69	L41 008 698A 69	L42 282 518B 63A	L43 235 544A 69	L44 703 820A 69
L40 343 976A 69	L41 017 555B 63A	L42 267 240A 69	L43 239 695A 69	L44 729 088A 69
L40 343 978A 69	L41 026 398A 69	L42 267 242A 69 [*]	L43 257 273B 63A	L44 754 457B 63A
L40 343 980A 69	L41 069 131A 69	L42 294 027B 63A	L43 292 172A 69	L44 793 098A 69
L40 343 981A 69	L41 102 404B 63A	L42 323 769A 69	L43 295 372B 63A	L44 802 029A 69
L40 343 982A 69	L41 105 633A 69	L42 349 562A 63A	L43 302 034A 69	L44 802 851A 69
L40 343 985A 69	L41 135 868B 63A	L42 356 718A 63A	L43 303 102A 69	L44 803 351A 69
L40 343 986A 69	L41 141 778A 69	L42 366 194A 63A	L43 331 556A 69	L44 815 178B 63A
L40 343 987A 69	L41 144 245A 69	L42 367 013A 63A	L43 343 428B 63A	L44 820 721A 69
L40 343 988A 63A	L41 147 798A 69	L42 375 051A 69	L43 354 298A 69	L44 822 108A 69
L40 343 989A 63A	L41 150 415B 63A	L42 385 000A 69	L43 368 868A 69	L44 823 367B 63A
L40 444 097A 69	L41 163 399A 69	L42 449 524A 63A	L43 401 112B 63A	L44 826 299B 63A
L40 444 255A 69	L41 190 403A 69	L42 452 626A 63A	L43 440 155B 63A	L44 856 694B 63A
L40 446 233A 69	L41 192 314A 69	L42 458 594A 63A	L43 449 491A 69	L44 895 807B 63A
L40 448 903B 63A	L41 234 686A 69	L42 460 545A 63A	L43 453 905B 63A	L44 897 664B 63A
L40 451 626B 63A	L41 246 553A 69	L42 473 360A 63A	L43 468 202B 63A	L44 920 455B 63A
L40 461 450B 63A	L41 281 407A 69	L42 476 949A 63A	L43 524 594A 69	L44 929 835B 63A
L40 525 751A 69	L41 322 285A 69	L42 478 394A 69	L43 525 238A 69	L44 932 796B 63A
L40 531 159A 69	L41 323 297A 69	L42 489 915A 63A	L43 545 227A 69	L44 935 920B 63A
L40 561 074A 69	L41 342 531A 69	L42 518 493A 63A	L43 583 750A 69	L44 954 915B 63A
L40 563 037B 63A	L41 354 441A 69	L42 519 507B 63A	L43 692 336A 69	L45 000 467B 63A
L40 565 473A 69	L41 358 134B 63A	L42 581 403A 69	L43 705 037A 69	L45 012 526B 63A
L40 565 588A 69	L42 361 210A 69	L42 596 587A 63A	L43 741 326A 69	L45 016 621B 63A
L40 565 953A 69	L42 381 691A 69	L42 596 624A 63A	L43 741 703B 63A	L45 032 495B 63A
L40 567 399A 69	L41 384 436A 69	L42 608 253A 63A	L43 742 105A 69	L45 056 770B 63A
L40 567 590A 69	L41 391 394A 69	L42 625 359A 69	L43 742 306A 69	L45 071 898B 63A
L40 584 667A 69	L41 421 758A 69	L42 628 998A 69	L43 798 013B 63A	L45 073 570B 63A
L40 586 022A 69	L41 421 866A 69	L42 639 059A 63A	L43 800 741B 63A	L45 084 730B 63A
L40 587 281A 69	L41 425 983A 69	L42 642 587A 69	L43 837 430B 63A	L45 124 054B 63A
L40 588 242A 69	L41 519 461B 63A	L42 643 862A 69	L43 900 152A 69	L45 124 874B 63A
L40 590 277A 69	L41 521 522B 63A	L42 646 195A 63A	L43 911 865A 69	L45 125 240B 63A
L40 591 672A 69	L41 538 480A 69	L42 654 265B 63A	L43 952 033B 63A	L45 130 004B 63A
L40 591 767A 69	L41 544 960A 69	L42 660 017A 69	L43 983 346B 63A	L45 146 709B 63A
L40 623 750A 69	L41 550 110B 63A	L42 672 361A 69	L43 997 933A 69	L45 160 059B 63A
L40 627 315A 69	L41 554 958A 69	L42 698 058A 69	L44 170 548B 63A	L45 455 580B 63A
L40 655 266B 63A	L41 556 039A 69	L42 696 647A 69	L44 225 435B 63A	L45 531 294B 63A
L40 657 286B 63A	L41 570 546B 63A	L42 701 565A 69	L44 229 205B 63A	L45 854 936B 63A
L40 660 212A 69	L41 577 014B 63A	L42 717 259B 63A	L44 247 555B 63A	L45 856 049B 63A
L40 660 565A 69	L41 579 523B 63A	L42 740 373A 63A	L44 271 742B 63A	L45 859 709B 63A
L40 751 630B 63A	L41 666 026C 60C	L42 749 546B 63A	L44 294 160B 63A	L45 860 218B 63A
L40 793 694A 69	L41 674 789A 63A	L42 763 384A 63A	L44 334 498B 63A	L45 875 466B 63A
L40 794 439A 69	L41 711 669B 63A	L42 763 400A 63A	L44 384 238B 63A	L45 880 631B 63A

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

THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 11, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling,

Title: NORJAK

Character:

or

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

164-81-Sub B

SEARCHED _____	INDEXED _____
SERIALIZED <input checked="" type="checkbox"/>	FILED <input checked="" type="checkbox"/>
DEC 21 1973	
FBI - SEATTLE	

DB Cooper-22568

(Mount Clipping in Space Below)

\$1,000 For \$20 Unclaimed

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

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

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

\$20 FEDERAL RESERVE NOTE

L38 117 158A 69	L38 166 565A 69	L38 189 901A 69	L38 249 090A 69	L38 289 361A 69
L38 118 127A 69	L38 169 570A 69	L38 189 998A 69	L38 249 142A 69	L38 289 447A 69
L38 119 051A 69	L38 171 609A 69	L38 189 995A 69	L38 250 430A 69	L38 289 704A 69
L38 119 208A 69	L38 171 636A 69	L38 191 690A 69	L38 250 791A 69	L38 290 383A 69
L38 119 358A 69	L38 172 141A 69	L38 191 703A 69	L38 250 856A 69	L38 290 855A 69
L38 119 631A 69	L38 172 261A 69	L38 191 865A 69	L38 250 868A 69	L38 290 748A 69
L38 119 832A 69	L38 173 363A 69	L38 191 892A 69	L38 251 012A 69	L38 290 955A 69
L38 119 862A 69	L38 173 497A 69	L38 201 625A 69	L38 252 585A 69	L38 291 115A 69
L38 120 147B 63A	L38 173 820A 69	L38 203 795A 69	L38 252 744A 69	L38 291 753A 69
L38 121 590A 69	L38 174 566A 69	L38 205 947A 69	L38 253 497A 69	L38 291 850A 69
L38 121 594A 69	L38 174 577A 69	L38 208 272A 69	L38 254 279A 69	L38 292 118A 69
L38 121 973A 69	L38 174 797A 69	L38 209 178A 69	L38 258 425A 69	L38 293 011A 69
L38 122 149A 69	L38 174 955A 69	L38 212 285A 69	L38 258 467A 69	L38 293 097A 69
L38 122 390A 69	L38 175 376A 69	L38 216 409A 69	L38 260 083A 69	L38 293 287A 69
L38 122 942A 69	L38 176 156A 69	L38 216 815A 69	L38 260 740A 69	L38 293 719A 69
L38 123 438A 69	L38 176 292A 69	L38 218 246A 69	L38 261 093A 69	L38 295 494A 69
L38 123 512A 69	L38 176 893A 69	L38 219 002A 69	L38 261 549A 69	L38 299 427A 69
L38 123 956A 69	L38 177 365A 69	L38 220 405A 69	L38 261 733A 69	L38 299 868A 69
L38 124 155A 69	L38 177 569A 69	L38 220 937A 69	L38 261 779A 63A	L38 301 348A 69
L38 124 346A 69	L38 178 134A 69	L38 221 674A 69	L38 261 948A 69	L38 302 089A 69
L38 124 870A 69	L38 178 719A 69	L38 221 794A 69	L38 262 453A 69	L38 302 779A 69
L38 126 495A 69	L38 178 876A 69	L38 222 483A 69	L38 263 525A 69	L38 303 562A 69
L38 128 035A 69	L38 179 005A 69	L38 222 584A 69	L38 269 339A 69	L38 306 065A 69
L38 128 125A 69	L38 179 056A 69	L38 222 879A 69	L38 269 483A 69	L38 308 263A 69
L38 128 348A 69	L38 179 025A 63A	L38 222 925A 69	L38 269 864A 69	L38 311 324A 69
L38 128 745A 69	L38 179 033A 69	L38 223 639A 69	L38 270 841A 63A	L38 311 433A 69
L38 129 021A 69	L38 179 323A 69	L38 223 783A 69	L38 271 220A 69	L38 313 514A 69
L38 129 294A 69	L38 179 466A 69	L38 223 854A 69	L38 272 060A 69	L38 314 920A 69
L38 129 465A 69	L38 179 493A 69	L38 224 674A 69	L38 273 366A 69	L38 316 606A 69
L38 129 510A 69	L38 180 103A 69	L38 224 946A 69	L38 273 475A 69	L38 316 652A 69
L38 129 613A 69	L38 180 752A 69	L38 225 195A 69	L38 273 478A 69	L38 316 856A 69
L38 130 441A 69	L38 181 605A 69	L38 225 298A 69	L38 275 085A 69	L38 318 357A 69
L38 131 349A 69	L38 181 719A 69	L38 225 870A 69	L38 275 090A 69	L38 322 463A 69
L38 131 914A 69	L38 181 800A 69	L38 226 312A 69	L38 275 344A 69	L38 323 569A 69
L38 138 140A 69	L38 182 061A 69	L38 226 384A 69	L38 275 420A 69	L38 323 788A 69
L38 142 001A 69	L38 182 934A 69	L38 226 903A 69	L38 275 718A 69	L38 325 424A 69
L38 142 087A 69	L38 184 137A 69	L38 227 227A 69	L38 276 273A 69	L38 328 349A 69
L38 142 938A 69	L38 184 426A 69	L38 232 089A 69	L38 276 425A 69	L38 328 653A 69
L38 143 796A 69	L38 184 452A 69	L38 232 796A 69	L38 276 640A 69	L38 330 123A 69
L38 144 238A 69	L38 184 453A 69	L38 233 460A 69	L38 276 696A 69	L38 331 124A 69
L38 144 404A 69	L38 184 456A 69	L38 234 032A 69	L38 277 335A 69	L38 331 181A 69
L38 144 539A 69	L38 184 487A 69	L38 234 033A 69	L38 277 456A 69	L38 332 818A 69
L38 145 317A 69	L38 184 522A 69	L38 235 375A 69	L38 277 657A 69	L38 332 465A 69
L38 145 487A 69	L38 184 655A 69	L38 235 779A 69	L38 278 427A 69	L38 333 700A 69
L38 150 363A 69	L38 184 842A 69	L38 238 046A 69	L38 278 769A 69	L38 336 413A 69
L38 151 724A 69	L38 186 038A 69	L38 242 657A 69	L38 278 804A 69	L38 337 219A 69
L38 151 783A 69	L38 186 531A 69	L38 244 320A 69	L38 278 815A 69	L38 337 485A 69
L38 152 184A 69	L38 186 596A 69	L38 245 531A 69	L38 278 816A 69	L38 337 692A 69
L38 152 434A 69	L38 186 818A 69	L38 245 99CA 69	L38 278 817A 69	L38 337 830A 69
L38 152 859A 63A	L38 186 871A 69	L38 246 200A 69	L38 278 833A 69	L38 338 665A 63A
L38 152 294A 69	L38 187 494A 69	L38 246 214A 69	L38 280 970A 69	L38 339 208A 69
L38 154 826A 69	L38 187 712A 69	L38 246 374A 69	L38 285 279A 69	L38 340 115A 69
L38 160 187A 69	L38 187 746A 69	L38 246 493A 69	L38 286 392A 69	L38 340 591A 69
L38 161 409A 69	L38 189 025A 69	L38 246 563A 69	L38 286 419A 69	L38 342 535A 69
L38 161 731A 69	L38 189 366A 69	L38 246 868A 69	L38 286 513A 69	L38 344 684A 69
L38 162 703A 69	L38 189 373A 69	L38 247 075A 69	L38 286 817A 69	L38 345 781A 69
L38 162 954A 69	L38 189 449A 69	L38 247 420A 69	L38 286 984A 69	L38 347 413A 69
L38 164 172A 69	L38 189 542A 69	L38 248 078A 69	L38 289 001A 69	L38 349 026A 69
L38 164 328A 69	L38 189 764A 69	L38 248 090A 69	L38 289 156A 69	L38 349 027A 69
L38 165 333A 69	L38 189 856A 69	L38 248 173A 69	L38 289 312A 69	L38 349 028A 69

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

8 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 10, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1973	
I - SEATTLE	

DB Cooper-22569

L38 349 025A 69	L38 433 499A 69	L38 501 453A 69	L38 678 496A 69	L39 209 157B 63A
L38 350 226A 69	L38 436 220A 69	L38 501 458A 69	L38 679 698A 69	L39 246 546B 63A
L38 351 697B 63A	L38 436 405A 69	L38 501 772A 69	L38 680 248A 69	L39 279 425B 63A
L38 356 430A 69	L38 436 406A 69	L38 502 085A 69	L38 681 904A 69	L39 365 149B 63A
L38 357 503A 69	L38 436 432A 69	L38 502 096A 69	L38 682 993A 69	L39 365 905B 63A
L38 360 964A 69	L38 436 696A 69	L38 502 486A 69	L38 710 472A 69	L39 467 001B 63A
L38 360 993A 69	L38 437 552A 69	L38 502 730A 69	L38 724 723A 69	L39 489 385B 63A
L38 361 465A 69	L38 442 687A 69	L38 503 097A 69	L38 725 902A 69	L39 489 795A 69
L38 363 094A 69	L38 443 457A 69	L38 503 532A 69	L38 725 815A 69	L39 492 927A 69
L38 365 231A 69	L38 443 511A 69	L38 504 323A 69	L38 725 873A 69	L39 492 598A 63A
L38 365 924A 69	L38 444 406A 69	L38 504 596A 69	L38 727 358B 63A	L39 495 370B 63A
L38 366 039A 69	L38 446 105A 69	L38 504 696A 69	L38 752 725A 69	L39 495 324A 69
L38 366 145A 69	L38 446 545A 69	L38 504 976A 69	L38 753 498A 69	L39 497 030A 69
L38 366 582A 69	L38 448 961A 69	L38 505 454A 69	L38 756 928A 69	L39 500 610B 63A
L38 370 348A 69	L38 449 852A 69	L38 505 496A 69	L38 755 141A 69	L39 507 999B 63A
L38 371 920A 69	L38 450 223A 69	L38 505 471A 69	L38 756 444A 69	L39 512 987A 63A
L38 373 127A 69	L38 450 465A 69	L38 505 770A 69	L38 756 988A 69	L39 528 714B 63A
L38 374 051A 69	L38 450 949A 69	L38 506 663A 69	L38 760 745A 69	L39 532 243A 69
L38 374 761A 69	L38 451 123A 69	L38 507 465A 69	L38 761 898A 63A	L39 543 723A 63A
L38 377 486A 69	L38 454 506A 63A	L38 507 563A 69	L38 761 976A 69	L39 545 432A 69
L38 377 668A 69	L38 455 682A 69	L38 507 766A 69	L38 762 644A 69	L39 545 752A 63A
L38 380 997A 69	L38 456 896A 69	L38 513 099A 69	L38 766 099A 69	L39 546 598B 63A
L38 384 433A 69	L38 457 289A 69	L38 513 685A 69	L38 766 405A 69	L39 547 546A 69
L38 385 004A 69	L38 464 658A 69	L38 521 370A 69	L38 768 554A 69	L39 552 232A 69
L38 385 057A 69	L38 466 127A 69	L38 524 125A 69	L38 769 237A 69	L39 563 262A 69
L38 385 798A 69	L38 466 385A 69	L38 525 025A 69	L38 771 459A 69	L39 563 758A 69
L38 387 004A 69	L38 467 574A 69	L38 525 733A 69	L38 773 352A 69	L39 563 893A 69
L38 387 994A 69	L38 489 614A 69	L38 525 917A 69	L38 774 226A 69	L39 573 406A 63A
L38 388 499A 69	L38 489 804A 69	L38 527 894A 69	L38 774 712A 69	L39 582 473A 69
L38 391 171A 69	L38 489 866A 69	L38 529 185A 69	L38 775 733A 69	L39 586 777A 69
L38 391 509A 69	L38 490 645A 69	L38 540 279A 69	L38 777 117A 69	L39 590 438A 69
L38 393 623A 69	L38 494 201A 69	L38 543 869A 69	L38 778 079A 69	L39 595 908A 69
L38 394 249A 69	L38 494 218A 69	L38 546 379A 69	L38 778 082A 69	L39 595 913A 69
L38 394 309A 69	L38 494 221A 69	L38 545 505A 69	L38 778 117A 69	L39 595 384A 69
L38 394 623A 69	L38 494 222A 69	L38 546 827A 69	L38 778 271A 69	L39 606 344A 69
L38 394 695A 69	L38 494 234A 69	L38 552 324A 69	L38 778 449A 69	L39 789 557B 63A
L38 395 576A 69	L38 494 262A 69	L38 552 409A 69	L38 778 743A 69	L39 809 231B 63A
L38 395 642A 69	L38 494 325A 69	L38 555 078A 69	L38 780 215A 69	L39 882 628B 63A
L38 399 823A 69	L38 494 805A 69	L38 605 009A 63A	L38 780 500A 69	L39 893 154B 63A
L38 400 094A 69	L38 494 956A 69	L38 620 061A 69	L38 781 123A 69	L39 902 665B 63A
L38 400 391A 69	L38 494 994A 69	L38 650 729A 69	L38 781 124A 69	L39 909 693B 63A
L38 400 424A 69	L38 496 353A 69	L38 651 793A 69	L38 781 595A 69	L40 051 643B 63A
L38 400 436A 69	L38 496 769A 69	L38 660 144A 69	L38 781 767A 69	L40 081 818B 63A
L38 401 539A 69	L38 496 783A 69	L38 660 726A 69	L38 781 832A 69	L40 115 642B 63A
L38 402 002A 69	L38 497 133A 69	L38 665 691A 69	L38 782 693A 69	L40 125 359B 63A
L38 403 123A 69	L38 497 349A 69	L38 671 863A 69	L38 782 742A 69	L40 165 256B 63A
L38 408 028A 69	L38 497 767A 69	L38 672 162A 69	L38 783 204A 69	L40 185 396A 69
L38 408 292A 69	L38 497 778A 69	L38 672 237A 69	L38 783 787A 69	L40 186 287A 69
L38 410 979A 69	L38 497 789A 69	L38 672 353A 69	L38 796 149A 69	L40 187 487A 69
L38 411 240A 69	L38 498 239A 69	L38 672 419A 69	L38 797 252A 69	L40 198 893A 69-
L38 413 156A 69	L38 498 340A 69	L38 672 499A 69	L38 815 660B 63A	L40 195 507A 69
L38 416 216A 69	L38 499 560A 69	L38 672 643A 69	L38 843 089A 69	L40 215 589B 63A
L38 416 399A 69	L38 499 751A 69	L38 673 217A 69	L38 925 909B 63A	L40 237 356A 69
L38 417 523A 69	L38 500 045A 69	L38 673 366A 69	L38 990 866B 63A	L40 239 401A 69
L38 419 544A 69	L38 500 317A 69	L38 673 501A 69	L38 991 665B 63A	L40 251 421A 69
L38 425 587A 69	L38 500 376A 69	L38 673 904A 69	L39 056 842A 69	L40 251 425A 69
L38 426 313A 69	L38 500 519A 69	L38 673 959A 69	L39 076 076A 69	L40 277 158B 63A
L38 429 466A 69	L38 501 008A 69	L38 675 809A 69	L39 151 217B 63A	L40 297 868A 69
L38 431 329A 69	L38 501 057A 69	L38 678 490A 69	L39 181 003A 69	L40 298 758A 69
L38 432 418A 69	L38 501 466A 69	L38 678 495A 69	L39 183 434B 63A	L40 298 928A 69

(Mount Clipping in Space Below)

PAGE 24

\$20 FEDERAL RESERVE NOTE

L35 644 314A 69 L35 351 5778 63A L35 454 717A 69 L36 589 135A 69 L37 594 458A 69
 L34 644 632A 69 L35 352 199A 69 L35 858 4858 63A L36 590 569A 69 L37 602 655A 69
 L34 645 275A 69 L35 356 271B 63A L35 869 414A 69 L36 609 230A 69 L37 643 631B 63A
 L34 645 291A 69 L35 361 870A 63A L35 876 250A 69 L36 610 805A 69 L37 651 627A 69
 L34 645 295A 69 L35 369 689A 69 L35 876 415A 69 L36 629 978A 69 L37 658 692B 63A
 L34 645 333A 69 L35 370 441B 63A L35 889 833A 69 L36 631 129A 69 L37 657 631A 69
 L34 646 017A 69 L35 376 390B 63A L35 848 885A 69 L36 667 884A 63A L37 681 912A 69
 L34 646 379A 69 L35 382 109B 63A L35 975 797A 69 L36 673 233A 63A L37 698 982A 69
 L34 647 619A 69 L35 388 427A 69 L35 683 576B 63A L36 681 976A 69 L37 707 678A 69
 L34 655 685B 63A L35 395 523B 63A L36 011 704A 69 L36 682 655A 69 L37 716 549A 69
 L34 682 876B 63A L35 401 457A 69 L36 014 774A 69 L36 692 532A 63A L37 726 331B 63A
 L34 686 644A 69 L35 411 209B 63A L36 027 116A 69 L36 719 0975 63A L37 736 659A 69
 L34 700 592B 63A L35 415 652B 63A L36 049 889A 63A L36 729 749A 65 L37 739 446B 63A
 L34 736 886A 69 L35 420 971B 63A L36 056 961A 69 L36 734 366A 69 L37 743 126B 63A
 L34 767 799B 63A L35 426 155B 63A L36 077 408A 69 L36 750 327A 69 L37 748 306A 69
 L34 775 948A 69 L35 432 595B 63A L36 092 557A 69 L36 778 248A 69 L37 764 308A 69
 L34 779 026B 63A L35 446 866B 63A L36 094 134A 69 L36 787 907A 69 L37 766 970A 69
 L34 783 995B 63A L35 452 537B 63A L36 097 021B 63A L36 790 476A 69 L37 781 293A 69
 L34 820 290A 69 L35 452 772B 63A L36 110 136B 63A L36 792 229A 63A L37 813 353A 69
 L34 844 549A 69 L35 454 088A 69 L36 122 862B 63A L36 803 292A 65 L37 815 284A 69
 L34 856 604A 69 L35 470 134A 65 L36 143 740B 63A L36 807 353A 63A L37 818 498A 69
 L34 907 692A 69 L35 490 584B 63A L36 154 815A 69 L36 818 150A 63A L37 820 603B 63A
 L34 921 581B 63A L35 492 550B 63A L36 164 025B 63A L36 843 835A 69 L37 830 022A 69
 L34 928 342A 69 L35 493 298B 63A L36 202 626A 69 L36 852 944A 69 L37 840 933A 69
 L34 961 596A 69 L35 495 750B 63A L36 206 082A 69 L36 912 479A 69 L37 847 958B 63A
 L34 979 527A 69 L35 498 298A 69 L36 229 145A 69 L36 968 430A 63A L37 855 585A 69
 L35 022 176A 69 L35 502 881B 63A L36 231 060A 69 L37 000 164A 69 L37 862 223A 69
 L35 059 141B 63A L35 511 803B 63A L36 231 733A 69 L37 014 308B 63A L37 870 934A 69
 L35 061 439A 69 L35 527 747B 63A L36 238 747B 63A L37 017 494A 63A L37 900 779B 63A
 L35 074 918A 69 L35 527 781B 63A L36 244 475A 69 L37 132 948A 69 L37 926 972B 63A
 L35 081 735B 63A L35 534 167B 63A L36 246 726A 69 L37 140 906A 69 L37 941 226A 69
 L35 084 910B 63A L35 534 904D 63A L36 252 774A 69 L37 217 144A 69 L37 943 020A 69
 L35 088 603A 69 L35 537 013B 63A L36 255 205A 69 L37 260 708A 69 L38 006 408A 69
 L35 095 195A 69 L35 540 543B 63A L36 256 333A 69 L37 268 600A 69 L38 008 440A 69
 L35 098 790B 63A L35 544 238A 69 L36 257 384A 69 L37 278 943A 69 L38 040 942B 63A
 L35 099 870A 69 L35 554 566A 69 L36 270 921A 69 L37 297 037A 69 L38 074 897A 69
 L35 108 650A 69 L35 563 313B 63A L36 279 768A 69 L37 359 246A 63A L38 074 992A 63A
 L35 133 661B 63A L35 563 522B 63A L36 320 826A 69 L37 365 080A 69 L38 101 018B 62A
 L35 146 612B 63A L35 571 195B 63A L36 323 677A 69 L37 370 895B 63A L38 110 077A 69
 L35 151 889A 69 L35 571 631B 63A L36 331 417B 63A L37 386 162A 69 L38 110 397A 69
 L35 156 735A 69 L35 597 600B 63A L36 356 226A 69 L37 391 081A 69 L38 111 039A 69
 L35 166 948A 69 L35 600 970A 69 L36 365 918A 69 L37 407 453A 69 L38 111 142A 69
 L35 169 482B 63A L35 615 970A 69 L36 382 246A 69 L37 416 917B 63A L38 111 377A 69
 L35 191 319B 63A L35 602 578A 69 L36 411 083A 69 L37 420 530A 69 L38 111 497A 69
 L35 194 894B 63A L35 615 970A 69 L36 414 613A 69 L37 446 968A 69 L38 111 557A 69
 L35 202 835B 63A L35 616 896A 69 L36 432 282A 69 L37 450 395A 69 L38 116 139A 69
 L35 207 226B 63A L35 622 866A 69 L36 439 805A 69 L37 450 493A 69 L38 116 143A 69
 L35 211 915A 63A L35 644 997A 69 L36 441 193A 69 L37 457 086A 69 L38 116 159A 69
 L35 230 336B 63A L35 647 246A 63A L36 443 392A 69 L37 457 794A 69 L38 116 160A 69
 L35 235 744B 63A L35 652 054B 63A L36 443 394A 69 L37 462 599A 69 L38 116 268A 69
 L35 240 167B 63A L35 662 308B 63A L36 444 844B 63A L37 469 432A 69 L38 116 189A 69
 L35 247 008B 63A L35 704 190B 63A L36 478 291A 69 L37 476 165A 69 L38 116 201A 69
 L35 215 025A 69 L35 737 897A 69 L36 479 050A 69 L37 480 651A 69 L38 116 203A 69
 L35 281 545B 63A L35 746 472A 69 L36 486 441A 69 L37 482 386A 69 L38 116 246A 69
 L35 292 007A 69 L35 755 871A 69 L36 496 921A 69 L37 489 866A 69 L38 116 249A 69
 L35 292 056A 69 L35 764 817A 69 L36 513 676A 69 L37 508 152A 69 L38 116 294A 69
 L35 293 016A 69 L35 807 712A 69 L36 535 757B 63A L37 536 952A 69 L38 116 300A 69
 L35 343 255B 63A L35 820 374A 69 L36 571 926A 69 L37 553 823A 69 L38 116 421A 69
 L35 349 551B 63A L35 824 359A 69 L36 577 876B 63A L37 557 590A 69 L38 116 449A 69
 L35 349 615B 63A L35 827 897A 69 L36 588 653A 69 L37 558 381A 69 L38 116 525A 69

Beware Bogus Bills

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

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

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

**2 THE OREGON JOURNAL
PORTLAND, OREGON**

Date: December 7, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED _____	INDEXED _____
SERIALIZED <i>by</i> _____	FILED <i>by</i> _____
DEC 21 1973	
FBI - SEATTLE	

164-81-Sub B

(Mount Clipping in Space Below)

\$20 FEDERAL RESERVE NOTE

L34 438 046A 69	L34 504 643A 69	L34 561 205A 69	L34 590 873A 69	L34 614 247A 69
L34 439 047A 69	L34 504 881A 69	L34 561 571A 69	L34 590 935A 69	L34 614 708A 69
L34 439 257A 69	L34 504 914A 69	L34 562 274A 69	L34 592 150A 69	L34 615 418A 69
L34 439 657A 69	L34 505 516A 69	L34 562 298A 69	L34 594 711A 69	L34 616 481A 69
L34 440 741A 69	L34 505 959A 69	L34 562 755A 69	L34 596 547A 69	L34 616 671A 69
L34 442 218A 69	L34 506 889A 69	L34 564 260A 69	L34 596 649A 69	L34 618 613A 69
L34 462 271A 69	L34 507 182A 69	L34 564 264A 69	L34 596 822A 69	L34 619 218A 69
L34 443 969A 69	L34 507 252A 69	L34 564 612A 69	L34 596 849A 69	L34 621 017A 69
L34 443 979A 69	L34 508 008A 69	L34 564 666A 69	L34 596 877A 69	L34 621 782A 69
L34 444 667A 69	L34 509 085A 63A	L34 564 999A 69	L34 597 353A 69	L34 622 305A 69
L34 445 596A 69	L34 509 493A 69	L34 566 962A 69	L34 597 785A 69	L34 623 102A 69
L34 447 009A 69	L34 510 924A 69	L34 567 313A 69	L34 597 946A 69	L34 623 205A 69
L34 447 525A 69	L34 511 763A 69	L34 567 484A 69	L34 597 958A 69	L34 623 364A 69
L34 449 161A 69	L34 512 571A 69	L34 567 513A 69	L34 598 031A 69	L34 624 480A 69
L34 458 142A 69	L34 512 814A 69	L34 569 567A 69	L34 598 099A 69	L34 624 536A 69
L34 458 189A 69	L34 514 138A 69	L34 569 568A 69	L34 598 208A 69	L34 625 032A 69
L34 458 531A 69	L34 514 851A 69	L34 570 156A 69	L34 598 342A 69	L34 626 234A 69
L34 458 932A 69	L34 516 465A 69	L34 570 718B 63A	L34 598 355A 69	L34 626 747A 69
L34 458 540A 69	L34 516 956A 69	L34 572 015A 69	L34 599 412A 69	L34 627 800A 69
L34 461 943A 69	L34 521 039A 69	L34 572 152A 69	L34 599 462A 69	L34 627 921A 69
L34 461 983A 69	L34 521 895B 63A	L34 572 361A 69	L34 599 794A 69	L34 628 647A 69
L34 463 237A 69	L34 527 693A 69	L34 573 051A 69	L34 599 953A 69	L34 628 654A 69
L34 463 764A 69	L34 528 158A 69	L34 573 084A 69	L34 600 095A 69	L34 628 667A 69
L34 464 751A 69	L34 529 152A 69	L34 573 085A 69	L34 600 377A 69	L34 629 413A 69
L34 466 624A 69	L34 531 004A 69	L34 573 086A 69	L34 601 223A 69	L34 629 539A 69
L34 466 857A 69	L34 531 322A 69	L34 573 176A 69	L34 601 224A 69	L34 630 030A 69
L34 466 874A 69	L34 534 449A 69	L34 575 125A 69	L34 602 578A 69	L34 630 059A 69
L34 467 591A 69	L34 535 028A 69	L34 577 033A 69	L34 602 605A 69	L34 631 311A 69
L34 472 491A 69	L34 535 740B 63A	L34 577 384A 69	L34 603 039A 69	L34 632 517A 69
L34 472 774A 69	L34 535 763A 69	L34 577 595A 69	L34 603 283A 69	L34 632 614A 69
L34 474 514A 69	L34 538 781A 69	L34 577 796A 69	L34 604 122A 69	L34 632 859A 69
L34 476 088A 69	L34 538 782A 69	L34 578 144A 69	L34 604 499A 69	L34 633 767A 69
L34 476 829A 69	L34 538 783A 69	L34 578 448A 69	L34 605 017A 69	L34 634 171A 69
L34 477 726A 69	L34 538 911A 69	L34 578 511A 69	L34 605 504A 69	L34 634 211A 69
L34 477 747A 69	L34 547 068A 69	L34 578 694A 69	L34 605 507A 69	L34 635 404A 69
L34 478 833A 69	L34 547 095A 69	L34 578 757A 69	L34 605 750A 69	L34 635 560A 69
L34 481 820A 69	L34 548 137A 69	L34 578 804A 69	L34 606 366A 69	L34 635 609A 69
L34 482 685A 69	L34 548 512A 69	L34 578 981A 69	L34 606 745A 69	L34 635 615A 69
L34 483 009A 69	L34 548 527A 69	L34 579 217A 69	L34 606 852A 69	L34 635 718A 69
L34 483 286A 69	L34 548 777A 69	L34 579 609A 69	L34 608 197A 69	L34 638 971A 69
L34 483 989A 69	L34 549 051A 69	L34 579 626A 69	L34 608 612A 69	L34 639 334A 69
L34 485 635A 69	L34 549 738A 69	L34 581 122A 69	L34 608 657A 69	L34 639 337A 69
L34 485 957A 69	L34 549 860A 69	L34 582 875A 69	L34 608 677A 69	L34 639 366A 69
L34 487 991A 69	L34 550 569A 69	L34 583 836A 69	L34 609 337A 69	L34 640 465A 69
L34 492 073A 69	L34 552 248A 69	L34 586 740A 69	L34 609 774A 69	L34 640 539A 69
L34 492 481A 69	L34 552 571A 69	L34 587 215A 69	L34 609 775A 69	L34 640 684A 69
L34 492 627A 69	L34 552 625A 69	L34 588 214A 69	L34 610 327A 69	L34 641 262A 69
L34 492 830A 69	L34 552 988A 69	L34 588 391A 69	L34 610 996A 69	L34 641 448A 69
L34 493 098A 69	L34 554 468A 69	L34 588 420A 69	L34 611 389A 69	L34 641 956A 69
L34 494 057A 69	L34 556 012A 69	L34 588 512A 69	L34 611 612A 69	L34 642 021A 69
L34 494 238A 69	L34 556 287A 69	L34 588 563A 69	L34 611 707A 69	L34 643 1004 69
L34 494 395A 69	L34 556 588A 69	L34 588 895A 69	L34 612 215A 69	L34 643 1994 69
L34 497 636A 69	L34 556 635A 69	L34 588 969A 69	L34 612 250A 69	L34 643 299A 69
L34 500 310A 69	L34 557 521A 69	L34 589 413A 69	L34 612 418A 69	L34 643 392A 69
L34 500 592A 69	L34 557 674A 69	L34 590 090A 69	L34 612 592A 69	L34 643 397A 69
L34 500 606A 69	L34 558 923A 69	L34 590 109A 69	L34 612 788A 69	L34 643 592A 69
L34 501 210A 69	L34 559 343A 69	L34 590 336A 69	L34 612 789A 69	L34 643 762A 69
L34 502 518A 69	L34 559 414A 69	L34 590 503A 69	L34 613 052A 69	L34 643 798A 69
L34 504 305A 69	L34 560 687A 69	L34 590 690A 69	L34 613 653A 69	L34 644 132A 69

More Bills Listed

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

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

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

2 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 6, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 21 1973	
FBI - SEATTLE	

164-81-Sub B

DB Cooper-22572

(Mount Clipping in Space Below)

\$20 FEDERAL RESERVE NOTE

PAGE 22

L34 173 121A 69 L34 227 393A 69 L34 276 873A 69 L34 335 699A 69 L34 399 899A 69
 L34 173 924A 69 L34 236 448A 69 L34 277 967A 69 L34 335 766A 69 L34 400 071A 69
 L34 173 948A 69 L34 240 221A 69 L34 278 225A 69 L34 335 898A 69 L34 400 230A 69
 L34 174 941A 69 L34 240 261A 69 L34 279 586A 69 L34 338 129A 69 L34 400 298A 69
 L34 176 493A 69 L34 240 675A 69 L34 280 122A 69 L34 338 246A 69 L34 400 346A 69
 L34 177 095A 69 L34 241 460A 69 L34 280 294A 69 L34 339 009A 69 L34 400 884A 69
 L34 177 634A 69 L34 241 583A 69 L34 281 202A 69 L34 339 020A 69 L34 400 988A 69
 L34 178 334A 69 L34 242 087A 69 L34 281 811A 69 L34 339 375A 69 L34 401 371A 69
 L34 179 478A 69 L34 242 343A 69 L34 282 091A 69 L34 339 491A 69 L34 401 413A 69
 L34 180 758A 69 L34 242 366A 69 L34 283 103A 69 L34 339 731A 69 L34 401 853A 69
 L34 181 774A 69 L34 242 436A 69 L34 283 201A 69 L34 339 756A 69 L34 402 414A 69
 L34 182 190A 69 L34 242 884A 69 L34 283 513A 69 L34 339 829A 69 L34 403 254A 69
 L34 182 507A 69 L34 243 022A 69 L34 286 505A 69 L34 342 545A 69 L34 404 304A 69
 L34 182 755A 69 L34 243 681A 69 L34 287 102B 63A L34 342 546A 69 L34 404 503A 69
 L34 182 887A 69 L34 243 998A 69 L34 288 068A 69 L34 342 547A 69 L34 405 127A 69
 L34 183 025A 69 L34 248 056A 69 L34 288 581A 69 L34 344 537A 69 L34 406 119A 69
 L34 183 354A 69 L34 248 187A 69 L34 289 236A 69 L34 346 791A 69 L34 407 440A 69
 L34 183 639A 69 L34 248 235A 69 L34 290 337A 69 L34 347 034A 69 L34 410 031A 69
 L34 184 168A 69 L34 248 545A 69 L34 290 754A 69 L34 347 173A 69 L34 410 954A 69
 L34 184 330A 69 L34 249 462A 69 L34 290 854A 69 L34 347 226A 69 L34 411 164A 69
 L34 185 144A 69 L34 249 584A 69 L34 290 956A 69 L34 349 473A 69 L34 411 174A 69
 L34 186 516A 69 L34 249 652A 69 L34 291 315A 69 L34 353 206A 69 L34 414 778A 69
 L34 186 973A 69 L34 250 091A 69 L34 292 784A 69 L34 354 192A 69 L34 416 125A 69
 L34 187 365A 69 L34 250 266A 69 L34 293 112A 69 L34 360 613A 69 L34 416 299A 69
 L34 187 472A 69 L34 250 279A 69 L34 294 935A 69 L34 360 885A 69 L34 417 576A 69
 L34 191 246A 69 L34 250 893A 69 L34 295 887A 69 L34 363 302A 69 L34 417 620A 69
 L34 191 472A 69 L34 250 918A 69 L34 297 167A 69 L34 363 383A 69 L34 417 976A 69
 L34 191 575A 69 L34 251 816A 69 L34 299 021A 69 L34 364 198A 69 L34 418 125A 69
 L34 191 606A 69 L34 251 879A 69 L34 299 646A 69 L34 364 202A 69 L34 419 081A 69
 L34 196 943A 69 L34 252 930A 69 L34 300 895A 69 L34 364 899A 69 L34 420 828A 69
 L34 196 957A 69 L34 252 261A 69 L34 301 735A 69 L34 366 738A 69 L34 421 341A 69
 L34 197 379A 69 L34 252 539A 69 L34 301 872A 69 L34 368 282A 69 L34 422 176A 69
 L34 197 667A 69 L34 253 358A 69 L34 301 884A 69 L34 374 142A 69 L34 422 332A 69
 L34 197 967A 69 L34 254 412A 69 L34 302 209A 69 L34 376 330A 69 L34 422 369A 69
 L34 198 416A 69 L34 254 512A 69 L34 302 210A 69 L34 377 550A 69 L34 422 383A 69
 L34 198 484A 69 L34 254 586A 69 L34 304 246A 69 L34 377 850A 69 L34 422 690A 69
 L34 198 699A 69 L34 254 787A 69 L34 308 773A 69 L34 381 085A 69 L34 422 824A 69
 L34 199 772A 69 L34 254 939A 69 L34 309 542A 69 L34 381 725A 69 L34 423 953A 69
 L34 209 284A 69 L34 254 996A 69 L34 310 503A 69 L34 386 192A 69 L34 423 981A 69
 L34 210 135A 69 L34 255 082A 69 L34 310 795A 69 L34 386 815A 69 L34 424 262A 69
 L34 210 385A 69 L34 255 564A 69 L34 311 277A 69 L34 387 446A 69 L34 424 417A 69
 L34 212 082A 69 L34 255 667A 69 L34 311 811A 69 L34 387 450A 69 L34 426 049A 69
 L34 212 083A 69 L34 256 260A 69 L34 312 202A 69 L34 388 524A 69 L34 426 081A 69
 L34 212 889A 69 L34 256 558A 69 L34 312 607A 69 L34 389 661A 69 L34 428 087A 69
 L34 215 375A 69 L34 256 789A 69 L34 314 004A 69 L34 390 019A 69 L34 428 922A 69
 L34 216 394A 69 L34 256 844A 69 L34 314 345A 69 L34 390 185A 69 L34 429 255A 69
 L34 217 617A 69 L34 257 606A 69 L34 315 689A 69 L34 390 386A 69 L34 429 504A 69
 L34 221 260A 69 L34 257 871A 69 L34 315 819A 69 L34 390 692A 69 L34 430 006A 69
 L34 221 463A 69 L34 258 337A 69 L34 317 830A 69 L34 391 633A 69 L34 431 540A 69
 L34 222 872A 69 L34 258 569A 69 L34 318 454A 69 L34 392 463A 69 L34 432 194A 69
 L34 222 398A 69 L34 258 665A 69 L34 320 415A 69 L34 393 236A 69 L34 432 572A 69
 L34 222 399A 69 L34 259 235A 69 L34 320 814A 69 L34 393 308A 69 L34 432 932A 69
 L34 222 544A 69 L34 259 346A 69 L34 322 402A 69 L34 393 322A 69 L34 433 201A 69
 L34 222 765A 69 L34 259 519A 69 L34 323 284A 69 L34 394 407A 69 L34 433 529A 69
 L34 224 366A 69 L34 260 161B 63A L34 325 853A 69 L34 394 916A 69 L34 433 916A 69
 L34 225 192A 69 L34 261 957A 69 L34 326 066A 69 L34 395 967A 69 L34 434 053A 69
 L34 225 193A 69 L34 262 775A 69 L34 328 228A 69 L34 398 286A 69 L34 434 128A 69
 L34 225 627A 69 L34 269 109A 69 L34 334 770A 69 L34 398 307A 69 L34 434 927A 69
 L34 225 935A 69 L34 271 761A 69 L34 335 038A 69 L34 398 372A 69 L34 434 985A 69
 L34 227 118A 69 L34 273 685A 69 L34 335 419A 69 L34 399 511A 69 L34 436 865A 69

"Cooper Cash"

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

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

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

10 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 5, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED at
DEC 21 1973	
FBI - SEATTLE	

DB Cooper-22573

164-81-Sub B

(Mount Clipping in Space Below)

\$20 FEDERAL RESERVE NOTE

PAGE 21

L33 556 038A 69 L33 620 048A 69 L33 886 448A 69 L34 057 687A 69 L34 106 393A 69
 L33 557 572A 69 L33 620 066A 69 L33 894 257A 69 L34 058 083A 69 L34 107 546A 69
 L33 558 522A 69 L33 620 412A 69 L33 904 218A 69 L34 058 712A 69 L34 108 722A 69
 L33 559 250A 69 L33 621 431A 69 L33 965 515B 63A L34 058 838A 69 L34 108 942A 69
 L33 559 965A 69 L33 622 262A 69 L33 976 585A 69 L34 058 842A 69 L34 112 976A 69
 L33 360 487A 69 L33 622 866A 69 L33 978 580A 69 L34 061 226A 69 L34 113 632A 69
 L33 360 960A 69 L33 623 277A 69 L34 062 758A 69 L34 062 609A 69 L34 114 104A 69
 L33 561 237A 69 L33 623 391A 69 L34 063 065A 69 L34 062 747A 69 L34 119 791A 69
 L33 561 318A 69 L33 623 888A 69 L34 063 946A 69 L34 063 903A 69 L34 127 289A 69
 L33 565 366A 69 L33 623 924A 69 L34 068 334A 69 L34 067 933A 69 L34 127 691A 69
 L33 565 396A 69 L33 626 111A 69 L34 068 377A 69 L34 068 940A 69 L34 129 496A 69
 L33 568 764A 69 L33 628 800A 69 L34 069 760A 69 L34 071 955A 69 L34 130 833A 69
 L33 568 938A 69 L33 629 472A 69 L34 010 638A 69 L34 072 524A 69 L34 131 645A 69
 L33 568 946A 69 L33 629 848A 69 L34 010 822A 69 L34 074 980A 69 L34 132 240A 69
 L33 569 143A 69 L33 630 118A 69 L34 012 108A 69 L34 075 579A 69 L34 132 787A 69
 L33 572 192A 69 L33 630 361A 69 L34 018 505A 69 L34 076 093A 69 L34 133 722A 69
 L33 575 423A 69 L33 630 719A 69 L34 018 623A 69 L34 077 004A 69 L34 133 823A 69
 L33 575 451A 69 L33 630 810A 69 L34 021 315A 69 L34 077 772A 69 L34 134 076A 69
 L33 576 468A 69 L33 631 168A 69 L34 022 356A 69 L34 078 395A 69 L34 135 108A 69
 L33 576 926A 69 L33 631 468A 69 L34 022 493A 69 L34 079 414A 69 L34 137 149A 69
 L33 578 451A 69 L33 631 491A 69 L34 024 108A 69 L34 079 532A 69 L34 139 794A 69
 L33 578 589A 69 L33 631 527A 69 L34 024 131A 69 L34 079 721A 69 L34 142 216A 69
 L33 579 276A 69 L33 631 934A 69 L34 024 398A 69 L34 080 166A 69 L34 145 264A 69
 L33 579 901A 69 L33 632 254A 69 L34 026 901A 69 L34 080 167A 69 L34 147 883A 69
 L33 580 715A 69 L33 636 152A 69 L34 028 038A 69 L34 080 317A 69 L34 147 907A 69
 L33 580 753A 69 L33 636 378A 69 L34 028 617A 69 L34 080 371A 69 L34 147 983A 69
 L33 580 989A 69 L33 637 031A 69 L34 028 737A 69 L34 080 505A 69 L34 148 275A 69
 L33 581 666A 69 L33 637 139A 69 L34 028 784A 69 L34 080 524A 69 L34 148 488A 69
 L33 581 356A 69 L33 637 392A 69 L34 030 248A 69 L34 080 535A 69 L34 149 148A 69
 L33 581 686A 69 L33 637 657A 69 L34 030 508A 69 L34 080 606A 69 L34 149 276A 69
 L33 581 697A 69 L33 637 722A 69 L34 032 016A 69 L34 081 075A 69 L34 149 289A 69
 L33 581 698A 69 L33 638 194A 69 L34 033 004A 69 L34 081 112A 69 L34 149 290A 69
 L33 581 942A 69 L33 639 546A 69 L34 033 928A 69 L34 081 862A 69 L34 149 483A 69
 L33 582 682A 69 L33 639 730A 69 L34 034 938A 69 L34 082 018A 69 L34 150 045A 69
 L33 582 486A 69 L33 639 871A 69 L34 035 422A 69 L34 082 112A 69 L34 150 594A 69
 L33 582 723A 69 L33 639 925A 69 L34 035 439A 69 L34 082 950A 69 L34 151 752A 69
 L33 582 726A 69 L33 639 533A 69 L34 035 882A 69 L34 083 335A 69 L34 151 835A 69
 L33 582 966A 69 L33 644 917A 69 L34 036 072A 69 L34 083 810A 69 L34 152 153A 69
 L33 583 557A 69 L33 645 695A 69 L34 036 498A 69 L34 084 392A 69 L34 152 453A 69
 L33 583 623A 69 L33 645 716A 69 L34 036 596A 69 L34 084 443A 69 L34 152 872A 69
 L33 593 026A 69 L33 645 751A 69 L34 039 552A 69 L34 084 779A 69 L34 153 244A 69
 L33 593 813A 69 L33 646 024A 69 L34 042 173A 69 L34 086 931A 69 L34 154 042A 69
 L33 595 822A 69 L33 646 801A 69 L34 042 203A 69 L34 085 296A 69 L34 155 688A 69
 L33 597 656A 69 L33 647 141A 69 L34 043 913A 69 L34 086 355A 69 L34 156 328A 69
 L33 597 884A 69 L33 647 248A 69 L34 047 079A 69 L34 086 906A 69 L34 156 484A 69
 L33 600 603A 69 L33 647 527A 69 L34 047 346A 69 L34 086 984A 69 L34 157 120A 69
 L33 604 282A 69 L33 648 588A 69 L34 047 605A 69 L34 087 552A 69 L34 157 496A 69
 L33 665 054A 69 L33 650 067A 69 L34 047 756A 69 L34 090 467A 69 L34 157 561A 69
 L33 667 096A 69 L33 650 647A 69 L34 047 866A 69 L34 091 353A 69 L34 157 598A 69
 L33 667 454A 69 L33 651 454A 69 L34 049 018A 69 L34 091 729A 69 L34 158 187A 69
 L33 667 485A 69 L33 651 765A 69 L34 049 211A 69 L34 096 333A 69 L34 159 194A 69
 L33 667 657A 69 L33 655 756A 69 L34 051 474A 69 L34 100 375A 69 L34 159 938A 69
 L33 610 380A 69 L33 689 568B 63A L34 051 627A 69 L34 101 650A 69 L34 160 133A 69
 L33 611 036A 69 L33 697 660A 69 L34 051 666A 69 L34 101 666A 69 L34 160 893A 69
 L33 611 048A 69 L33 712 118A 69 L34 051 705A 69 L34 101 715A 69 L34 165 632A 69
 L33 613 525A 69 L33 720 909A 69 L34 053 810A 69 L34 101 829A 69 L34 168 338A 69
 L33 613 815 191A 69 L33 750 763A 69 L34 054 456A 69 L34 103 311A 69 L34 168 469A 69
 L33 615 571A 69 L33 797 570A 69 L34 054 720A 69 L34 104 099A 69 L34 168 953A 69
 L33 616 477A 69 L33 881 897A 69 L34 056 420A 69 L34 104 278A 69 L34 169 241A 69
 L33 618 117A 69 L33 886 447A 69 L34 057 269A 69 L34 106 109A 69 L34 170 346A 69

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

6 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 4, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

164-81-Sub-B

SEARCHED.....	INDEXED.....
SERIALIZED.....	FILED.....
DEC 21 1973	
FBI - SEATTLE	

N

DB Cooper-22574

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

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

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

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

bills are being circulated here."

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

(Mount Clipping in Space Below)

PAGE 20

\$20 FEDERAL RESERVE NOTE

L33 234 062A 69 L33 295 283A 69 L33 338 048A 69 L33 412 085A 69 L33 487 623A 69
L33 234 151A 69 L33 295 677A 69 L33 338 311A 69 L33 412 647A 69 L33 466 299A 69
L33 235 216A 69 L33 295 766A 69 L33 339 972A 69 L33 412 731A 69 L33 488 497A 69
L33 235 292A 69 L33 295 816A 69 L33 342 323A 69 L33 413 075A 69 L33 490 623A 69
L33 235 984A 69 L33 295 892A 69 L33 345 97CA 69 L33 417 489A 69 L33 491 356A 69
L33 236 301A 69 L33 297 458A 69 L33 346 383A 69 L33 418 912A 69 L33 491 632A 69
L33 240 895A 69 L33 298 222A 69 L33 347 75CA 69 L33 418 888A 69 L33 494 205A 69
L33 241 241A 69 L33 304 851A 69 L33 348 129A 69 L33 421 289A 69 L33 496 118A 69
L33 241 650A 69 L33 305 125A 69 L33 350 556A 69 L33 421 290A 69 L33 496 362A 69
L33 243 117A 69 L33 305 390A 69 L33 357 357A 69 L33 422 804A 69 L33 497 305A 69
L33 252 076A 69 L33 305 894A 69 L33 358 695A 69 L33 423 705A 69 L33 497 917A 69
L33 252 426A 69 L33 306 077A 69 L33 359 283A 69 L33 424 015A 69 L33 498 286A 69
L33 254 036B 63A L33 306 088A 69 L33 359 888A 69 L33 424 583A 69 L33 499 878A 69
L33 254 099A 69 L33 306 998A 69 L33 361 231A 69 L33 427 826A 69 L33 500 466A 69
L33 255 095A 69 L33 307 342A 69 L33 362 159A 69 L33 428 183A 69 L33 501 192A 69
L33 256 380A 69 L33 307 901A 69 L33 364 546A 69 L33 430 480A 69 L33 501 193A 69
L33 257 197A 69 L33 308 627A 69 L33 365 584A 69 L33 435 523A 69 L33 506 968A 69
L33 258 831A 69 L33 310 113A 69 L33 367 118A 69 L33 440 002A 69 L33 507 659A 69
L33 258 888A 69 L33 310 749A 69 L33 368 411A 69 L33 440 282A 69 L33 507 840A 69
L33 259 452A 69 L33 311 279A 69 L33 369 896A 69 L33 440 351A 69 L33 508 654A 69
L33 261 250A 69 L33 311 287A 69 L33 370 621A 69 L33 440 645A 69 L33 510 620A 69
L33 260 415A 69 L33 312 070A 69 L33 372 496A 69 L33 441 443A 69 L33 510 629A 69
L33 260 505A 69 L33 312 625A 69 L33 372 536A 69 L33 442 751A 69 L33 510 921A 69
L33 260 908A 69 L33 312 739A 69 L33 374 317A 69 L33 443 219A 69 L33 512 697A 69
L33 261 003A 69 L33 312 940A 69 L33 374 399A 69 L33 445 028A 69 L33 513 792A 69
L33 261 408A 69 L33 312 991A 69 L33 374 493A 69 L33 446 740A 69 L33 515 059A 69
L33 263 125A 69 L33 313 784A 69 L33 374 886A 69 L33 448 747A 69 L33 515 437A 69
L33 263 220A 69 L33 313 993A 69 L33 378 257A 69 L33 452 120A 69 L33 516 243A 69
L33 267 361A 69 L33 314 198A 69 L33 378 991A 69 L33 454 481A 69 L33 518 693A 69
L33 268 224A 69 L33 315 273A 69 L33 380 005A 69 L33 457 335A 69 L33 519 609A 69
L33 271 192A 69 L33 317 091A 69 L33 380 258A 69 L33 459 095A 69 L33 522 282A 69
L33 271 765A 69 L33 317 931A 69 L33 380 575A 69 L33 463 346A 69 L33 522 744A 69
L33 271 810A 69 L33 318 144A 69 L33 382 186A 69 L33 464 153A 69 L33 523 945A 69
L33 273 855A 69 L33 318 445A 69 L33 382 532A 69 L33 467 933A 69 L33 523 968A 69
L33 275 874A 69 L33 318 528A 69 L33 382 717A 69 L33 473 236A 69 L33 524 933A 69
L33 277 002A 69 L33 318 936A 69 L33 382 105A 69 L33 473 278A 69 L33 526 898A 69
L33 280 632A 69 L33 320 105A 69 L33 384 557A 69 L33 473 652A 69 L33 528 092A 69
L33 283 993A 69 L33 320 189A 69 L33 385 342A 69 L33 474 511A 69 L33 528 279A 69
L33 283 994A 69 L33 321 935A 69 L33 389 941A 69 L33 474 638A 69 L33 529 797A 69
L33 284 797A 69 L33 322 437A 69 L33 390 216A 69 L33 476 320A 69 L33 530 471A 69
L33 285 169A 69 L33 322 532A 69 L33 392 218A 69 L33 478 398A 69 L33 532 853A 69
L33 285 927A 69 L33 322 800A 69 L33 392 665A 69 L33 478 055A 69 L33 533 911A 69
L33 286 472A 69 L33 323 299A 69 L33 393 030A 69 L33 478 570A 69 L33 534 876A 69
L33 287 207A 69 L33 324 071A 69 L33 397 722A 69 L33 478 627A 69 L33 535 043A 69
L33 287 471A 69 L33 324 922A 69 L33 398 122A 69 L33 479 599A 69 L33 535 660A 69
L33 287 532A 69 L33 325 489A 69 L33 401 445A 69 L33 480 428A 69 L33 535 277A 69
L33 297 592A 69 L33 325 910A 69 L33 401 519A 69 L33 480 838A 69 L33 536 852A 69
L33 288 056A 69 L33 326 273A 69 L33 402 540A 69 L33 481 147A 69 L33 537 506A 69
L33 289 234A 69 L33 326 916A 69 L33 402 792A 69 L33 481 175A 69 L33 539 772A 69
L33 291 1858 634 L33 326 972A 69 L33 403 284A 69 L33 481 725A 69 L33 539 774A 69
L33 292 674A 69 L33 327 825A 69 L33 406 886A 69 L33 481 845A 69 L33 540 342A 69
L33 293 408A 69 L33 327 894A 69 L33 407 544A 69 L33 482 975A 69 L33 540 489A 69
L33 293 897A 69 L33 327 897A 69 L33 408 508A 69 L33 483 375A 69 L33 542 636A 69
L33 295 005A 69 L33 331 418A 69 L33 408 805A 69 L33 483 520A 69 L33 547 574A 69
L33 294 821A 69 L33 336 233A 69 L33 408 912A 69 L33 483 556A 69 L33 548 413A 69
L33 294 897A 69 L33 335 781A 69 L33 409 095A 69 L33 483 978A 69 L33 549 505A 69
L33 295 077A 69 L33 336 116A 63A L33 409 329A 69 L33 484 211A 69 L33 549 985A 69
L33 295 092A 69 L33 336 634A 69 L33 409 535A 69 L33 484 628A 69 L33 550 213A 69
L33 295 124A 69 L33 337 128A 69 L33 409 902A 69 L33 486 780A 69 L33 550 910A 69
L33 295 309A 69 L33 337 971A 69 L33 411 774A 69 L33 487 389A 69 L33 554 705A 69

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

3 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 3, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

SEARCHED..... INDEXED.....

SERIALIZED..... FILED.....

DEC 21 1973

I - SEATTLE

W

164-81-Sub-B

DB Cooper-22575

Could D.B. Cooper Be In Kansas?

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

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

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

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

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

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

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

Secretary's Tape Story Challenged

LOS ANGELES (UPI) — Experts familiar with the recorder involved say Rose Mary Woods' version of how a key White House tape was erased describes an accident that is either technically impossible or highly unlikely.

One of Nixon's Watergate tapes—marred with whistles, hums and garbled noises—was played for the first time in public Tuesday in the court of Federal Judge John J. Sirica.

The tape contained conversations Nixon had with his former key aides, John D. Ehrlichman and H.R. Haldeman, on June 20, 1972. The judge ordered it played to try to determine if the recordings had been altered in any way.

Sirica granted Woods' request that Miss Woods' typewriter and lamp be brought to court for safe-keeping. He balked at a suggestion from her attorney that all her office furniture be brought in.

Several representatives of the communications industry challenged Miss Woods' account of how the tape was erased.

The Los Angeles Times questioned technicians and executives in the audio industry, who deal with the Uher 5000.

Miss Woods, President Nixon's secretary, told a federal judge that she had accidentally punched the "record" key instead of the "stop" key while transcribing

from the tape, but kept her foot down on a pedal control that allows secretaries to control the tape by foot movements while typing. That forced the tape through with the recording head activated, she said, erasing the recording of the first meeting between President Nixon and H. R. Haldeman after the Watergate break-in.

A mysterious 18-minute "hum" apparently is all that remains of the conversation Nixon had with Haldeman on June 20, 1972.

The President's four-month court battle to keep the recordings secret ended Monday afternoon when lawyers carted 10 of them to Judge Sirica's chambers for safe-keeping while the judge decides which portions, if any, should go to the Watergate grand jury to examine for "possible criminal conduct" among the White House high command.

"I don't believe that can be done," said George Munyan, service manager for Magnetic TVI Corp., a firm selling the German-made Uher, after hearing Miss Woods' explanation.

Carl Bennett, service manager for Martell Electronics of Los Angeles, the chief U.S. importer of Uher machines, said the mistake described by Miss Woods was theoretically possible, but the chances she would make such a mistake "are very,

very low because of the way it (the recorder) is designed." He said there "is no reason at all" for any competent secretary to make such an error.

Frank Larkin of Audio Video Craft, Inc., who has sold Uher recorders for many years, said "It's not something a person could do accidentally. They make it very difficult to put the machine in the erase position just so people won't accidentally erase their recordings."

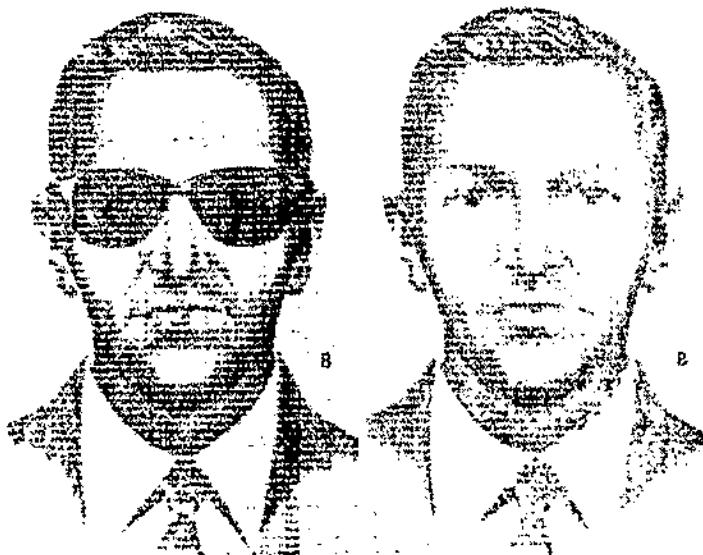
Bennett noted that the erased portion was described as containing a humming sound. That puzzled him, he said, because if the tape had been erased by the Uher's own recording head "there shouldn't be anything but a slight hissing noise."

The technicians said the humming noise might have resulted if a microphone had been plugged into the recording circuit at the time Miss Woods says it was accidentally switched on, but then the mike should have picked up external sounds, such as a telephone call.

William Lindsey, a salesman for Magnetic TVI, said he doubted that the accident described by Miss Woods could have happened that way because features designed into the machine, precisely to prevent such accidents, would have stopped her.

(Related story on Page 7, Northwest Living Section)

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



Have You Seen Him?

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

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

10

Tuesday, November 27, 1973

OREGON
Journal
Portland, Oregon
Final Sports/Stocks

DB Cooper-22576

FUEL SHORTAGE BLAMED

HAIL TO LAW OFF 1,000

TRANSMIT VIA:

Teletype
 Facsimile
 Airtel

PRECEDENCE:

Immediate
 Priority
 Routine

CLASSIFICATION:

TOP SECRET
 SECRET
 CONFIDENTIAL
 E F T O
 CLEAR

Date 6/16/78

TO: SAC, SEATTLE (164-81)

FROM: SAC, PORTLAND (164-41) (P)

SAC 13
SUBJECT: NORJAK (A)
(OO: Seattle)
Bufile 164-2111

Re Seattle airtel to Portland dated 5/25/78.

Enclosed herewith for Seattle is a packet consisting of xerox copies of all press clippings contained in the Portland file concerning captioned matter.

For information of Seattle, Portland has issued no press releases concerning captioned matter.

ARMED AND DANGEROUS.

2 Seattle (Enc. 1) *ACB*
2 - Portland *ACB*

RPH:cab
(4)

164-81-7259 *Sub B*

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 17 1978	
FBI - PORTLAND	
TLE	
N	

Approved: *[Signature]*Transmitted _____
(Number) _____ (Time) _____

Per _____

FBI/DOJ

DB Cooper-22577

b6
b7C

(Mount Clipping in Space Below)

FBI man vows to hunt down America's parachute skyjacker

By BARRIE WATTS

AN FBI man has sworn he will never stop trying to solve one of America's most baffling mysteries—where is sky pirate D.B. Cooper?

Cooper, whose real identity has never been discovered, is believed to have parachuted from a hijacked Northwest Airlines Boeing 727, \$200,000 in ransom strapped to his body, as it flew over rugged terrain in Washington State on Nov. 24, 1971.

But military jets tailing the plane did not see him bail out. He and the money vanished without trace despite a massive, computer-coordinated manhunt.

Even so, Ralph Himmelsbach, an FBI special agent who has worked doggedly on the case since the beginning, told THE STAR he will never give up the search.

"I dearly want to get him," he said. "Someone, somewhere, must know who Cooper really is. Sooner or later a clue must come to the surface."

To Himmelsbach, the Cooper affair is the greatest unsolved puzzle in modern-day piracy. But he has no respect or admiration for the man who hijacked the Northwest flight between Portland, Ore., and Seattle, Wash., on that fateful day.

The flight began like any other for stewardess Florence Shaffner. She was checking that passengers had fastened their seatbelts when a tall, dark-complected man with black hair and sunglasses and



Sketches of D.B. Cooper made after the hijack show him as ordinary-looking. At left, he is pictured in sunglasses he wore during hijack.

their own initiative airline officials decided to amass the ransom in \$20 bills. There would be 10,000 of them, and their serial numbers would be recorded.

As the plane finally circled over Seattle, pilot William Scott played middleman in the negotiations. None of the flight crew ever saw Cooper. His orders were relayed by stewardess Mucklow. Meanwhile the bored passengers yawned at the delay.

After 90 minutes of circling,

mained aboard with the hijacker.

As Cooper had ordered, the plane was refueled for a flight to Mexico, with one stop in Reno. Then a technical problem developed in the refueling truck. As time dragged by pilot Scott radioed ground control in a trembling voice. The man in back, he said, was getting "awful nasty."

Finally, when the jet was ready to go, a Federal Aviation Administration official chose that moment to go aboard and call on the skyjacker to surrender.

Cooper looked at him bleakly and growled: "Let's get this show on the road." The FAA man left fast.

When the jet was back in the air, Cooper told Tina Mucklow to "go forward, pull the curtain and don't come back."

It was the last anyone ever saw of Cooper. From that moment until he vanished into limbo, he communicated with the crew by phone.

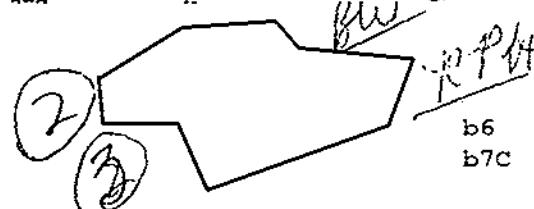
Three Air Force jet fighters lurked above and behind the plane, anticipating that Cooper might jump. Radar followed the plane from the ground.

The jet lumbered at low speed as Cooper called the flight deck. He told Scott to open the jet's rear door. Scott did as he was told. From the rear exit, which extended beneath the tail, debar-kation stairs led below and away from the fuselage. Cooper was going to walk into space.

Intensely cold air rushed into the cabin as the rear door was lowered. The plane was becoming

Being investigated

SUE 6
WATTS
as Corp.
Cows to
American
skyjacker
t1



b6
b7C

164-81-S1
PA C
164-81-B

164-81-B

DB Cooper-22578

(Mount Clipping in Space Below)

Few drawn to Cooper Caper

By COLUMBIAN STAFF, AP

ARIEL — Skies were overcast and people almost as scarce as D.B. Cooper, himself, as this community near Mount St. Helens held its second annual party in honor of the legendary skyjacker's disappearance Saturday.

Only a handful of people gathered around a steaming cauldron of buffalo stew at the Ariel Store and Tavern. And inside the tavern where another 30 people were gathered, beer flowed more freely than talk of old D.B., who either pulled off one of the greatest swindles of the age or died trying.

Cooper parachuted from a Northwest Airlines jet with 10,000 \$20 bills somewhere near Ariel, 10 miles northeast of Woodland, on Thanksgiving

Eve in 1971.

Not one of the bills has turned up, and there has been no trace of the man who gave his name as Dan Cooper when he bought the ticket that carried him into legend.

The Cooper Caper, as it is called, is sponsored mainly by Vince and Germaine Tricola, owners of the Ariel Store and Tavern, with the assistance of such people as Dave Butterfield, publicity chairman and chief stew stirrer, and a few others.

The avowed purpose of the celebration, aside from commemorating the fete of skyjacker Cooper, is to bring a little prosperity to the settlement of about 250 people who in ordinary life do such things as work in a shingle mill.

As one resident put it: "We hope Cooper will show up and spend some of those \$20 bills."

But Cooper did not show up Saturday and no one seemed particularly surprised.

"I've been looking, but I haven't seen him yet," Butterfield said, grinning as he stirred the stew. "We'd like him to show, but he probably won't. He's one of the few truly free men — if he's alive. I kinda think of him as being like Robin Hood."

Despite six years of sleuthing, the FBI says it does not know who Cooper is — or was.

Some people think Cooper's bones may be in Lake Merwin, which is right next to Ariel, or in the dense woods in the immediate area.

(Indicate page, edition, newspaper, city and state.)

Page Th:
21 Sunday
Columbian

Date: 11-21-77
Edition:

Title: N.P.J.A.K

Character:

11-21-77
Title: N.P.J.A.K
Character: b6
b7C

DB Cooper-22579

(Mount Clipping in Space Below)

6 years after jump

Despite search, tips, still no sign of Cooper

By LEVERETT RICHARDS

of The Oregonian staff

Dan Cooper, where are you?

After six years and some of the most intensive searches on record the fate of this first high-finance, high-jumping hijacker remains a baffling mystery.

"We really don't know any more today than we did 8:10 p.m. Wednesday Nov. 24, 1971, when a man who called himself Cooper dived out the rear end of a Northwest Airlines Boeing 727 with \$200,000 and vanished without a trace," said Ralph Himmelsbach, veteran FBI agent.

"Not one of those 10,000 \$20 bills has turned up," Himmelsbach said. "Neither has his parachute, money bag, or any solid evidence of any kind."

Thousands of reports have been investigated, scores of suspects checked out and hundreds of "clues" studied, but to no avail.

"A dozen or so new suspects were reported and investigated this year, only to be eliminated," Himmelsbach said. "We still don't know his identity. No one by that name or description has been reported missing."

No organized searches have been conducted in the past year, but dozens of individuals have asked for maps of the "target area," two miles east of La Center, Wash., where the hijacker is believed to have landed on that wild and windy night after boarding the airliner in Portland.

"From my investigations I lean to the hypothesis that Cooper landed in the dense woods either dead or mortally hurt," Himmelsbach said. "It could be years before his remains are found. That country is too rugged, too steep and too choked with brush to be searched thoroughly. A lot of hunters have probably been through there, but they don't plough through the thickets. They walk around them, just as the wild animals do."

Cooper's skyjacking inspired a wave of hijackings for large ransoms, leading to a rigid airport security system. The increased security has cut the number of hijacking attempts dramatically. No one has hijacked a plane and escaped since the the system went into effect, Himmelsbach said.

In the first six months of this year, Federal Aviation Administration security agents apprehended 370 individuals for carrying firearms at 71 airports around the country.

Every anniversary of Cooper's hijacking brings a flood of calls from people reporting they have suspicious \$20 bills, Himmelsbach said. "Anyone finding a \$20 bill that he thinks is suspicious should first look at the face of the bill.

"At the lower right hand of the picture of Andrew Jackson you will find a date and a letter — like 1973, with a C under it. That is the date the bill was issued:

"Obviously, if it was issued after 1971 it could not be one of the missing bills," Himmelsbach pointed out.

In Ariel, Wash., near where Cooper is believed to have bailed out, the mysterious skyjacker will be feted Saturday, Nov. 26.

Ariel residents have extended an invitation for Cooper to come back and spend a few \$20 bills at a buffalo stew feed in the general store.

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

C-1 The
OregonianDate: 11-24-77
Edition: Sunrise

Title:

Character:

or

Classification:

Submitting Office:

SEARCHED _____ INDEXED _____
SERIALIZED _____ FILED _____

NOV 3 1977

b6
b7c

DB Cooper-22580

(Mount Clipping in Space Below)

Few drawn to Cooper Caper

By COLUMBIAN STAFF, AP

ARIEL — Skies were overcast and people almost as scarce as D.B. Cooper, himself, as this community near Mount St. Helens held its second annual party in honor of the legendary skyjacker's disappearance Saturday.

Only a handful of people gathered around a steaming cauldron of buffalo stew at the Ariel Store and Tavern. And inside the tavern where another 30 people were gathered, beer flowed more freely than talk of old D.B., who either pulled off one of the greatest swindles of the age or died trying.

Cooper parachuted from a Northwest Airlines jet with 10,000 \$20 bills somewhere near Ariel, 10 miles northeast of Woodland, on Thanksgiving

Eve in 1971.

Not one of the bills has turned up, and there has been no trace of the man who gave his name as Dan Cooper when he bought the ticket that carried him into legend.

The Cooper Caper, as it is called, is sponsored mainly by Vince and Germaine Tricola, owners of the Ariel Store and Tavern, with the assistance of such people as Dave Butterfield, publicity chairman and chief stew stirrer, and a few others.

The avowed purpose of the celebration, aside from commemorating the fete of skyjacker Cooper, is to bring a little prosperity to the settlement of about 250 people who in ordinary life do such things as work in a shingle mill.

As one resident put it: "We hope Cooper will show up and spend some of those \$20 bills."

But Cooper did not show up Saturday and no one seemed particularly surprised.

"I've been looking, but I haven't seen him yet," Butterfield said, grinning as he stirred the stew. "We'd like him to show, but he probably won't. He's one of the few truly free men — if he's alive. I kinda think of him as being like Robin Hood."

Despite six years of sleuthing, the FBI says it does not know who Cooper is — or was.

Some people think Cooper's bones may be in Lake Merwin, which is right next to Ariel, or in the dense woods in the immediate area.

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

Page The
21 Sunday
Columbian

Date: 11-21-71
Edition:

Title: NORJAK

Character:

or
Classification: 164-41 S
Submitting Office:

b6
b7c

SEARCHED.....
SERIALIZED.....

INDEXED.....

DB Cooper-22581

(Mount Clipping in Space Below)

Alive or dead, skylack 'pioneer' came out los

By LEVERETT RICHARDS

of The Oregonian staff

ON THANKSGIVING EVE five years ago, a man who said his name was Dan Cooper boarded Northwest Airline's flight 305 at Portland bound for Seattle. He displayed a "bomb," demanded and got \$200,000 in \$20 bills, then bailed out through the rear stair door of the Boeing 727 at 8:10 p.m. near La Center, Wash., with the money.

Cooper, erroneously described in the press and radio at the time as "D.B. Cooper," was hailed in some quarters as a folk hero who "beat the system" and got away with a small fortune. Some acclaimed him as a Robin Hood who had committed the perfect crime. Part of the folk lore is that Cooper will be "home safe" Nov. 24, 1976 when the five-year statute of limitations expires.

The Federal Bureau of Investigation doesn't see it that way at all.

The FBI agents believe Cooper was a bungling amateur; they think he is almost certainly dead.

And if he or any accomplices have survived, they are still wanted men. There is no statute of limitations for them — ever, says Ralph Himmelsbach, veteran FBI agent who has lived with the Cooper case for the past five years, literally day and night.

"We are continuing our investigation unabated," said Himmelsbach. "We don't intend to give up. I still give a substantial portion of my time to checking out leads. We still get several tips every week. We pledged at the outset to investigate any information we received from the public."



RICHARDS

"We have checked more than 1,000, maybe several thousand, reports altogether. We have checked a long list of missing persons. And after five years we still don't know if there ever was a Dan Cooper. We have no more information on his identity today than we had five years ago."

The FBI bases its rejection of the statute of limitations on three major assumptions: There is no statute of limitations in capital crimes and air piracy or aerial hijacking was a crime punishable by death in November 1971 and still is.

There is no statute of limitations protecting fugitives from justice, according to a recent ruling of the Ninth Circuit Court in a similar case. Since Cooper has not turned himself in he is assumed to be a fugitive, if he is still alive. The same rule applies to his accomplices, if any, Himmelsbach explained.

Seizure of the aircraft with its 36 passengers and crew of six could be considered kidnaping, a crime also exempt from the statute of limitations where injury or death is involved.

"Personally, after five years of intensive investigation I lean to the conclusion that Cooper was killed when he jumped from the plane or died soon after landing. That makes it a capital crime. If he had any accomplices, which is not indicated by any evidence so far, they would be equally guilty."

To back up his conclusions, Himmelsbach for the first time, told the detailed story of the hijacking:

"Cooper was given four parachutes," Himmelsbach said. "He cut the shroud lines on one of the best parachutes and used them to tie the 10,000 \$20 bills to his belt in a bag before he bailed out.

"He left behind the two best parachutes — a 45-foot diver parachute with a 32-foot canopy and a chest pack designed primarily for use as a second parachute."

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

2-1

THE SUNDAY OREGONIAN
PORTLAND, OREGON

Date: 11-14-76
 Edition:
 Author: Leverett Richards
 Editor: J. Richard Nokes
 Title: NORJAK

Character:

or

Classification:

Submitting Office: PORTLAND

 Being Investigated

164-41-51

JAN 15 1977

DB Cooper-22582

wore a pilot's seat pack para-chute with a 28-foot canopy. He also took with him a chest pack parachute used for training. It was unusable. The panels were sewn together. If it had been usable he could not have attached it to his parachute harness, which had no D rings for use with a chest pack. No one who knew anything about parachutes would have made this many mistakes.

"He also either took with him or threw out the bag in which he claimed to be carrying a bomb."

Himmelsbach declined to describe the device in detail, for security reasons. But it was earlier described as a crude, unsophisticated device apparently consisting of highway flares and a battery.

He left no fingerprints in the plane, but did leave a couple of items which the FBI is not revealing because they could help identify the hijacker or confound any of the expected phony fame seekers who may claim to be Cooper when they think the statute of limitations has expired.

"Cooper could not have known where he was when he jumped," Himmelsbach said. "He did not know the exact route of flight or the altitude. The plane was on instruments in the higher of two layers of clouds all the way from Seattle to the vicinity of La Center.

"There was a radio marker beacon in the general area, but it was out of service. The hijacker could not have seen the ground and could not have determined his position by any kind of radio receiver, if he had one, which we don't know for sure. There was no way he could have known within miles of where he was.

"It was a stormy night, with freezing rain at his altitude and winds gusting from 25 to 45 knots at Portland International Airport, maybe stronger along the Lewis River where he bailed out. He was dressed in a business suit,

and Oxford type street shoes. He had no hat or goggles.

"Parachute experts tell us his shoes would have been snapped off his feet when he stepped out into a 196-mile-an-hour slipstream; his eyes would have been blacked by the force of the wind and he probably would have tumbled out of control. He would have landed in his stocking feet, blinded by the slipstream, and the raging storm

"With that 28-foot canopy he would have descended 26 miles an hour vertically. Add a 30 to 55 mile-an-hour wind and he would have hit at a speed of 50 to 70 miles an hour. The experts say it is inconceivable that he could have escaped serious injury or instant death — even assuming his parachute opened."

How does the FBI know Cooper bailed out near La Center and landed somewhere along the Lewis River? The two Air Defense Command F106 jet interceptors which followed the 727 through the overcast that dark, stormy night, saw nothing. There was no radio transmitter on the parachutes delivered to the hijacker, which would have permitted pursuers to follow his trajectory as he bailed out.

But the FBI, with the aid of Northwest Airlines reconstructed the whole hijacking six weeks after the crime.

"The first week in January, 1972, we flew a Northwest 727 exactly like flight 305 over the same route with the same load, the same power settings, the same flap settings, same use of landing gear, from Seattle south. We had William Rataczak, first officer on the hijacked plane, at the controls," Himmelsbach said.

"Over the Lewis River, 35 miles north of Portland, the rear stairway was lowered and a 235-pound sled dropped off while a chase plane photographed its trajectory as it parachuted to the ground.

"As the load left the stairway it retracted to within eight inches of closing, then dropped back down. The result was a marked fluctuation in the cabin air pressure which caused the crews' ears to pop and registered a rapid change in the rate of pressurization on instruments in the cockpit.

"Rataczak said: 'That's just the way it was at 8:10 p.m. Nov. 24.' Only the crew didn't know what it meant then. They didn't know he had bailed out until they landed at Reno and found the plane empty."

The same rapid fluctuations in air pressure were noted in three bailouts from 727 airliners in the next few months, before the FAA ordered all rear doors rigged so they could not be opened in flight.

"There has not been a successful hijacking in the U.S. since," Himmelsbach sized. "And none of the hijackers succeeded in bailing out got away with the money. All were shot dead and the money recovered."

The re-enactment of the hijacking was conducted in fair weather. But engineers fed into their computers estimated delays in opening the parachute, known speed of descent, wind velocity and direction and came up with

an area 6 1/2 miles long and 4 miles wide. The FBI assumes Cooper landed somewhere within this "target area," which barely includes Lake Merwin in its northeast corner.

Cooper couldn't have chosen a

worse night

clouds covered

ton, one with bases at other from 5,300 feet up to 10,000 feet and more over Portland. Winds were gusting from 25 to 45 knots at Portland International Airport.

Lelooska, Indian artist who lives at Ariel, Wash., was driving home along the Lewis River about 8 p.m. and reported the wind and rain was buffeting the car so hard that he pulled off the road to wait for a break in the storm.

Himmelsbach, an experienced pilot, took off from Portland International Airport in a National Guard helicopter as the hijacked plane passed overhead.

"We were going to try and follow the 727," Himmelsbach said. "But the air was so rough and the clouds so low that we were called back before we got past downtown Portland."

The next day, Himmelsbach, who holds a commercial pilot rating, flew almost the entire route of the hijacked plane in his own airplane, accompanied by an experienced Civil Air Patrol observer.

"We flew directly over the area where we later estimated he had landed, but there is hardly a chance of seeing even a parachute canopy in the dense woods and brush that cover much of the area."

About 200 officers and men of the 3d Armored Cavalry from Ft. Lewis, equipped with five helicopters, searched the terrain for two weeks in mid-March, through brush and black farm buildings.

They found a murdered girl. They pie, orange weather valid: a single r. Cooper's pr

"It is impossible to conduct a 100 per cent effective search in some of this area," Himmelsbach said. "There are acres and acres of blackberries so dense as to be impenetrable and some of the terrain is too steep to be searched on foot. A man could fall into one of those blackberry patches and just disappear. We would have to burn out the underbrush or cut it out by hand to conduct a thorough search."

"I have never thought Cooper went into the lake. From all I've seen I lean to the hypothesis that he landed in the dense woods either dead or mortally hurt. It could be years before he is found. Planes have disappeared in that kind of terrain and been missing for 10 years or more."

When Capt. William Scott, Flight Engineer H. E. Anderson, and First Officer Rataczak landed the 727 at Reno with the rear stair door still dragging, they and Tina Mucklow, stewardess, found the cabin empty except for one

chest pack, the good one, and the sky divers' parachute, "the one he should have used." (Flight attendant Florence Schaffner and a third stewardess had been left behind in Seattle.)

The money was missing. So was the attache case in which he carried the crude dummy "bomb." The FBI found two personal items which they are not revealing. That was all. No fingerprints, no clues. The hijacker even reclaimed the hijack note he had written when he first boarded the plane.

Not one of the 10,000 \$20 bills Cooper obtained has turned up. The FBI circulated a list of the numbers to police, sheriffs and banks throughout the country. FBI and other agencies have been swamped with calls from people who think they have found one of the bills.

"We are still getting a score or more calls a week," Himmelsbach said. "Actually if everyone who gets a \$20 bill gave us a call we would be swamped. We want to check every suspicious bill, but we could eliminate 70 per cent of these calls if people would first take a look at the face of the bill."

"At the lower right hand of the picture of Andrew Jackson you will find a date and a letter — like 1973, with a C under it. That is the date the bill was issued.

"Obviously if it was issued after 1971 it could not be one of the missing bills," Himmelsbach pointed out.

The list of 10,000 numbers has been entered in the National Crime Information Computer system.

Almost every police station and sheriff's office has access to this computer, which can tell in two seconds whether the bill is on the wanted list, Himmelsbach said.

The FBI has not given up. The search goes on. While Cooper has cost the airlines and law enforcement agencies millions of dollars, his hijacking — the first one motivated strictly by greed — led to an airport security program which has resulted in the confiscation of thousands of weapons and the arrest and successful prosecution of hundreds of other criminals, Himmelsbach points out.

The Federal Aviation Administration reports five possible hijackings or other crimes against civil aviation were prevented by the security system in the first six months of 1976 and 2,840 firearms and seven explosive or incendiary devices were seized and 422 persons arrested.

P.S. If by some miracle Cooper should escape the FBI, he would still be wanted by the IRS. The Portland office of the Internal Revenue Service estimates Cooper would owe \$217,523 on his \$200,000 loot in taxes and penalties for failure to file and failure to pay. A possible civil penalty could raise that figure another \$60,000 — all of which goes to show that crime doesn't pay, the IRS says.



Werner B. Blitner

DB Cooper-22585

(Mount Clipping in Space Below)

D.B.'s pants? 'Unlikely'

By DAVID KERN

Columbian Staff Writer

ARIEL -- It is "highly unlikely" that the tattered slacks found by hunter William Lynch on Green Mountain near here could have been worn by famed skyjacker Dan Cooper, according to a highly informed law enforcement source.

"It is generally felt from looking at the crime laboratory report that the pants are not five years old," said the official, who asked that his name not be used.

"We're not any closer to catching Cooper than we've ever been," he added.

Seven FB agents spent 3½ hours on Nov. 24 searching around the area where Lynch spotted the pants. The blue-gray continental-style slacks were about 25 feet above the ground in a tree when Lynch spied them while hunting.

The source said it was generally felt that the pants would have been too large for Cooper. The slacks had about a 36-inch waist and 33-inch inseam. Cooper was described as about 5-foot-10 and weighing about 170 pounds.

About 200 persons celebrated the fifth anniversary

of Cooper's jump at the Ariel Store on Nov. 27. And although the slacks sparked a new interest in the case, the law enforcement official said, "We still don't have one good lead."

John Reed, agent in charge of the FBI's Seattle office, declined Saturday to discuss the laboratory tests. He said it is against Justice Department rules to discuss evidence in criminal cases.

"I figured they had been there some time — three years, maybe five years," Lynch, a logger, said Saturday. "I still think they came out of an airplane because of the way they were hanging."

Lynch said he is convinced the pants could have been in the tree for a long time because "of nature's signs" — fir needles and green moss stains. And he said the pants looked like the kind a businessman would wear, and "most woodsmen wear overalls and suspenders."

Many think Cooper might have landed near Lynch's home. Does Lynch think Cooper survived?

"It does seem something concrete would have come up," Lynch said. "But it's a big country to cover inch by inch."

(Indicate page, ...
newspaper, city and state.,P
4THE SUNDAY OREGONIAN
PORTLAND, OREGON

Date: 12-5-76
Edition:

Author:
Editor: J. Richard Jones

Title:

Character:

Title:

Editor:

b6
b7C

DB Cooper-22586

(Mount Clipping in Space Below)

A party for D.B. Cooper

By BOB BURNETT

Columbian Staff Writer

ARIEL, Wash. — They held a big party here Saturday, but the guest of honor never showed up.

Or at least if he did, he was incognito. Not that anybody really expected the famous skyjacker to attend. Most authorities think he's dead, that he died in his hijacking attempt.

Dead or alive, the people of this tiny community on the shore of the North Fork of the Lewis River about 10 miles east of Woodland Saturday enlivened the legend of history's first parachute skyjacker, D.B. Cooper.

About 200 persons gathered here from as far away as Southern California to help the town Cooper put on the map commemorate the fifth anniversary of the day Cooper hijacked an airplane and disappeared into thin air with \$200,000 cash.

Germaine Tricola, who, with her husband, Vince, owns the Ariel General Store, and Dave Butterfield, who has a summer home nearby, schemed up the "Cooper Caper," mainly as an excuse to hold a party.

"Why not?" asked Mrs. Tricola. "After five years of everybody looking around and everything, why not have a party for Cooper?

"Sure he's alive," she said. "I just have a gut feeling. He might be walking around in here right now. How would you know?"

"He's still alive without a doubt. That's what I think," added Vince Tricola.

He said people started arriving about 11 a.m. Carloads of curious, questioning people. The locals were eager to talk as long as the visitors were willing to listen. Somehow the tales got taller in the retelling.

Butterfield served up hefty portions of thick buffalo stew while Mrs. Tricola poured the brew.

An effigy of Cooper hung loosely from a parachute draped over the roof of the store. A Portland air-charter service provided seaplane rides at \$8 a head "to search for Cooper." "D.B.

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

Page 6 THE COLUMBIAN
VANCOUVER, WASHINGTON

Date: 11-28-76

Edition:

Author:

Editor: Jack R.C. Campbell

Title:

Character:

or

Classification:

Submitting Office:

b6

b7C

Being Investigated

SA

SL
SPP

DB Cooper-22587

"Cooper Fan Club" T-shirts were sold at the counter, along with "The Skyjacker's Guide" and "D.B. (King of the Midnight Blue)," two paperback offshoots of the Cooper legend.

Television stations and newspapers from Seattle to Portland were represented. A crew from Hollywood filmed a segment for a new series about missing persons, entitled "In Search Of...."

Posters decorated the walls: "Cooper, Where Are You?" "Will the Real D.B. Cooper Please Step Forward." "Free Cooper Kittens."

Posted on a tree to which the Tricola's goat, Fred, was tied: "Cooper's Reincarnation?"

Guitarist Richard Purdy of Woodland sang "Where Are You, D.B. Cooper" and an original song, "Ode to D.B. Cooper." A big hit was a Longview, Wash., man, D.B. (Donald Bob) Cooper, who helped to maintain the festive mood.

Cooper is the name used by a man who hijacked a Northwest Airlines 727 jetliner in Portland on Nov. 24, 1971. The plane flew to Seattle, where Cooper was given four parachutes and \$200,000 cash. He let the passengers off, then ordered the plane to fly to Reno, Nev.

Authorities put tiny Ariel — population about 400 — on the map by theorizing that Cooper jumped out around there or nearby Lake Merwin. The area was searched thoroughly by federal, state and local police, and by scores of hunters and others looking for the \$200,000. But nothing was ever found.

Last week, the FBI searched the area again after a pair of pants was discovered hanging in a tree. Nothing else was found.

Cooper was indicted for air piracy by a federal grand jury in Portland last Wednesday, just hours before the five-year statute of limitations would have run out.

Cooper used the name "Dan" when he bought his ticket. The initials "D.B." evolved during news coverage of the skyjacking.

Harold Babitzke's daughter, Janie, was driving to Babitzke's Ariel cabin about the time Cooper

is believed to have jumped. She members seeing a "strange-looking" man on Lewis River Road with a package under his arm. "He was walking in an awful hurry and he looked like he didn't want a ride from anybody," Babitzke said.

The FBI apparently discounted the possibility that the man was Cooper, he said. "But I think it was Cooper. I really think he made it out."

Others agree: "I wouldn't rule it out," said Elise Henderson of Portland. "There's always a chance," added Hope Hazen of Amboy.

"I don't think he was even on the plane," said Midge Frasier of Amboy. "I think he got off with the money before it ever took off."

Ray Wallace of Toledo, Wash., said he thinks "Bigfoot took D.B. Cooper and the money to his cave. There ain't no foolin' about it."

And it got deeper as the afternoon wore into evening.

One area resident told how he heard the door of the jetliner slamming shut after Cooper jumped. Another displayed a wad of \$20 bills he said he couldn't spend because they were marked.

To cap the celebration, Tricola, having just answered the phone, looked stone-faced toward the crowded store and said he had just been called by President-elect Jimmy Carter.

There appeared to be almost as many believers as skeptics.

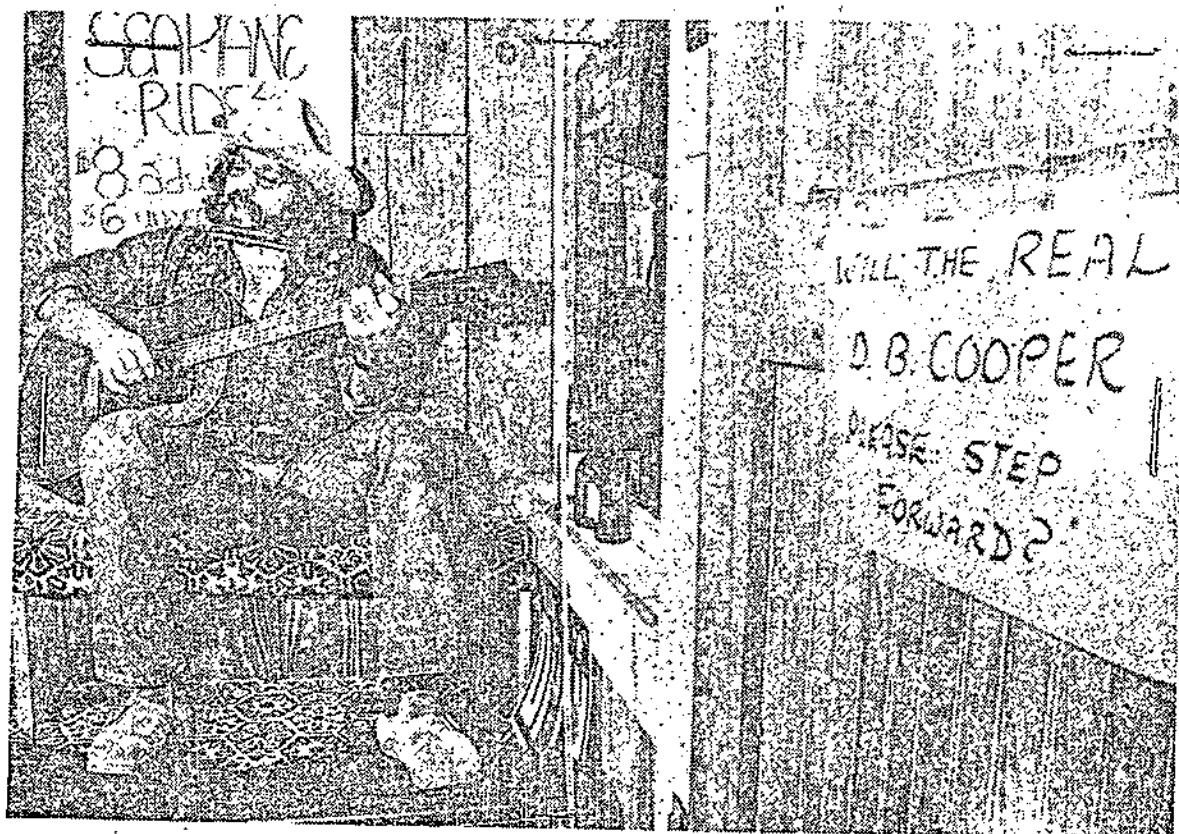
"There isn't enough of this kind of fun," said Joe Laherty of Lynnwood. "You gotta break the monotony somehow and this is the way to do it."

"It's something that probably will never happen again," said Mrs. Frasier. "If the guy never shows up, he'll still have made history here today."

Asked if the "Cooper Caper" party would become an annual event, Mrs. Tricola said:

"I don't know. Maybe. We'll see what the weather is like."

"If it's nice, well, we'll find some excuse to have another party."



Guitarist Richard Purdy of Woodland provided entertainment.



Mood was festive at Ariel General Store as people gathered from all around to commemorate Dan Cooper's skyjacking.



The Hamm's beer bear at the Ariel General Store has been
redecorated in honor the man who put the tiny town on the map.

(Mount Clipping in Space Below)



DB Cooper T-shirt

BILL #:

(Indicate newspaper, city and date)

TE W
VANCOUVER, WASHINGTON

Date:
Edition:
Author:
Editor:
Title:

Character:
or
Classification:
Submitting Office:

B-16 Investigated

DB Cooper-22592



Dave Butterfield of Portland and Germaine Tricola of Ariel test buffalo stew.

(Mount Clipping in Space Below)

A party for D.B. Cooper

They had a big party in Ariel for folk hero D.B. Cooper Saturday, but the elusive parachutist did not show up. At least one knew it if he did. For the full story turn to page 6.



BILL MacDonald of Woodland, left, and Haze Brown of Ariel, ham it up at "Cooper Caper" party.

Staff photo by Jerry Collier

DB Cooper-22594

(Mount Clipping in Space Below)

Cooper indicted by jury 'in case'

PORTLAND, Ore. (AP) — Dan Cooper, who got a \$200,000-air piracy ransom five years ago but may not have successfully parachuted from the plane with the cash, has been indicted just in case he's "out there" alive.

Authorities said they sought the indictment, handed down Wednesday by a federal grand jury here, because of fear that Cooper might go free if a five-year statute of limitations expired.

The indictment, which named a fictitious "John Doe, also known as Dan Cooper," contained a second count accusing him of interstate commerce by extortion.

On Thanksgiving Eve in 1971, a hijacker calling himself Dan Cooper jumped from a Northwest Airlines 727 jet that had traveled from here to Seattle. Neither he nor the money, which was strapped to his chest beneath his business suit, has been found.

Jack Collins, first assistant U.S. attorney in Portland, said the indictment was sought "out of an abundance of caution. We have no present knowledge of his (Cooper's) whereabouts."

Orders to obtain the indictment came from Deputy Atty. Gen. Richard Thornburg, head of the criminal division of the Justice Department, Collins said.

The department has taken the position that there is no statute of limitations on capital crimes, and that what

Cooper did was punishable by death at the time.

But a spokesman in Washington said the department wanted to avoid repetition of what occurred earlier this year when a judge threw out attempts to prosecute New Jersey Teamster leader Anthony Provenzano in a 1961 kidnap-slaying case on grounds that the statute of limitations had expired.

First reports of the skyjacking referred to the man as D.B. Cooper, but the name on his ticket read Dan Cooper.

Cooper boarded the flight Nov. 24, 1971, clutching a paper bag. Soon after takeoff, he told stewardesses he had a bomb and that he wanted \$200,000 in cash and four parachutes.

After other passengers got off in Seattle, the airline met Cooper's demands and the plane departed for Reno on his orders. Cooper bailed out somewhere over southwest Washington, officials said.

(Indicate newspaper, city, state)

F-302
1 VANCOUVER WASHINGTON

Date: 11-25-76
 Edition:
 Author:
 Editor: Jack R. Campbell
 Title:

 Character:
 or
 Classification: b6
 Subj. to Office: b7C
 Being Investigated

DB Cooper-22595

M

(Mount Clipping in Space Below)

'Cooper' pants report awaited

By DAVID KERN

Columbian Staff Writer

ARIEL — FBI agents are waiting for a crime laboratory report before deciding whether a pair of pants found by a rancher in the Green Mountain area of northern Clark County will be a good clue in the five-year-old case of skyjacker Dan Cooper.

John Reed, agent in charge of the FBI's Seattle office, said when he told agents in the crime laboratory in Washington, D.C., that he would be sending them back a pair of dress trousers which might be five years old they responded: "Geez, that's really far out but we'll kick it around."

Seven agents searched for 3 1/2 hours Wednesday for any clues in the area where rancher William Lynch found the trousers.

"Nothing," responded FBI agent John Pringle when he came out of the wooded area. And Reed said no more searches in the surroundings are scheduled.

"We should have a preliminary crime laboratory report by Friday or Monday," Reed said. He said that report might indicate where the laundry tag came from, whether the pants appeared to have weathered five years of the elements and other possible clues.

"There's a lot of leads that could come from one pair of pants," Reed said. But, he admitted, "Nothing looks good right now."

It was Nov. 25, 1971, that a man who identified

himself as Dan Cooper hijacked a Northwest Orient Airlines 727 jetliner, gained a \$200,000 ransom, and ordered the jet be flown from Seattle to Mexico with a refueling stop in Reno, Nev. He parachuted from the airplane, clutching a briefcase full of the money in \$20 bills, when the plane was 36 minutes out of Seattle.

Asked if the found slacks could have been planted by someone wanting to play a practical joke, Reed said: "The pants are possible evidence as far as I'm concerned. This just happens to be the fifth anniversary and these pants came in."

Rancher Lawrence Shinn hardly noticed the three FBI cars which were parked only a stone's throw from his barn off an abandoned logging road Wednesday.

Later, he poured a cup of coffee and said yes, the case of Dan Cooper had created at least a ripple of interest in this mountain ranching community.

"I've set here a million times and said old Cooper is up in that timber," Shinn said, pointing north from a table near a kitchen window.

"To my knowledge, nobody has been in that area — only by helicopters. The wind was really howling that night and there was a driving

"The helicopters were three or four abreast going back and forth," Shinn added.

Both Shinn and his wife, Maude, said Cooper

probably would have had a difficult time surviving because of his fall and the weather that night. The wind was blowing at 30 to 55 miles per hour.

"I have my doubts that he survived because it was quite cold that night," Mrs. Shinn said.

Cattle rancher William Lynch was reluctant to comment on the trousers he found. He said it was up to the authorities to determine if they belonged to Cooper.

Lynch spotted the slacks about 25 feet above the ground in a tree while hunting about one month ago. After reading some stories about Cooper, he called the Clark County Sheriff's Office to report his find.

Those slacks were resting crotch up in the tree so that some parts had green moss stains and large tears were in the thighs and knees.

The material seemed to be a double knit type, and the blue-gray slacks are continental style.

Whether Cooper could have worn them is uncertain. The pants have a 36 inch waist and about a 33 inch inseam, according to Dick Dyer, FBI agent in Vancouver. Cooper was described as being about 170 pounds and about 5 feet 10. If those dimensions were accurate, the pants might have been too large to fit the famed skyjacker.

While the FBI waits for a crime laboratory report, folks in these parts may be stopping in at a party in Cooper's honor at the Ariel Store Saturday.

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

Page THE COLUMBIAN
1 VANCOUVER, WASHINGTON

Date: 11-25-76

Edition:

Author: Jack R. Campbell
Editor:

Title:

Character:

or

Classification:

Submitting Office: b6
b7C Being Investigated

SA

DB Cooper-22596



FBI agents return to their cars after unsuccessful search Wednesday.

Staff photo b

DB Cooper-22597

(Mount Clipping in Space Below)

Tattered pants found

Cooper probe on in county

By DAVID KERN
Columbian Staff Writer

ARIEL — Seven FBI agents searched 3½ hours without success today for clues in the D.B. Cooper sky-jacking case following the discovery of a pair of tattered, moss-stained pants in a tree three miles southeast of Merwin Dam.

"We searched and we didn't find anything else," said John Pringle, assistant agent in charge of the Seattle FBI office. "There's no way anybody can say whether his body is in there. The undergrowth is extremely thick and it's been five years and you never know."

Pringle said they were calling off the search at least for the time being and would probably return to Seattle.

The agents, carrying shovels and axes and wearing coveralls, were seen by one resident as they got out of their cars about 9:30 a.m. Wednesday on Lynch road in the Green Mountain area of northern Clark County and begin searching the woods. The gray-blue green plaid pants were said by the FBI to have been found late last month by William Lynch, a Woodland-area hunter, as they were hanging about 25 feet above the ground in a Douglas fir.

Authorities were quick to warn that the pants found by Lynch might not be Cooper's and that the discovery

(Indicate
newspaper, city, state, date)
P-I THE SEATTLE TIMES
LYNNWOOD, WASHINGTON

Date: 11-24-76
Edition:
Author:
Editor: Jack R. Campbell
Title:

Character:

or

Classification:

Specified Office:

b6
b7c
Being Investigated

DB Cooper-22598

might have stemmed from a hoax. However, the FBI in Seattle said it is following up on the pants discovery as seriously as it does all clues in the Cooper case.

Ray Mathis, an FBI spokesman in Seattle, told The Columbian late Wednesday morning that "about a half-dozen" agents were sent to the scene to search for additional clues. But, Mathis cautioned, "We consider this a routine lead. The only thing special about this is it comes five years after" the skyjacking.

It was Nov. 25, 1971 — Thanksgiving Eve — that a man identified as Dan Cooper hijacked a Northwest Orient Airlines 727 jetliner, demanded and received \$200,000 and ordered the plane to fly from Seattle to Mexico with a refueling stop in Reno, Nev. Thirty-six minutes out of Seattle, he parachuted to the ground clutching the money in a suitcase.

"All we want to do is pose the question, 'Are these his pants?'" FBI agent Dick Dyer of Vancouver said Tuesday afternoon.

But still, since this week is the fifth anniversary of Cooper's disappearance, chances may be good that the pants were planted as a hoax, authorities caution.

"We've been getting pants, parachutes, parachute cords for five years," said John Reed, agent in charge of the FBI's Seattle office.

Dyer said Lynch found the pants off Lynch Road, a former logging road now little more than a trail. He spotted the slacks from a nearby ridge. At first, Dyer said, Lynch thought they might be a deer.

Dyer said Lynch remembered it was the second Saturday of deer hunting season when he found the pants — Oct. 23.

"He didn't realize the significance of the pants until he started seeing stories about Cooper in the newspapers again," Dyer said.

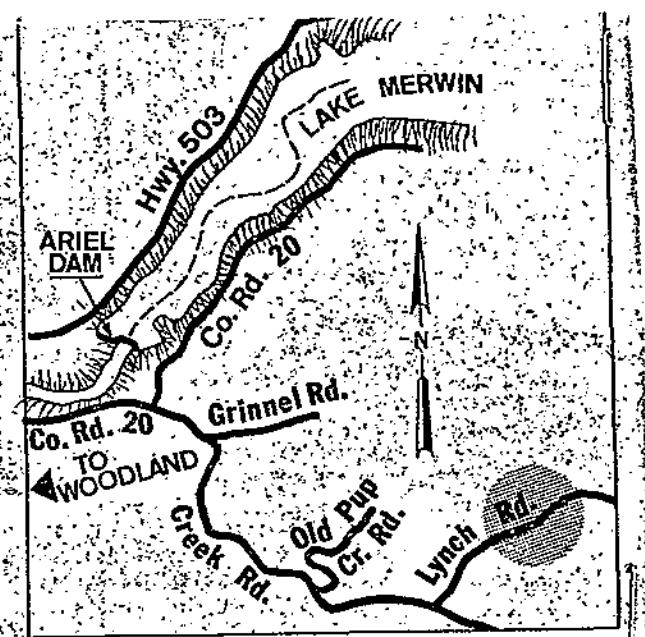
When reached by The Columbian, Lynch was reluctant to talk about his find, saying he wanted no publicity.

Lynch called the Clark County Sheriff's Office last week and Dyer was notified. The agent traveled to the area Tuesday with Lynch to view the scene of the discovery.

There are questions whether the pants could have been worn by Cooper.

The waist size is 36 inches and the inseam is about 33 inches, Dyer said. Cooper was described as being about 170 pounds and about 5'10". Thus, it would appear the pants in the tree would normally be worn by a man larger than Cooper as he was described.

Probably an even more intriguing question is: how could the pants be in the tree with no sign of Cooper or his remains discovered nearby in the initial search by Dyer and Lynch?



Map shows area of search.



Staff photo by Reid Blackburn

FBI agent Dick Dyer, left, and Sheriff Eugene Cotton examine trousers found in tree.

(Mount Clipping in Space Below)

Town Seeks D.B. Cooper For Fest

By DIANE CARMAN
Journal Staff Writer

ARIEL, Wash. — The fun-loving people of Ariel request the honor of the presence of Dan Cooper, alias D.B. Cooper, at a celebration in commemoration of the fifth anniversary of his birth as the town legend.

If the people of Ariel could, they would send just such an invitation to Dan Cooper, the legendary hijacker who got away.

Cooper, as everyone in this neck of the woods remembers, was the guy who hijacked a Northwest Airlines flight between Portland and Seattle on Nov. 25, 1971, parachuting to the forest near here with \$200,000 in \$20 bills.

This year Germaine Tricola, owner of

the Ariel Store near Merwin Lake, is organizing "Cooper's Caper Party" on Nov. 27 to celebrate the event that made Ariel what it is today — a little town with a big mystery.

Mrs. Tricola said she expects most of the 200 to 300 families who live in the community to attend the gathering, which will continue throughout the day.

"It's pretty quiet around here this time of year and most of us are just looking for an excuse to have a party," she said.

"Somebody suggested we celebrate 'Cooper's Caper,' and I'm just nutty enough to do it," she said.

Mrs. Tricola said about half the people in the area still believe Cooper is still alive, and "most of them try to think he could have made it."

When asked if she expected guests at the party to impersonate Cooper, Mrs. Tricola said, "Of course, that's what makes a party a party."

She is cooking up gallons of buffalo stew to serve the guests at the party. She explained that there is no particular significance to buffalo stew in connection with Cooper. But, "It gets pretty cold up here and we could probably use something warm and good in this weather."

Chances are slim that Cooper will attend his anniversary party, but that doesn't mean he won't be welcome, said Mrs. Tricola.

"We'd love to have him drop in, even if he comes incognito," she said.

"Anyway, I think we'll have a good time," she explained. "It doesn't take much to amuse us up here."

(Indicate newspaper, city, state)

POLICE POLICE
PCAL PCAL 31

Date: 11-16-76
Edition:
Author: Donald J. Sterling
Editor: (JR)
Title:

Character:
or
Classification:
Serial # or Office:
B. not Investigated

S
DB Cooper-22601

(Mount Clipping in Space Below)

If Cooper survived skyjacking, pants first on shopping list

Mysterious and missing skyjacker Dan (D.B.) Cooper got away with \$200,000 in airline money five years ago and the caper may have cost him his pants.

The Federal Bureau of Investigation in Seattle Wednesday confirmed that a farmer and logger in the Green Mountain area of Washington State's Clark County had found a pair of pants in a tree near where Cooper bailed out of the hijacked airliner.

Up until dark Wednesday, FBI

agents searched the area where the pants were found, tattered and moss-stained, by William Lynch about a month ago.

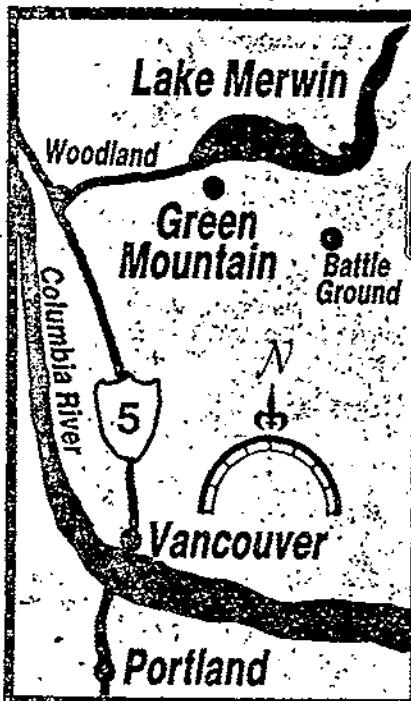
Agent Dick Dyer in Vancouver said "All we want to do is pose the question, 'are these his pants?'"

In Seattle, Agent John Reed said he wasn't too excited.

"We've been getting pants, parachutes and parachute cords for five years," he said. "I'm not that excited about it, but we've got to give it the full

shot. I hope nobody's playing a hoax on us."

The general area where Cooper is believed to have landed was searched for weeks by the FBI and Army after a



Northwest Airlines 727 was hijacked Nov. 25, 1971, on a flight from Portland to Seattle.

Dan Cooper was the name given by a man who paid cash for a ticket from Portland to Seattle Thanksgiving Eve.

Shortly after the jetliner left Portland, he gave a stewardess a note saying there was a bomb in his briefcase.

He ended up with \$200,000 in cash and four parachutes, two of which he wore when he left the airliner's rear door in a raging thunderstorm somewhere between Seattle and Reno.

Some news stories subsequently re-

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

Page
D-8 THE OREGONIAN
PORTLAND, OREGON

Date: 11-25-76
Edition:
Author: J. Richard Hoke
Editor:
Title:

Character:

or

Classification:

Submitting Office:

b6

b7C

Being Investigated

094

Sq. [Redacted]

ferred to him as D.B. Cooper and the initials stuck.

Wednesday the FBI sent the torn, gray plaid pants to FBI laboratories in Washington, D.C., for analysis.

Agents said neither laundry nor cleaning marks were found on the trousers, nor were there any bloodstains.

Back in Portland, the U.S. Attorney's office, in what was described as "an abundance of caution," secured an indictment based on grand jury findings against Dan Cooper for hijacking the plane.

Jack G. Collins, first assistant U.S. Attorney, said the indictment was sought because there had been some legal decisions that would contend a five-year statute of limitations applies to the case.

"It was out of an abundance of caution," Collins said, "that the indictment was sought. We have no present knowledge of his (Cooper's) whereabouts."

He said the indictment was requested by Deputy Atty. Gen. Richard Thornburg, head of the criminal division of the U.S. Justice Department.

Collins said the penalty for air piracy (Count 1 of the indictment) was a prison term of not less than 20 years. If anyone had been killed in the hijacking, he said, the punishment would have been a death sentence.

On Count 2 of the indictment, Collins said, the maximum penalty is a \$10,000 fine or 20 years in prison or both.

The government asked for a bench warrant for Cooper's arrest and bail of \$500,000.

Cooper's official description is that of a man in his mid-40s, height 5 feet 10 inches, weight 170 to 180 pounds, average to well-built, olive complexion, medium smooth; hair dark brown or black and parted on the left and combed back.



Associated Press Wirephoto

COOPER'S PANTS? — FBI agent Dick Dyer (left) of Vancouver, Wash., and Sheriff Gene Cotton of Clark County examine a pair of pants found in the area where skyjacker D.B. Cooper is believed to have disappeared.

(Mount Clipping in Space Below)

Tattered Pair Of Pants Renews Skyjacker Probe

By DIANE CARMAN

Journal Staff Writer

VANCOUVER, Wash. — Half a dozen Federal Bureau of Investigation agents, armed with search equipment, entered a remote area of Clark County Wednesday where skyjacker Dan Cooper may have bailed out five years ago.

The possible break in the mystery hijacking came on the fifth anniversary of the Thanksgiving Eve incident which began at Portland International Airport when Cooper boarded a commercial flight.

A tattered pair of pants found hanging in a tree in the Green Mountain area of Northern Clark County in Washington sparked the new search.

Ray Mathis of the Seattle office of the FBI, said Wednesday the bureau is investigating the new evidence, found by a deer hunter.

The discovery of the pants was not revealed by the FBI until Wednesday.

"Sure, they could be Cooper's pants," said Mathis of the find several weeks ago. "But we've found plenty of pieces of clothing and other evidence that

could have been Cooper's. Until we find other evidence we can't say for sure."

Mathis called the investigation "routine," saying, "The only thing unusual about it is that it happened this time of year when the interest in the Cooper case is high."

Dan Cooper, who became popularly known as D. B. Cooper, parachuted into

the woods near Woodland, Wash., Nov. 24, 1971, after hijacking a Boeing 727 in Seattle. The craft landed in Reno after Cooper exited.

The tattered dark green plaid men's trousers were said found late last month by William Lynch—a Woodland area hunter, hanging in a tree 25 feet above the ground.

(Indicate
newspaper, etc.)

PAGE ONE THE OREGON JOURNAL
PORTLAND, OREGON

Date: 11-24-76

Edition:

Author: Don ld J. Sterlin
Editor: (JR)

Title:

Character:

or

Classification:

Submitting Office:

Investigated

b6

b7C

DB-Cooper-22604

(Mount Clipping in Space Below)

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

page
A-16 THE OREGONIAN
PORTLAND, OREGON

Skydivers to commemorate celebrated jump of Cooper

ARIEL, Wash. — Skydivers are expected to drop into a party here Saturday to honor one of the nation's most celebrated parachutists, Dan (D.B.) Cooper.

The Saturday skydivers, however, should find the jump easier than their famous counterpart did. They'll jump into a clearing near the Ariel Store, whereas Cooper is believed to have landed in trees not far from the southwestern Washington community.

Cooper is the name given by a middle-aged man who hijacked a Northwest Airlines 727 jetliner Nov. 25, 1971. He ordered four parachutes and

\$200,000 in cash, and while the plane flew low through stormy weather between Seattle and Reno, the hijacker lowered the rear door and bailed out.

He has never been found — and neither has the ransom money. Authorities believe Cooper bailed out somewhere in the Ariel or Warren Dam areas, and probably was killed in the attempt.

For the people in Ariel, Cooper's caper has become legend. "They talk about him all the time," said Germaine Tricola, who is throwing the party to commemorate the skyjacking.

"Cooper's Caper Party" will begin at 1 p.m. at the Ariel Store, 10 miles east of Woodland, Wash., and 30 miles north of Portland. Mrs. Tricola will serve buffalo stew and a Portland pilot will take out "search parties" in his single-engine plane.

Residents of Ariel are hoping Cooper will show up at the party, even if he comes incognito.

But if he doesn't come, everybody will know the reason — Cooper was indicted this week for air piracy by a federal grand jury in Portland.

Date: 11-27-76

Edition:

Author:

Editor: J. Richard Notes

Title:

Character:

or

Classification:

Submitting Office:

 Being Investigated

164-41-31

X2

DB Cooper-22605

(Mount Clipping in Space Below)

Fans of skyjacker Team of

By EARLY DEANE
of The Oregonian staff

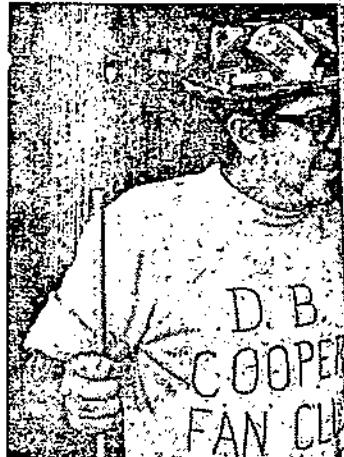
ARIEL, Wash. — Affluent parachutist Dan (D.B.) Cooper may have shown up Saturday at the beer and buffalo stew party held here in his honor.

Then, again, he may not have.

But about 100 other persons checked in at the Ariel Store and Tavern, including two honest parachutists from the Sheridan Parachute Academy who made bull's eye landings in a grassy field behind the store.

The party, dreamed up by Vince and Germaine Tricola, owners of the store located at the entrance to Merwin Dam Park, was in honor of a man who called himself Dan Cooper when he bought an airplane ticket from Portland to Seattle five years ago.

In Seattle, the man demanded \$200,000 ransom



FANS — Vince Tricola (center) of the Ariel Store and Tavern, flashes \$20 bill store Saturday in honor of

from Northwest Airlines nor for the plane and its passengers and, carrying the money in \$20 bills, parachuted from a Seattle to Reno plane.

Cooper is believed to have bailed out over the heavily forested area east of Woodland. Neither he

nor been

"Tricola"

"Ever wish he is."

Da
Port
falo

DUNE PRACTICE — Sled dog team for the Iditarod race in Alaska. Trainer Jan

By SHARLENE P. NELSON
Correspondent, The Oregonian

NORTH BEND — Soon James T. Flemire and his team of 13 Siberian huskies will enter the Olympics of sled dog racing — the Iditarod race in Alaska. The 1,049-mile course from Anchorage to Nome is like running a trail from here to Los Angeles in freezing temperatures.



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

B-6

THE OREGONIAN
PORTLAND, OREGON

Date: 11-28-76

Edition:

Author: J. Richard Nokes
Editor:

Title:

Character:

or

Classification:

Submitting Office:

b6

b7C

Being Investigated

8A

J.C.
S. Kim

FDI

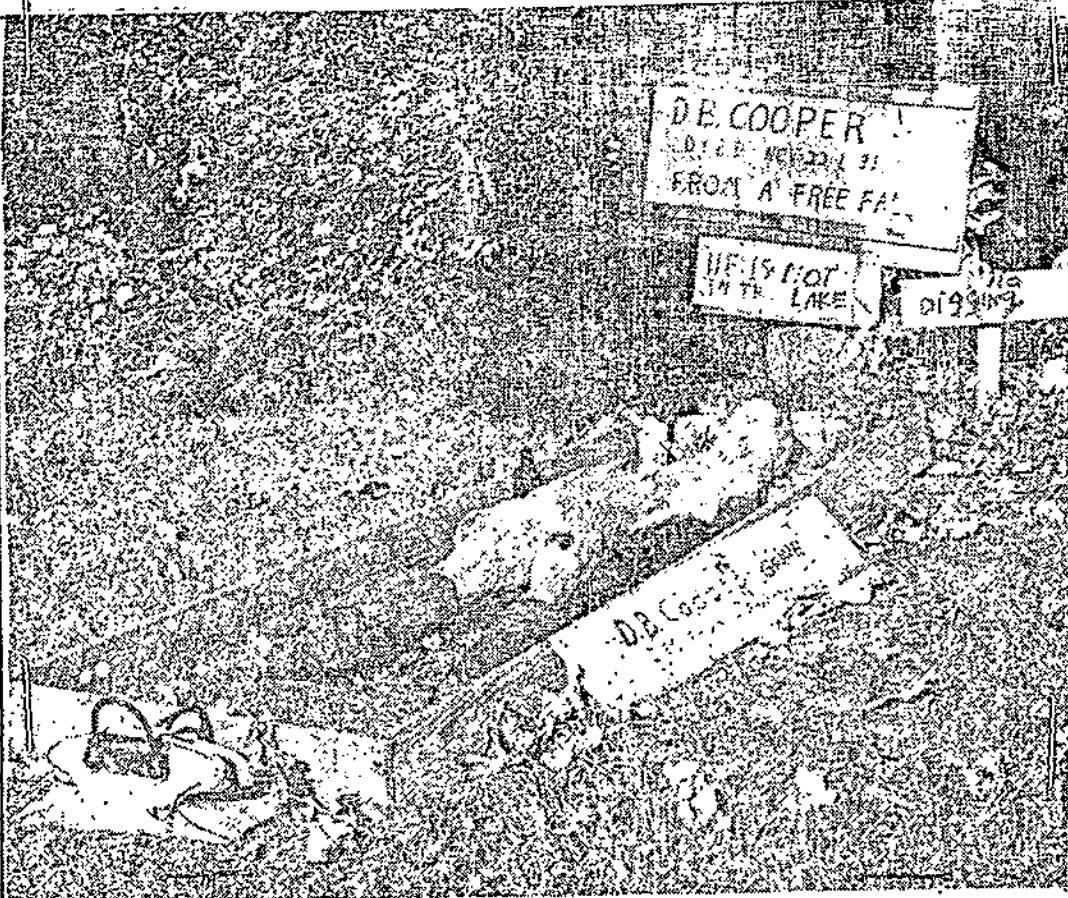
164-4 DB Cooper-22606

(Mount Clipping in Space Below)

D. B. Cooper, R.I.P.

If P. T. Barnum were alive today, he would probably jump at the chance to exhibit the remains of D. B. Cooper. This mock grave was sighted on the county road east of Woodland

along the south side of the North Fork of the Lewis River. Using driftwood for the body, unknown person or persons created the roadside attraction.



Indicates newspaper, etc., etc.

P - TH-CC VANCOUVER CUSTOM
5 VANCOUVER

Date: 11-19-76

Edition:

Author:

Editor: Jack R.C. Campbell

Title:

Character:

or

Classification:

Submitting Office:

Has it been Investigated

[Handwritten signatures and initials]

57

DB Cooper-22607

(Mount Clipping in Space Below)

But not the IRS

Cooper may beat statute

SEATTLE (AP) — It was a dark and stormy night, nearly five years ago, when D. B. Cooper took the \$200,000 he received in a hijacking and parachuted out of a jetliner, probably somewhere over southwest Washington.

After thousands of hours of hunting, law enforcement authorities still have failed to turn up a trace of the armed hijacker or the money.

If Cooper isn't found by authorities before Nov. 24, the statute of limitations on federal antihijacking laws will have run out.

But that doesn't mean Cooper can come out of hiding, says an FBI spokesman.

The Internal Revenue Service figures Cooper still owes the government more than \$218,000 in back taxes on the original \$200,000.

D.B. Cooper was the name given by a man who paid cash for a Northwest Airlines ticket to fly from Portland to Seattle on Nov. 24, 1971. Shortly after the 727 jetliner lifted off from Portland, Cooper gave a stewardess a note.

"I have a bomb in my briefcase," it said.

Cooper allowed his passengers to disembark at Seattle after he

received \$200,000 and four parachutes. Soon after takeoff, a cockpit light went on, signalling that the rear door was open.

It isn't clear where exactly Cooper jumped, but the best guess is somewhere over Washington state. The plane flew on to Reno, Nev.

Authorities have never determined whether Cooper ever survived the jump.

The FBI, extremely aware that the statute of limitations is about to expire, continues the hunt.

A spokesman says the FBI has a plan to try to recover ransom money if it is in circulation. The scheme involves a \$5,000 reward to the first person who turns in one of the 10,000 \$20 bills given to Cooper.

But the FBI spokesman says the plan isn't being well received.

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

Page 24

The Columbian

Date: 6-24-76

Edition:

Author:

Editor: Jack R. Campbell

Title:

Character:

or

Classification: 164-41

Submitting Office:

b6

Being Investigated

b7C

SEARCHED ..
SERIALIZED ..

1 FEB 1976

DB Cooper-22608

(Mount Clipping in Space Below)

FINAL COUNTDOWN

One Year Left For D.B. Cooper

By CLYDE JABIN

United Press International

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

Five years is the statute of limitation on the hijacking charge against Cooper, who vanished after parachuting from a Northwest Airlines 727 with his loot on Thanksgiving Eve, 1971.

"It's a very much active investigation," said a senior FBI agent who has spent many hours on the case. "We have run down literally thousands of leads, and eliminated hundreds of people as suspects."

"My personal guess is that there is just a 50 per cent chance that he is still alive."

Cooper spent 50 minutes in the Portland International Airport waiting area before boarding the Seattle-bound plane, and none of his fellow passengers recalled him. Shortly after takeoff he handed a stewardess a note that said, "I have a bomb in my brief case."

The FBI agent said that the stewardess described "the bomb" as wires attached to eight red sticks of dynamite in Cooper's attache case.

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

The agent doubted Cooper was an experienced parachutist, because of the four chutes given to him at the Seattle-Tacoma Airport, he took the worst two — an unusable chest chute sewn together and a small back chute.

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

6
THE OREGON JOURNAL
PORTLAND, OREGON

Date: 11-25-75

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

 Being Investigated

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1 1975	
FBI - PORTLAND	

DB Cooper-22609

(Mount Clipping in Space Below)

Dan Cooper' has one year to go before statute of limitations runs out

By JOE FRAZIER

ARIEL, Wash. (AP) — If he's alive, and that's a big "if," skyjacker Dan Cooper started his final year of lying low Monday.

On Nov. 24, 1971, a man using that name parachuted from a Northwest Orient 727 over Southwest Washington with \$200,000 in ransom money.

He and the money were never seen again, and on Nov. 24, 1976, the statute of limitations expires.

The deed spawned several similar attempts, and two air pirates later made similar jumps over Indiana and Utah. Both were captured.

But Cooper's apparent success made him a folk hero of sorts. There were Cooper tee-shirts, bumper stickers and at least one song.

The case has been a festering thorn in the side of the FBI, which admits it knows little more about him than it did on the stormy Thanksgiving eve when Cooper grabbed the bag containing 10,000 \$20 bills, and leaped into history. The case remains active, however, and FBI agent Ralph Himmelsbach, who has worked on it off and on for four years, says leads still dribble in.

The man using the name of Cooper boarded Northwest's Flight 105 in Portland. Once in the air, he threatened to blow up the plane unless \$200,000 in \$20 bills and four parachutes were given him in Seattle.

He got what he wanted.

"My personal guess is that there is no better than a 50 per cent chance that he's still alive, and that's being very generous," Himmelsbach said. "In fact, the chances are very slim indeed."

He said Cooper apparently knew little or nothing about skydiving.

In addition, Himmelsbach said, Cooper was in clouds when he jumped and couldn't have known where he would land. "Up looked like down," he said. "He could have had no visual reference."

The FBI has pinpointed a 24-square-mile area it feels is the drop zone, and some of it is pretty rough country.

There is the chance he came down in Lake Merwin, a large reservoir within the zone.

In the zone is the community of Ariel. The only business is a combination store-tavern with a gas pump that doesn't work. Within, Cooper lives, or at least his memory does.

The records on the elderly juke box are old because the proprietress, Germaine Tricola, likes them that way.

"Yes, they still call it 'Cooper country' up here," she said.

(Indicate if 1/3 newspaper, city 2/3 - 100%)

A/E THE OREGONIAN
PORTLAND, OREGON

11-25-75

Date:
Edition:
Author:
Editor:
Title:

Character:

SEARCHED
INDEXED
FILED
1975
AND 11/11/75

DB Cooper-22610

"Hunters and huckleberry pickers stop in here and they still talk about finding something up there, but not like they used to."

Nobody hurries at the Aerial tavern in November. Muddy roads and snow have closed the woods to logging for the winter, and it's cold outside.

Loggers drift in and out for a beer or a game of cribbage.

Through the smoke from an apparently communal pack of Camels talk drifts from the finer points of cribbage to Cooper and back to cribbage.

"Hey, Jimmy!" Germaine shouts down the bar. "Where's Cooper?"

"South America. Africa, maybe," says Jimmy, not looking up from his newspaper.

"You could go a long time on that kind of money in Mexico," she mused.

In the spring of 1972 the Army sent

200 men from Ft. Lewis, Wash., to search for 18 days, but nothing turned up. But Ariel Tavern consensus was that the cougars, coyotes and wild dogs in the hills would have made quick work of any body, and that searchers could be a few feet from what they sought and still miss it.

The FBI says most of its leads during four years came from missing person reports.

"There was one man who had left a suicide note, and cut his boat out to drift," Himmelsbach recalled. "That was two days before the skyjacking, and he looked pretty good as a suspect. Then we found him running an adult bookstore in Los Angeles."

Numerous other ideas and theories have been checked out, he said.

They include:

"Cooper landed safely and escaped

in a light plane waiting for him on a primitive airstrip."

This assumes he knew where he was jumping, a possibility the FBI has ruled out.

If Cooper makes it another year to outlive the skyjacking charges, the U.S. attorney's office in Portland says, there may be other charges filed.

These could include possession of stolen money or income tax violations.

There is also the question of a civil suit from Globe Indemnity Corp. of New York, which had to pay the airline \$180,000 of the \$200,000 in ransom.

Himmelsbach said if it can be shown that Cooper fled the area to avoid prosecution, the statute of limitations might be suspended.

"But if he can prove he stayed around this area and didn't try to run, I guess he's beat us," he said.

(Mount Clipping in Space Below)

'Dan Cooper' remembered, 4 years later

Stories link local man to skyjacking

By JEB BLADINE and
BARBARA PROPOTNIK

Four years ago, on Thanksgiving eve, a man boarded a Boeing 727 in Portland bound for Seattle, hijacked the plane for a \$200,000 ransom and parachuted into oblivion. No trace of the man, or the money, has ever been found.

Could that most famous and most mysterious skyjacker have been living in McMinnville at the time he committed his innovative and as yet unsolved crime?

Not likely, says the Federal Bureau of Investigation upon preliminary analysis of information concerning the "suspect." But possible, and worth investigating, the FBI says, after having assigned a Salem agent to further explore any links between legendary skyjacker "Dan Cooper" and a former McMinnville resident.

On this fourth anniversary of the crime it is easy to understand why the FBI is less than excited about prospects of ever identifying the famous criminal. For one thing, prevailing theory is that the skyjacker did not survive his parachute escape jump. But the file remains open enough so interesting leads, such as that involving the former McMinnvillans, still are being followed through until a suspect is cleared.

Some officials believe Dan Cooper perished in his spectacular escape attempt for the simple reason that four years later, after spending countless man hours and dollars investigating the crime, the FBI has found no substantive clue to the criminal's identity.

"I can sum it up in a sentence," said Portland FBI public relations agent Bill Williams, as he held a three-inch thick book of Dan Cooper investigative data consisting of

interviews conducted within hours of the crime. "We don't really know any more about this guy than we knew the morning after the skyjacking."

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

**"THE NEWS
REGISTER"**
McMinnville,
Oregon

Date: 11/26/75
Edition:
Author: JEB BLADINE &
Editor: BARBARA
Title: PROPOTNIK

Character:
or
Classification:
Submitting Office:
 Being Investigated

164-41-Sub 1

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 1 1975	
FBI - PORTLAND	
DB Cooper-22612	

b6
b7C

DB Cooper-22612

THE EXPERT on Dan Cooper is Portland FBI agent Ralph Himmelsbach, who has been with the case since its beginning. He has led bureau efforts which included flights in the same plane under the same conditions of Cooper's historic ride. The FBI pinpointed a 24 square mile area in Southwest Washington it feels is the drop zone, and some of it is rough enough country that many officials think Cooper killed himself trying to escape.

"My personal guess is that there is no better than a 50 percent chance he's still alive, and that's being very generous," Himmelsbach said. "In fact, the chances are very slim indeed."

There remains, however, the fact that all missing person reports in the country were checked in the days and weeks following Cooper's crime—none of them led FBI investigators a step closer to Dan Cooper, leaving the belief among some that he must have escaped.

Leads in the case have dwindled, and just 12 months separates Dan Cooper (if he still lives) from possibly avoiding prosecution even if apprehended. Statute of limitations on the crime expires Nov. 24, 1976, and unless Cooper were found to have fled the area to avoid prosecution, he would be safe if he remains free beyond that date.

Charges such as possession of stolen money or income tax evasion could be leveled, however, and there would be possibility of civil suit from Globe Indemnity Corp. of New York, which had to pay \$180,000 of the \$200,000 ransom.

SEVERAL McMinnville residents have told the News-Register they once believed a man formerly living here was skyjacker Dan Cooper. One woman, described to N-R reporters as one who possibly had the strongest reasons for suspecting the man, refused to answer any questions of reporters.

Two local men went as far as to conduct a lengthy, private investigation, hoping a \$25,000 reward might be in the offing. Their efforts, however, never came to the FBI's attention. They thought the FBI was following up their investigation, the News-Register was told, but apparently an IRS agent they talked with never passed the information along.

Now, some of those suspicions have been presented to the FBI Himmelsbach, though pointing out that he feels little confidence that the former McMinnvillian actually is Dan Cooper, nevertheless admits the stories warrant further FBI investigation.

One man who investigated McMinnville's "suspect" told the News-Register things which had led him to believe he might be on the right trail. Among them were comments that the man bore resemblance to Dan Cooper, that his reported whereabouts that Thanksgiving weekend apparently were entirely unsupported by any witnesses and that he returned to McMinnville with an injured ankle.

A few have maintained belief that Dan Cooper really was living here, and four years later it appears the FBI finally will compile official investigative reports on their suspicions.

That investigation most likely will end the way all Dan Cooper investigations have ended—another possible suspect eliminated and continued frustration for the FBI. Whatever the result, whether or not anyone ever is identified as the famous skyjacker, there will remain the mystery of the age bandit who went out.



FBI CON

(Mount Clipping in Space Below)

Officials fail to link skull, Dan Cooper

A skull found Thursday in a heavily forested area 10 miles east of Estacada is not believed to be that of the airplane hijacker and extortionist "Dan Cooper," a deputy state medical examiner said.

The skull, found by a man who turned it over to Clackamas County sheriff's deputies, is believed to be that of a male, about 30 years old, who had been dead for some time, according to Dr. Larry Lewman.

Speculation that the skull might have been that of Cooper started after the finder, who was unidentified, reportedly said he spotted remains of a parachute in a nearby tree.

"Whatever we know now is only an educated guess," Lewman said. "Everything we have is third hand. The man brought the skull to the sheriff's office, and they turned it over to us. The police haven't been to the site, which is covered with snow, but simply reported what the man told them."

Lewman, who's in charge of the case and seeking dental records, said the FBI also do not believe that the skull was Cooper's.

"I talked to them and they said from where Cooper went out of the plane, prevailing wind currents, speed of the aircraft and other data, they doubted it could be the hijacker."

The man called Cooper parachuted out of the back of a Northwest Airlines jet on the night of Nov. 24, 1971, with \$200,000 in extortion money.

Cooper bailed out somewhere over southwestern Washington.

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

A/7 THE SUNDAY OREGONIAN
PORTLAND, OREGON

Date: 1-12-75

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

 Being InvestigatedSEARCHED INDEXED
SERIALIZED FILEDJAN 12 1975
FBI - PORTLAND
44-22614

DB Cooper-22614

(Mount Clipping in Space Below)

Not long enough

Statutes of limitation are meant to safeguard persons from prosecution for alleged crimes after so much time has elapsed that it would be unreasonably difficult for them to prove their innocence.

The purpose of such statutes is good. Time scatters witnesses. It tricks memories. It gives unfair advantage to law enforcement agencies with ponderous record files and tends to dilute evidence that accused individuals would want to muster in their defense.

However, some statutes of limitation are in need of revision. For example, consider:

Dan Cooper, if that's his real name, and if he's alive, needs only two years more before he'll be beyond reach of the law covering the Nov. 24, 1971, caper that gained him notoriety, \$200,000 in small-bill ransom money, and two parachutes to use in his escape from the jet airliner he "skyjacked" over the Pacific Northwest. A federal statute of limitations will preclude his prosecution after the fifth anniversary of his threat to blow up the airliner and everyone aboard.

It's scant comfort to know that Cooper is the only person ever to skyjack a domestic airliner without ending up indisputably dead or in the custody of the law. Despite all that has been done to discourage skyjacking since Cooper hit his chute somewhere south of Seattle, ransom bag in hand, his apparent clean getaway could still inspire some warped-minded imitators.

If the statute of limitation pertaining to fraudulent attempts to cheat on income taxes can be opened, surely that dealing with bomb-packing skyjackers should run longer than five years.

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

14A Eugene Register-Guard
Eugene, Oregon

Editorial

Date: 12/4/74

Edition:

Author:

Editor:

Title: NORJAK

Character:

or

Classification:

Submitting Office: Portland

Being Investigated

164-44-Sub 1

SEARCHED	INDEXED
SERIALIZED	FILED
DEC 19 1974	
FBI - PORTLAND	

cc BUREAU
SA 2474 E

DB Cooper-22615

Nov. 27-1974.

Deos; Sir....

Don't look for him on
the ground.

Look for ~~him~~ his
skelleton in the top of
a tree with a
limb drove through
his back.

God rewards people
according to their way
the Bible says so.

P.S. a strong wind could
have carried him 5 miles
from where he bailed out!

b6
b7C

(Mount Clipping in Space Below)

Where Is D.B. Cooper? And Where Is The Cash?

PORTRLAND (UPI) — It's Thanksgiving time and thoughts around here not only turn to turkey, pumpkin pie and football, but also to D.B. Cooper, history's first and only successful parachuting sky bandit. Where is he and where did he stash the cash?

Three years ago on Thanksgiving eve Cooper went aboard a Northwest Orient Airlines flight in Portland for a short hop to Seattle.

The plane wasn't airborne much more than five minutes when one of the more bizarre crimes in history was committed.

Cooper, threatening to set off an explosive device, demanded and got \$200,000 in \$20 bills delivered, along with three parachutes, to the plane in Seattle. Then after allowing the passengers to disembark, he ordered the crew to fly the 727 to Reno, Nev., following a course down the western sector of Washington and Oregon before cutting across the mountains on a direct flight to Reno. Somewhere in route he bailed out via the tail exit.

No trace of Cooper or the money ever was found.

It set off a chain of similar skyjackings that changed the face of air travel throughout the world.

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

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

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

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

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

Cooper apparently strapped the money to his body for the jump. A theory that he may have fallen into Lake Merwin east of Woodland in Southwest Washington about 30 miles north of Portland could not be proved.

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

28 HERALD AND NEWS
KLAMATH FALLS, ORE.

Date: NOV. 24, 1974

Edition:

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office:

Being Investigated
INDEXED

164-31-Subj

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 24 1974	
FBI - PORTLAND	

DB Cooper-22617

Director, FBI (164-2111)
Attn. Correspondence and Tours Section
External Affairs Division
SAC, Portland (164-41) (P)

12/20/73

NORJAK
OO: Seattle

Enclosed herewith to the Bureau and Seattle are news clippings from the "Oregon Journal," Portland, Oregon, daily newspaper, for the weekdays of 11/22-12/14/73, publicizing the NORJAK case. In addition to the clippings, there are forwarded to Bureau and Seattle the complete front pages of the 11/22, 11/23, 11/26 and 11/27/73, editions of this paper. These pages are being forwarded in their entirety to illustrate the prominent front page coverage the "Oregon Journal" gave this story.

ROLLA J. CRICK is the author of these articles, and he spent considerable time and effort preparing for publication. I believe this coverage again demonstrates his constructive, enthusiastic cooperation with this office.

Numerous leads have been received from all over the country as a result of this publicity. Radio and television publicity in various parts of the country has been a spin-off of the CRICK series.

It is recommended the Bureau consider sending ROLLA J. CRICK an appreciative letter over the Director's signature. Letter should be addressed as follows: Mr. ROLLA J. CRICK, Staff Writer, "Oregon Journal," 1320 SW Broadway, Portland, Oregon, 97201. There is nothing in Portland files which would preclude sending this letter.

2 Bureau (Encs. 25)
2 Seattle (164-81)(Encs. 25)
2 Portland
(1 164-41; 1 - 80-651)

JL:lam

[Signature]

Searched _____
Serialized _____
Indexed _____
Filed _____

CC

B28

61

DB Cooper-22618

(Mount Clipping In Space Below)

JOURNAL ASKS: D.B. COOPER, WHERE ARE YOU? \$1,000 Offered For First \$20 Bill

By ROLLA J. CRICK
Journal Staff Writer

The Journal will pay \$1,000 for the first \$20 bill turned in to the newspaper upon verification by the Federal Bureau of Investigation that the bill is a bona fide part of the \$200,000 extorted from Northwest Orient Airlines in the "D.B. Cooper skyjack" of Nov. 24, 1971.

The offer is made with the concurrence of the FBI that obtaining any of the missing money would be a substantial aid to the two-year long investigation of the nation's most celebrated airline hijacking.

It is also made in the belief that if any of the money is in circulation, that fact can be established by alert readers who check the serial numbers on \$20 bills in their possession.

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

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

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

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

The Journal invites other news media to aid in the distribution of serial numbers.

Northwest Airlines initially offered a reward of 15 per cent of the extortion money recovered up to a maximum of \$25,000, but the reward has been discontinued, the airline informed the newspaper.

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

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

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

1 THE OREGON JOURNAL
PORTLAND, OREGON

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

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

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

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

Date: November 22, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling, Jr.

Title: NORJAK

Character:

or Bufile

Classification: 164-2111

Submitting Office: Portland

Being Investigated

(Mount Clipping in Space Below)

'Cooper' Bill Reward Offered

The Journal, in cooperation with the Federal Bureau of Investigation, is publishing the complete list of serial numbers of 10,000 \$20 bills paid to the man identified as "D.B. Cooper" Thanksgiving Eve, 1971, in return for the release of passengers and some stewardesses of a Northwest Orient Airlines 727 jet he hijacked out of Portland.

Because of the enormity of the task, the list of serial numbers will be published in installments. The first grouping of numbers is at the left.

There are 34 pages of numbers in the FBI's official list and each of these pages will

be reproduced by The Journal. Readers can clip and mount the reproductions on notebook paper and create their own copies of the official list.

The currency paid to Cooper was collected in a few short hours in the Seattle area that night two years ago while the hijacked jetliner waited on a runway at Seattle-Tacoma International Airport and airline and law enforcement officials negotiated for release of passengers and some crew members.

The money was all in \$20 Federal Reserve notes.

It disappeared with Cooper when he parachuted from the rear stairs of the jetliner between Seattle and Reno.

Banks and other financial institutions have had copies of the list of serial numbers since it was first prepared by the FBI shortly after the air piracy occurred. This is the first time that the list

has been made available to the public.

The series year for the bills, if known, is shown after the serial numbers.

Readers are requested to examine all \$20 bills now in their possession or which hereafter come into their possession to ascertain whether they have any of the missing ransom money.

The Journal will pay \$1,000 for the first \$20 bill from that ransom money that is turned in either to the newspaper or to the FBI.

Check the list of serial numbers published in this and subsequent editions of the newspaper. You may have one of the missing bills.

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

31 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 22, 1973
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, Jr.
Title: NORJAK

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

DB Cooper-22620

\$20 FEDERAL RESERVE NOTE

PAGE

A00 235 872A 69	A21 603 306A 63A	B04 607 763B 63A	B19 907 478A 69	B26 410A 69
A00 499 260A 69	A21 873 265A 63A	B04 654 934B 63A	B20 067 455A 69	B2F 64 517A 69
A00 913 230A 69	A21 975 331A 63A	B04 853 216A 63A	B20 383 746A 69	B32 47 311A 63A
A01 235 226A 63A	A22 244 208A 63A	B04 905 149A 69	B21 046 335A 69	B38 766 287A 69
A01 578 500A 69	A22 318 810A 63A	B05 028 346A 63A	B21 684 047A 69	B38 740 594A 69
A01 625 644A 69	A22 746 754A 63A	B05 078 446A 69	B21 757 855A 69	B39 704 152A 69
A02 038 162A 69	A23 912 735A 63A	B05 079 712A 69	B21 938 793A 69	B39 763 664A 69
A03 219 743A 69	A24 881 844A 63A	B05 161 717A 69	B22 444 293A 69	B40 260 195A 63A
A03 275 803A 69	A25 544 049A 63A	B05 328 195B 63A	B22 585 550A 69	B40 298 637A 69
A03 346 142A 69	A25 666 707A 63A	B05 334 455B 63A	B23 204 042A 69	B40 376 277A 69
A03 855 866A 69	A25 672 550A 63A	B05 336 854B 63A	B23 312 465A 69	B40 422 358A 69
A04 046 814A 69	A26 210 478A 63A	B05 566 841A 63A	B23 400 209A 69	B40 514 982A 69
A04 135 162A 69	A28 507 531A 34	B05 586 694B 63A	B23 677 158A 69	B40 786 053A 69
A04 232 752A 69	A28 508 542A 34	B05 705 274B 63A	B23 815 307A 69	B41 194 554A 69
A04 424 996A 69	B00 266 127A 69	B05 842 756A 69	B24 000 365A 69	B42 158 230A 69
A05 034 505A 63A	B00 319 997A 69	B06 101 744A 69	B24 024 265A 69	B42 223 280A 69
A05 603 552A 63A	B00 485 230A 63	B06 314 523B 63A	B24 176 800A 69	B42 698 227A 69
A06 260 698A 69	B00 528 888A 69	B06 497 639A 69	B24 368 535A 63A	B43 067 979A 69
A06 357 849A 69	B00 658 648B 69	B06 871 824A 69	B24 905 751A 69	B43 283 293A 69
A07 961 662A 63A	B00 697 345C 69	B07 218 369A 69	B25 297 818A 69	B43 410 807A 69
A08 385 772A 69	B00 750 633A 69	B08 188 081B 63A	B25 837 823A 69	B43 572 334A 69
A09 801 887A 63A	B00 769 247A 69	B08 252 852A 69	B25 941 830A 63A	B43 716 496A 69
A10 536 860A 63A	B00 930 012A 69	B08 301 676B 63A	B25 947 925A 69	B44 304 804A 69
A10 899 467A 69	B00 947 769A 63	B09 090 997B 63A	B25 993 180B 50A	B44 683 238A 69
A11 000 035A 69	B00 996 367A 65	B09 221 236B 63A	B25 987 249A 69	B45 255 337A 69
A11 180 158A 69	B01 157 556A 69	B09 299 770A 69	B26 741 008A 69	B45 348 518A 69
A11 262 240A 69	B01 171 305B 69	B09 957 482A 69	B26 893 131A 69	B45 492 064A 69
A11 364 474A 69	B01 359 724B 63	B10 026 896A 69	B27 377 349A 63A	B45 493 075A 69
A11 460 745A 69	B01 385 049A 69	B10 343 646A 69	B27 480 160A 69	B45 922 292A 69
A11 487 177A 69	B01 401 621A 69	B11 292 491A 69	B27 543 387A 69	B46 201 325A 63A
A11 515 903A 69	B01 642 107B 69	B11 306 672A 69	B27 959 371A 69	B46 532 408A 69
A11 533 015A 69	B01 904 776A 69	B11 876 714A 69	B27 976 599A 69	B47 543 366A 63A
A12 015 013A 63A	B02 064 617B 63A	B12 060 126A 69	B28 866 133A 69	B49 841 443A 69
A12 424 583A 63A	B02 166 956B 63A	B12 204 878A 69	B29 089 881A 69	B50 065 199A 69
A12 726 540A 69	B02 371 936A 63	B12 323 414A 69	B29 091 716A 69	B50 801 666A 63A
A12 802 238A 69	B02 375 117B 63A	B12 828 071A 69	B30 233 432A 69	B51 659 111A 69
A13 947 431A 63A	B02 403 962B 63A	B12 966 898A 69	B30 990 317A 69	B51 812 438A 69
A13 962 300A 69	B02 475 247B 63A	B13 151 816A 69	B31 274 147A 69	B51 932 133A 69
A14 090 310A 69	B02 486 224B 63A	B14 242 873A 69	B31 395 083A 69	B52 261 200A 63A
A14 297 053A 63A	B02 553 109B 63A	B14 793 160A 69	B31 407 834A 69	B52 358 481A 69
A14 640 383A 69	B02 580 296A 63A	B14 933 197A 69	B31 821 678A 69	B52 539 819A 69
A14 692 194A 69	B02 795 922A 63	B15 111 634A 69	B32 081 918A 69	B52 567 960A 69
A14 802 132A 69	B02 812 667B 63A	B15 268 080A 69	B32 167 696A 63A	B52 857 681A 63A
A14 896 352A 63A	B03 064 009A 63A	B15 457 313A 69	B32 408 148A 69	B54 195 660A 50
A15 381 911A 63A	B03 341 247A 69	B16 960 913A 69	B32 609 960A 69	B54 248 548A 69
A15 404 867A 63A	B03 357 894B 63A	B17 542 161A 69	B34 041 924A 69	B54 265 514A 69
A15 686 988A 63A	B03 447 825A 69	B17 745 050D 63A	B34 299 861A 69	B54 477 282A 69
A15 869 975A 63A	B03 541 654A 69	B17 855 026A 69	B34 383 230A 69	B55 741 504A 69
A15 885 033A 63A	B03 719 207A 69	B17 985 006A 69	B34 401 451A 69	B55 087 568A 69
A16 496 493A 63A	B03 741 441A 69	B18 536 036A 69	B34 527 906A 69	B55 186 117A 69
A17 441 598A 63A	B03 863 660B 63A	B18 822 481A 69	B34 585 335A 69	B55 324 054A 69
A17 549 946A 63A	B04 089 563A 69	B18 964 333A 69	B34 945 787A 69	B55 447 233A 69
A17 561 437A 63A	B04 118 248B 63A	B19 091 880A 69	B35 202 831A 69	B55 466 060A 69
A18 335 777A 63A	B04 156 382A 63A	B19 167 488A 69	B35 522 773A 69	B55 710 636A 65
A18 722 492A 63A	B04 165 916A 63A	B19 274 401A 69	B35 606 062A 69	B55 800 461A 69
A19 775 730A 63A	B04 207 029A 69	B19 302 915A 69	B36 134 398A 69	B55 926 470A 69
A20 094 605A 63A	B04 398 653B 63A	B19 427 662A 69	B36 159 378A 69	B56 045 706A 63A
A20 304 502A 63A	B04 542 509A 63A	B19 554 545A 69	B36 631 931A 69	B56 164 716A 63A
A21 407 228A 63A	B04 544 902A 69	B19 564 070A 69	B36 663 683A 69	B56 195 781A 63A
A21 580 405A 63A	B04 561 854B 63A	B19 571 569A 69	B37 540 481A 69	B56 258 290A 63A

PAGE 2

\$20 FEDERAL RESERVE NOTE

B56 573 862A 69	676 976 704A 69	C04 064 440A 69	D10 276 032A 69	D29 917 127A 63A
B56 586 079A 63A	877 237 625A 69	C04 073 663A 63A	D10 323 392A 69	D30 171 315A 69
B57 709 455A 69	877 264 953A 63A	C04 282 246A 69	D10 546 241A 69	D27 724 111A 69
B58 043 483A 69	877 577 959A 69	C05 137 261A 69	D10 812 457A 69	
B58 108 320A 63A	877 897 512A 69	C05 370 678A 69	D11 022 502A 69	D29
B58 159 521A 69	878 077 159A 69	C06 058 254A 63A	D11 060 002A 69	D30 846 4
B58 205 502A 69	878 846 864A 69	C06 061 274A 63A	D11 427 125A 69	D31 033 755A 69
B58 903 893A 63A	879 099 165A 63A	C06 557 236A 69	D11 572 369A 69	D31 102 809A 63A
B59 505 498A 63A	879 584 660A 69	C06 841 582A 63A	D12 293 310A 69	D31 496 052A 69
B59 690 513A 69	879 997 958A 69	C07 844 056A 69	D12 310 116A 69	D31 739 196A 69
B59 691 007A 69	880 419 017A 63A	C09 619 068A 63A	D12 488 590A 69	D31 845 384A 69
B59 848 999A 63A	880 435 420A 63A	C09 626 672A 63A	D12 633 079A 69	D31 987 085A 69
B60 456 477A 63A	880 621 357A 63A	C10 000 793A 63A	D12 765 332A 69	D32 110 649A 69
B60 653 834A 69	883 338 635A 63A	C10 521 331A 63A	D12 885 304A 69	D32 111 692A 69
B61 399 127A 69	884 217 516A 63A	C10 536 326A 63A	D12 930 114A 69	D33 194 715A 69
B61 887 784A 69	885 412 729A 69	C11 201 995A 63A	D13 057 027A 69	D33 305 662A 69
B63 022 233A 69	885 447 478A 69	C11 587 968A 63A	D13 553 026A 69	D33 693 848A 69
B63 154 952A 69	885 593 515A 63A	C12 605 022A 63A	D14 064 198A 69	D33 701 963A 69
B63 188 564A 69	885 645 925A 69	C13 615 508A 63A	D14 098 572A 69	D33 971 230A 69
B63 273 856A 69	885 766 828A 69	C13 871 652A 63A	D14 219 314A 508	D34 058 460A 69
B63 364 877A 69	886 497 960A 63A	C13 992 809A 63A	D14 989 144A 69	D34 203 505A 69
B63 388 155A 63A	886 894 944A 63A	C15 106 694A 63A	D15 151 238A 69	D34 508 121A 69
B63 583 148A 69	887 070 663A 69	C15 409 286A 63A	D15 742 092A 69	D34 667 664A 69
B64 310 847A 63A	887 144 386A 69	C16 216 224A 63A	D15 955 453A 69	D35 113 564A 69
B65 147 321A 69	887 215 392A 69	C16 295 842A 63A	D16 003 932A 69	D36 550 938A 69
B65 193 702A 63A	889 030 658A 63A	C16 328 962A 63A	D16 047 637A 63A	D36 704 121A 69
B65 242 273A 69	890 349 229A 63A	C16 902 773A 63A	D16 431 257A 69	D37 970 593A 63A
B65 288 990A 69	891 418 883A 63A	C17 558 068A 63A	D16 561 252A 69	D40 293 632A 69
B65 673 422A 63A	892 125 822A 63A	C17 729 374A 63A	D16 599 700A 69	D41 293 976A 63A
B65 822 228A 69	892 409 608A 69	D00 051 452A 69	D16 833 693A 69	D42 382 164A 63A
B66 078 049A 69	892 416 142A 69	D00 167 608A 69	D16 896 040A 69	D42 573 132A 63A
B66 176 774A 69	892 589 113A 69	D00 198 827A 69	D17 484 243A 69	D43 150 268A 63A
B66 486 809A 69	895 052 268A 63A	D00 669 941A 69	D17 652 255A 69	D43 352 594A 63A
B66 950 744A 63A	894 7457 583A 63A	D01 163 612A 69	D17 889 167A 69	D44 400 670A 63A
B67 130 942A 63A	894 517 103A 63A	D01 595 397A 69	D18 246 369A 69	D47 265 867A 63A
B67 131 221A 69	895 669 728A 63A	D02 044 974A 63A	D18 600 550A 69	D48 756 947A 63A
B67 145 737A 63A	895 731 800A 63A	D02 152 541A 63A	D19 054 937A 69	D49 302 540A 63A
B67 250 039A 69	895 827 693A 63A	D02 661 254A 69	D19 656 355A 69	D52 062 825A 63A
B67 605 091A 63A	896 715 246A 63A	D02 815 964A 63A	D19 792 209A 69	D52 795 385A 63A
B68 591 553A 69	897 374 452A 63A	D02 844 128A 69	D20 568 506A 69	D53 945 966A 63A
B68 799 231A 69	897 555 450A 63A	D03 144 369A 508	D21 009 643A 69	D55 640 589A 63A
B69 042 477C 50C	897 671 635A 63A	D03 154 450A 69	D21 024 515A 69	D55 950 532A 63A
B69 051 450A 63A	897 997 719A 63A	D03 244 905A 69	D21 552 708A 69	D57 625 543A 63A
B69 266 892A 69	898 572 094A 63A	D03 803 643A 69	D21 689 159A 63A	D58 135 707A 63A
B69 267 884A 69	898 791 290A 63A	D04 143 733B 508	D22 175 136A 69	D60 738 147A 63A
B69 424 145A 69	900 208 846A 63A	D04 155 604A 69	D22 554 795A 69	D63 015 221A 63A
B69 931 929A 69	900 297 085A 69	D04 193 531A 69	D25 819 777A 69	D63 060 556A 63A
B70 995 080A 69	900 427 762A 63A	D04 564 822A 69	D26 064 149A 69	D63 489 400A 63A
B71 113 435A 69	900 464 396A 69	D04 643 863A 69	D27 112 759A 69	D64 617 822A 63A
B71 574 100A 69	900 631 628A 69	D05 431 505A 69	D27 274 215A 69	D65 113 620A 63A
B71 673 519A 69	900 687 989A 69	D05 630 319A 69	D27 444 774A 69	D65 432 354A 63A
B72 288 020A 63A	900 717 803A 69	D06 828 221A 69	D27 664 653A 69	D66 839 499A 63A
B72 517 276A 63A	900 766 388A 63A	D07 832 059A 69	D27 745 201A 69	D66 852 006A 63A
B73 630 209A 69	902 238 777A 69	D08 480 888A 69	D27 762 877A 69	D70 251 796A 63A
B73 671 365A 63A	902 825 160A 69	D08 579 021A 63A	D28 089 554A 69	D71 423 934A 63A
B73 787 466A 69	902 685 352A 69	D08 863 798A 69	D28 655 056A 69	D72 733 262A 63A
B74 247 480A 63A	903 077 689A 69	D09 539 665A 69	D29 100 118A 63A	D72 858 750A 63A
B74 305 614A 69	903 145 035A 69	D09 871 861A 69	D29 548 784A 69	D73 321 317A 63A
B74 668 024A 69	903 389 614A 69	D09 882 541A 69	D29 689 346A 69	D74 311 353A 63A
B75 402 103A 63A	903 992 547A 63A	D10 244 067A 69	D29 695 772A 69	D74 506 371A 63A

\$20 FEDERAL RESERVE NOTE

PAGE 3

E01 226 582A 63A	E08 085 668B 63A	E22 126 218A 69	E38 122 77CA 69	E54 297 508A 69
E05 056 192A 69	E08 171 101A 69	E22 966 211A 69	E38 289 181A 69	E55 222 877A 69
E00 560 629* 69	E08 339 254A 69	E23 048 217A 69	E38 553 036A 69	E55 572 688A 63A
E00 977 555B 63A	E08 629 043A 69	E23 079 930A 69	E38 689 609A 69	E56 465 372A 69
E01 032 698B 63A	E08 797 778A 69	E23 137 598B 63A	E38 712 978A 69	E56 564 229A 69*
E01 092 342B 63A	E09 446 100A 69	E23 214 419A 69	E38 743 217A 69	E57 349 174A 63A
E01 123 837B 63A	E09 794 936A 69	E23 235 025A 69	E38 749 328A 69	E57 431 245A 63A
E01 125 067* 67	E10 534 549B 63A	E23 271 616A 69	E38 864 224A 69	E57 571 117A 63A
E01 142 212* 69	E10 809 733A 69	E23 360 390A 69	E38 917 063A 69	E58 655 690A 63A
E01 292 755A 69	E10 855 420A 69	E23 644 906A 69	E39 121 787A 69	E58 756 806A 63A
E01 303 204* 69	E10 934 416B 63A	E23 732 201A 69	E39 517 109A 63A	E58 940 451A 63A
E01 306 026* 69	E10 985 715B 63A	E24 146 473B 63A	E39 550 742A 69	E59 213 874A 63A
E01 324 115* 69	E11 071 722B 53A	E25 779 833A 69	E39 721 233A 69	E59 539 427A 63A
E01 702 514* 69	E11 081 548B 63A	E25 813 080A 69	E39 813 449A 69	E59 627 116A 63A
E02 325 613A 69	E12 410 180B 63A	E26 813 927A 69	E39 890 464A 69	E60 959 705A 63A
E02 547 331B 63A	E12 436 426A 69	E27 412 598B 63A	E40 040 286A 69	E61 102 414A 63A
E02 577 962B 63A	E12 470 382B 63A	E27 487 575B 63A	E40 239 978A 69	E62 706 419A 63A
E02 661 972B 63A	E12 568 473B 63A	E27 516 102B 63A	E40 618 307A 69	E63 260 346A 63A
E02 702 168B 63A	E12 621 166B 63A	E27 524 025B 63A	E40 794 519A 69	E64 006 836A 63A
E02 828 725B 63A	E13 045 072A 69	E27 698 708A 69	E40 979 302A 69	E64 763 922A 63A
E02 892 400B 63A	E13 100 275B 63A	E27 752 517A 69	E41 062 735A 69	E64 994 241A 63A
E03 008 565A 69	E13 273 042B 63A	E28 023 427A 69	E41 415 467A 63A	E64 999 285A 63A
E03 082 573A 69	E13 394 681B 63A	E28 053 891A 69	E41 719 089A 69	E65 330 157A 63A
E03 472 475* 63A	E13 397 308B 63A	E28 305 592A 63A	E41 933 578A 69	E65 529 150A 63A
E03 624 737B 63A	E13 407 069B 63A	E29* 107 308A 69	E42 007 114A 69	E65 549 636A 63A
E03 693 390A 63A	E13 473 701B 63A	E29 203 494A 69	E42 066 412A 69	E67 532 824A 63A
E03 741 884B 63A	E13 519 496B 63A	E29 491 173A 69	E42 117 393A 69	E67 284 162A 63A
E03 844 943A 69	E13 646 741B 63A	E29 499 593B 63A	E42 210 958A 69	E68 371 395A 63A
E03 906 439B 63A	E13 685 926B 63A	E30 877 353B 63A	E42 240 937A 69	E68 659 655A 63A
E03 941 648* 63A	E13 712 583B 63A	E31 372 302A 69	E43 113 062A 69	E71 036 062A 63A
E03 985 721A 69	E13 857 453B 63A	E31 421 504A 63A	E43 296 043A 69	E72 944 644A 63A
E04 284 206B 63A	E16 566 465A 69	E31 624 221A 69	E43 334 857A 69	E73 282 486A 63A
E04 342 849B 63A	E16 588 149A 69	E31 674 926A 69	E43 532 148A 69	E74 031 985A 63A
E04 600 497B 63A	E16 626 810A 69	E32 381 993B 63A	E43 852 045A 69	E74 415 217A 63A
E04 607 768A 63A	E16 699 989A 69	E32 382 623A 69	E44 822 374A 69	E79 900 685A 63A
E04 732 130* 63A	E16 898 899B 63A	E32 517 618A 69	E44 958 082A 69	E79 955 053A 63A
E05 022 245* 63A	E17 017 540A 69	E32 625 911B 63A	E45 073 280A 69	E80 067 944A 63A
E05 052 791A 69	E17 331 470A 63A	E32 806 265A 69	E46 133 999A 69	E80 480 586A 63A
E05 092 555* 63A	E17 519 083B 63A	E32 966 387A 69	E46 150 125A 69	E81 340 618A 63A
E05 115 832* 63A	E17 585 275A 63A	E34 851 884A 69	E46 166 773A 69	E81 439 519A 63A
E05 184 879A 69	E17 761 599B 63A	E34 961 435A 69	E47 088 821A 69	E81 618 145A 63A
E05 233 206A 69	E18 253 391A 69	E35 010 184A 69	E47 905 360A 69	E82 561 231A 63A
E05 267 274A 69	E18 272 474B 63A	E35 145 987A 69	E47 932 384A 69	E82 584 151A 63A
E05 287 816A 69	E18 409 783A 69	E35 147 291A 69	E48 023 605A 69	E82 907 174A 63A
E05 546 659A 69*	E18 505 066A 69	E35 164 199A 69	E49 421 156A 69	E82 980 027A 63A
E06 096 924B 63A	E18 537 616A 69	E35 920 621A 69	E50 928 085A 69	E84 149 692A 63A
E06 224 890B 63A	E18 547 547A 69	E35 963 025A 69	E51 158 711A 63A	E84 473 216A 63A
E06 379 503* 63A	E18 649 357B 63A	E36 008 021A 69	E51 454 473A 69	E84 497 883A 63A
E06 502 612A 69	E19 120 261B 63A	E36 147 227A 69	E51 817 982A 69	E84 629 312A 63A
E06 520 091B 63A	E19 366 205B 63A	E36 173 327A 69	E52 005 435A 69	E84 635 869A 63A
E06 740 525A 69	E19 373 061B 63A	E36 748 590A 69	E52 738 256A 69	E85 224 515A 63A
E06 759 027A 69	E19 495 232A 69	E38 833 807A 69	E52 777 072A 69	E85 500 009A 63A
E06 961 862A 69	E19 511 970B 63A	E37 371 150A 69	E52 805 323A 69	E85 531 831A 63A
E07 011 861B 63A	E19 582 503A 69	E37 512 639A 69	E52 823 355A 69	E85 609 270A 63A
E07 190 440B 63A	E19 738 252A 69	E37 594 898A 69	E53 140 805A 69	E86 209 396A 63A
E07 246 749B 63A	E19 908 383B 63A	E37 735 864A 69	E53 416 576A 63A	E86 275 589A 63A
E07 705 901A 69	E20 202 193B 63A	E37 754 339A 69	E53 581 292A 63A	E86 282 110A 63A
E07 822 532A 69	E21 035 455A 69	E38 035 263A 69	E54 042 389A 69	E87 066 803A 63A
E07 864 430A 69	E21 567 876A 63A	E38 040 270A 69	E54 183 543A 69	E87 395 100A 63A
E07 973 970A 69	E22 046 113B 63A	E38 114 431A 69	E54 295 828A 69	E87 650 966A 63A

E88 922 5974 63A	F11 807 553A 69	F48 889 940A 63A	G03 329 799* 63A	G15 11 871A 69
E89 097 435A 63A	F12 505 695A 69	F49 068 390A 63A	G03 564 220* 63A	G16 117 941B 63A
E89 274 743A 63A	F12 774 456A 69	F49 247 691A 63A	G03 827 430A 63A	G16 15 046B 63A
E89 775 640A 63A	F12 867 218A 69	F49 167 157A 63A	G03 861 862A 63A	G16 546 364A 63A
E92 264 298A 63A	F12 972 290A 69	F49 286 533A 63A	G03 943 082A 63A	G16 437 378B 63A
E92 389 452A 63A	F12 981 125A 69	F49 334 953A 63A	G04 032 315B 63A	G17 102 092A 63A
E92 852 982A 63A	F12 983 759A 69	F49 427 817A 63A	G04 122 175A 63A	G17 225 419A 69
E93 521 236A 63A	F13 075 176A 69	F49 454 293A 63A	G04 142 288A 63A	G17 534 859A 69
E93 561 033A 63A	F13 527 818A 63A	F49 523 605A 63A	G04 177 503A 63A	G18 622 411A 69
E93 756 242A 63A	F13 588 130A 63A	F49 737 424A 63A	G04 530 423A 69	G18 831 848A 69
E93 904 636A 63A	F15 186 550A 69	F49 723 135A 63A	G04 788 509A 69	G19 027 702A 69
E93 931 242A 63A	F16 013 639A 69	F49 882 147A 63A	G04 827 300A 63A	G19 083 614A 69
E93 979 333A 63A	F16 398 785A 63A	F50 704 054A 63A	G04 833 298A 69	G19 242 279A 69
E94 840 609A 63A	F16 463 016A 69	F51 524 321A 63A	G04 865 591A 63A	G19 464 204B 63A
E95 203 768A 63A	F18 613 953A 69	F51 620 309A 63A	G04 973 900A 63A	G19 570 969A 69
E95 226 098A 63A	F18 952 653A 69	F51 769 293A 63A	G05 020 828A 63A	G19 625 873B 63A
E95 649 143A 63A	F19 512 408A 63A	F51 925 503A 63A	G05 181 373B 69	G19 790 161A 69
E95 687 620A 63A	F23 166 096A 63A	F51 994 484A 63A	G05 201 864A 63A	G19 925 201A 69
E95 795 853A 63A	F24 566 057A 63A	F52 349 932A 63A	G05 348 699B 69	G20 098 325A 69
E95 804 711A 63A	F24 574 798A 63A	F52 483 355A 63A	G05 401 104B 69	G20 124 321A 69
E96 093 448A 63A	F26 659 340A 63A	F52 753 119A 63A	G05 438 743B 69	G20 459 307B 63A
E98 658 997A 63A	F27 053 840A 63A	F92 556 733A 50B	G05 441 329B 69	G20 610 559A 69
F00 653 026A 69	F27 219 309A 63A	G00 061 029B 69	G05 484 480A 63A	G20 789 190A 69
F00 716 722A 63	F27 569 795A 63A	G00 067 693B 69	G05 922 479A 63A	G21 054 376B 63A
F01 042 737A 69	F34 683 241A 63A	G00 098 569A 69	G06 177 287B 63A	G21 078 405A 69
F02 019 481A 69	F35 533 368A 63A	G00 104 520B 69	G06 399 124A 63A	G21 107 986B 63A
F02 316 196A 69	F36 918 028A 63A	G00 187 744A 69	G06 438 615A 63A	G21 259 613B 63A
F02 711 102A 69	F38 028 531A 63A	G00 351 498A 69	G06 501 855B 69	G21 291 690A 69
F03 553 011A 69	F38 171 863A 63A	G00 355 318B 63A	G06 742 181A 63A	G21 389 895B 63A
F04 443 786A 69	F39 432 597A 63A	G00 501 905B 69	G06 820 239A 63A	G21 636 542B 63A
F04 893 376A 69	F39 436 959A 63A	G00 516 566B 63A	G06 900 221B 63A	G21 637 800B 63A
F04 918 391A 69	F39 999 913A 63A	G00 559 173B 63A	G07 138 922A 63A	G21 787 399B 63A
F04 928 520A 69	F40 473 754A 63A	G00 601 758A 69	G07 194 788B 69	G21 861 277A 63A
F05 312 023A 69	F41 478 002A 63A	G00 627 719B 63A	G07 517 059B 69	G22 383 164A 69
F05 714 338A 69	F42 102 076A 63A	G01 105 135A 69	G07 903 335A 69	G22 406 886A 69
F05 727 347A 69	F42 482 604B 63A	G01 123 955B 69	G08 109 635A 69	G23 099 822B 63A
F05 979 900A 69	F42 730 648A 63A	G01 147 956A 69	G08 475 049B 63A	G24 824 662A 63A
F06 075 749A 69	F43 983 674A 63A	G01 252 786B 69	G08 475 455B 63A	G26 038 930B 63A
F06 504 633A 69	F43 994 687A 63A	G01 289 557B 69	G08 834 782B 63A	G26 952 602A 69
F07 242 918A 69	F44 025 843A 63A	G01 304 958B 69	G09 120 449B 63A	G27 105 689A 69
F07 553 334A 69	F44 084 050A 63A	G01 369 364B 63A	G09 120 696B 63A	G27 268 806A 69
F08 378 634A 69	F44 154 860A 63A	G01 373 585B 69	G09 399 940B 63A	G27 337 649A 69
F08 617 693A 69	F44 258 694A 63A	G01 400 913B 63A	G09 443 519B 63A	G27 396 331A 69
F08 958 236A 69	F44 490 905A 63A	G01 476 081B 69	G09 723 109B 63A	G27 700 014B 63A
F09 230 635A 69	F44 598 466A 63A	G01 684 882B 69	G10 215 711A 69	G29 073 509A 69
F09 354 748A 69	F44 872 161A 63A	G02 481 358B 69	G10 529 861A 69	G29 400 291A 69
F09 855 212A 69	F44 872 161A 63A	G02 520 742A 69	G10 777 361A 69	G29 427 007A 69
F09 871 322A 69	F45 070 329A 63A	G02 520 743B 69	G11 544 899B 63A	G29 690 309B 63A
F10 033 166A 69	F45 257 837A 63A	G02 924 975B 69	G11 720 182B 63A	G29 815 362B 63A
F10 092 274A 69	F45 328 125A 63A	G02 980 722A 63A	G12 456 800B 63A	G29 937 594B 63A
F10 128 326A 69	F46 603 270A 63A	G02 989 294A 63A	G12 763 293B 63A	G30 603 034A 69
F10 249 241A 69	F46 641 384A 63A	G03 072 328B 69	G13 404 812B 63A	G30 609 044A 69
F10 301 578A 69	F46 681 255A 63A	G03 072 382B 69	G13 437 639B 63A	G30 847 006A 69
F10 498 526A 69	F46 812 117A 63A	G03 072 381B 69	G13 598 129A 69	G31 112 242A 69
F10 960 541A 69	F47 036 067A 63A	G03 078 812A 63A	G13 696 202A 69	G31 163 512A 69
F11 083 905A 69	F47 161 558A 63A	G03 089 149A 63A	G13 852 466B 69	G31 374 905B 63A
F11 167 577A 69	F47 479 415A 63A	G03 114 717B 69	G14 124 595A 69	G31 390 042B 63A
F11 311 849A 69	F47 911 274A 63A	G03 122 953B 63A	G14 221 816A 63A	G31 418 572B 63A
F11 542 066A 69	F48 874 459A 63A	G03 228 247B 63A	G14 742 350A 63A	G31 503 459B 63A
F11 579 103A 69	F48 887 450A 63A	G03 295 105B 69	G14 936 326B 63A	G31 924 595B 63A

(Mount Clipping in Space Below)

IN D.B. COOPER CAPER

\$1,000 For Hijacked \$20 Bill

Offer Stands

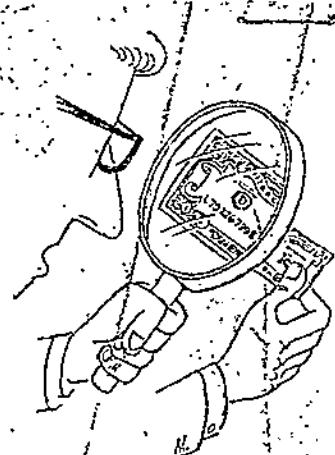
By ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

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

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

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



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

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

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

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

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

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

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

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

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

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

(Indic.
newspaper, etc.)

1 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 197
Edition:
Author: Rolla J. Crick
Editor: Donald Sterling, J
Title: NORJAK

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

(Mount Clipping in Space Below)

Winner Of D.B. Cooper \$20 Bill Hunt

Gets \$1,000

Are you checking the serial numbers of the \$20 bills in your possession against the list being published in The Journal of bills given to the aircraft hijacker identified as D.B. or Dan Cooper?

It's a fascinating game which could pay you \$1,000 for one of the Cooper 20s and could result in solution of one of law enforcement's most baffling cases.

Checking serial numbers has resulted in solution of two Pacific Northwest crimes in the past decade, according to files of the FBI.

The Bank of California in Tacoma, Wash., was robbed Feb. 14, 1966 of \$9,859 and the amount included 10 \$20 bills that could be identified by serial number.

Numbers of the bills were circularized by Tacoma police in shopping centers and a few days later a man was arrested after he passed two bills identifiable as part of the bank robbery money.

He said he stole the money from a parked car, but in subsequent investigation he and two other men were implicated in the bank robbery and each was later sentenced to prison.

The second case had thrilling overtones and involved the leaving of \$25,000 at a specified site in Anchorage,

Alaska, in answer to a demand from a man who telephoned an airline that "a crooked egg" (bomb) was aboard a Seattle-bound jet-liner and would explode when the plane descended to 10,000 feet.

The jet had 118 passengers, including 72 children, and 9 crew members aboard. Under those conditions, the airline arranged for the money to be delivered to the designated site and then awaited a call to describe the hiding place of the bomb and how to disarm it.

The call never came and eventually the jet had to land after five tension-filled hours and did so at Seattle with people praying and holding their breath. There was no bomb.

But in the bundle of bills making up the \$25,000 was a number of bills in which the serial numbers had been recorded and these numbers were distributed to airlines, banks, savings and loan associations, car rental companies, hotels, finance companies, grocery stores and other places.

The extortion occurred Aug. 11, 1970. In mid-September one of the identifiable bills turned up in a bank. FBI agents traced the bill to an apartment house manager, then to a renter of an apartment and finally to another bank. Eventually it was determined that a man

who had paid cash for renting a car on Aug. 12 had lived in the area of the payoff site, all because of the one bill that turned up.

Still later, the Klamath Falls Police Department inquired about a man who had arrived in that city with a large amount of money and had paid off his wife's debts. FBI agents based in Portland determined that the man had been a big spender while in Oregon, giving his wife \$1,400, his mother-in-law \$400, paying \$100 to a bar owner for loss of a bar maid for one night, buying two cars and spending \$500 to \$1,000 per evening buying drinks for customers in a bar.

Sept. 20, 1970, the FBI arrested a West German citizen in Portland and he admitted making the hoax calls to the airline. He later that year was sentenced to five years in the custody of the attorney general of the United States on a charge of imparting or conveying false information.

Checking the \$20 bills in your possession against those in the so-called Cooper caper might result in solution of that case also. The Journal is publishing the serial numbers in installments (some are at left) and will publish more of them over the next several days until the complete list has been made available to readers.

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

4 THE OREGON JOURNAL
PORTLAND, OREGON

Date: November 23, 1973

Edition:

Author: Rolla J. Crick

Editor: Donald Sterling,

Title: NORJAK

Character:

or

Bufile

Classification: 164-2111

Submitting Office: Portland

Being Investigated

\$20 FEDERAL RESERVE NOTE

TRUE

G31 963 2098 63A	G40 443 607A 69	G50 277 429B 63A	G54 324 745B 63A	G78 929A 69
G32 855 1994 63A	G40 491 702A 69	G50 296 173A 69	G54 424 868A 69	G78 751A 69
G32 825 546A 69	G41 225 151B 63A	G50 308 092A 63A	G54 536 343A 63A	G78 861 593A 69
G32 830 036A 63A	G41 492 334B 63A	G50 367 527B 63A	G54 783 796B 63A	G78 863 506A 69
G33 099 1298 63A	G41 515 860B 63A	G50 410 194A 63A	G54 839 626A 63A	G78 903 478A 69
G33 117 1948 63A	G41 606 205B 63A	G50 541 960A 69	G54 867 688B 63A	G78 916 527A 69
G33 164 570B 63A	G41 775 620B 63A	G50 561 470A 69	G54 889 081B 63A	G78 189 119A 69
G33 210 640B 63A	G41 859 747B 63A	G50 632 066A 63A	G54 910 716A 63A	G78 264 472A 63A
G33 351 2028 63A	G41 835 977B 63A	G50 688 933A 63A	G54 913 540B 63A	G78 454 433A 69
G33 339 066B 63A	G41 986 921B 63A	G50 736 189A 69	G54 944 614B 63A	G78 614 937A 69
G34 491 455B 63A	G42 087 678B 63A	G50 823 892A 63A	G54 948 680A 63A	G78 753 333A 63A
G35 689 180A 69	G42 313 896B 63A	G50 864 034A 69	G54 956 721A 63A	G78 882 313A 63A
G35 957 887A 69	G43 554 591A 69	G50 864 044A 69	G55 000 234A 63A	G78 027 353A 69
G36 411 278B 63A	G43 594 346A 69	G50 939 831A 69	G55 165 755A 63A	G78 174 155A 69
G36 460 423A 69	G43 598 546A 69	G51 063 188A 63A	G55 204 271A 63A	G78 013 428A 63A
G36 479 2018 63A	G43 628 332A 69	G51 970 031A 69	G55 413 319A 63A	G78 064 642A 63A
G36 520 012A 69	G43 648 015A 69	G51 081 652A 63A	G55 524 464A 63A	G78 822 412A 63A
G36 694 697B 63A	G43 694 497A 69	G51 095 073A 69	G55 429 157B 63A	G78 157 823A 63A
G36 696 938A 69	G43 791 032A 69	G51 215 567B 63A	G55 662 249B 63A	G78 788 964A 63A
G36 706 293B 63A	G43 814 512A 69	G51 311 274A 69	G55 787 423A 63A	G78 581 707A 63A
G36 926 732B 63A	G44 267 780B 63A	G51 314 358A 69	G55 793 032A 69	G78 932 688A 63A
G36 934 594A 69	G44 318 426B 63A	G51 356 766A 69	G55 821 939A 69	G78 242 813A 69
G36 938 701A 69	G44 338 854A 69	G51 375 682B 69	G56 118 485A 69	G78 366 475A 69
G36 971 521B 63A	G44 492 946B 63A	G51 777 386A 69	G56 717 199B 63A	G78 396 010A 69
G37 156 764B 63A	G44 655 378A 69	G51 816 271A 63A	G56 722 500A 63A	G78 560 875A 69
G37 295 717B 63A	G44 792 953A 69	G51 816 293A 69	G56 764 362A 63A	G78 745 475A 69
G37 414 002B 63A	G44 878 609B 63A	G51 838 601A 63A	G56 768 983A 63A	G78 238 319A 69
G37 439 964B 63A	G45 053 234A 63A	G51 888 232B 63A	G56 831 477A 63A	G78 266 917A 69
G37 775 832B 63A	G45 451 837B 63A	G51 985 143A 63A	G56 905 957A 63A	G78 682 363A 69
G38 021 552B 63A	G45 632 911B 63A	G52 078 109A 63A	G56 948 621A 63A	G78 746 428A 69
G38 077 894A 63A	G46 093 392A 63A	G52 095 661A 63A	G57 256 377B 63A	G78 167 230A 69
G38 225 748B 63A	G46 437 049A 63A	G52 149 949A 69	G57 272 667A 69	G78 447 803A 69
G38 331 564B 63A	G46 542 972B 63A	G52 156 452A 63A	G57 468 691A 69	G78 479 133A 69
G38 398 746B 63A	G46 750 565B 63A	G52 194 394A 69	G57 471 635A 63A	G78 507 036A 69
G38 448 386B 63A	G46 788 265A 69	G52 321 461A 69	G57 474 613B 63A	G78 816 632A 69
G38 459 244A 69	G46 910 854B 63A	G52 463 792A 63A	G57 479 355B 63A	G78 226 631A 69
G38 471 249B 63A	G46 918 782A 69	G52 538 383A 63A	G57 520 227A 69	G78 525 662A 63A
G38 591 906A 69	G46 955 181A 69	G52 614 171A 63A	G57 531 390A 63A	G78 048 240A 69
G38 610 571B 63A	G47 065 331A 69	G52 662 250A 63A	G57 547 823A 63A	G78 256 702A 69
G38 668 837B 63A	G47 162 109A 63A	G52 752 643A 63A	G57 568 586A 63A	G78 468 691A 69
G38 696 884A 69	G47 513 735B 63A	G52 853 550A 63A	G57 760 033B 63A	G78 689 242A 69
G38 705 309A 69	G47 811 814A 69	G53 187 567A 63A	G57 786 110A 63A	G78 870 439A 69
G39 075 479B 63A	G47 867 485B 63A	G53 197 459A 63A	G57 929 411A 63A	G78 878 923A 69
G39 107 931A 69	G48 023 257A 69	G53 214 178B 63A	G57 961 820A 63A	G78 961 635A 69
G39 125 834A 63A	G48 058 303A 69	G53 219 078A 63A	G57 964 380A 63A	G78 177 000A 69
G39 353 008A 69	G48 508 298A 69	G53 219 526B 63A	G57 229 411A 63A	G78 312 810A 69
G39 393 447A 63A	G48 721 381A 69	G53 254 785A 63A	G58 349 328A 63A	G78 353 239A 63A
G39 497 156B 63A	G48 697 069B 63A	G53 270 740B 63A	G58 421 058A 63A	G78 512 053A 63A
G39 505 202B 63A	G49 103 632B 63A	G53 271 425B 63A	G58 437 848A 63A	G78 538 134A 69
G39 748 667B 63A	G49 139 889B 63A	G53 327 082B 63A	G58 482 888B 63A	G78 712 225A 69
G39 785 523B 63A	G49 375 669B 63A	G53 450 532A 63A	G58 966 646A 69	G78 946 683A 69
G39 809 069A 63A	G49 790 223B 63A	G53 590 7310 63A	G59 066 835A 63A	G78 013 634A 69
G39 874 479B 63A	G49 804 340A 69	G53 812 184A 63A	G59 068 425A 69	G78 559 433A 69
G40 057 512B 63A	G49 929 069A 63A	G53 837 052A 63A	G59 120 630A 63A	G78 579 139A 63A
G40 092 234B 63A	G49 982 409A 63A	G53 972 904A 63A	G59 329 105A 69	G78 230 523A 63A
G40 230 801B 63A	G50 448 096A 63A	G54 012 484A 69	G59 347 384A 63A	G78 096 091A 63A
G40 236 736B 63A	G50 061 889A 63A	G54 220 721A 63A	G59 469 901B 508	G78 128 894A 63A
G40 247 693B 63A	G50 102 700A 63A	G54 225 542A 63A	G59 521 543A 69	G78 135 283A 63A
G40 340 052A 69	G50 248 813A 63A	G54 275 027A 69	G59 557 749A 69	G78 677 813A 63A
G40 422 830A 63A	G50 264 451A 63A	G54 301 602A 69	G59 519 975A 69	G78 723 410A 63A

PAGE 6

\$20 FEDERAL RESERVE NOTE

G81 131 230A 63A	G98 430 522A 69	H25 848 850A 63A	I00 295 345* 63A	I03 1v3
G82 436 661A 63A	G98 628 711A 69	H26 018 572A 63A	I00 349 094A 69	I03 299 3vA
G84 296 527A 69	G98 886 160A 63A	H26 308 494A 63A	I00 454 621* 63A	I03 328 243A 69
G85 945 748A 63A	G99 022 965A 69	H26 900 061A 63A	I00 454 622* 63A	I03 377 701A 63A
G86 402 832A 69	G99 160 661A 69	H27 205 127A 63A	I00 454 623* 63A	I03 377 635A 63A
G86 442 332A 69	G99 272 224A 69	H27 285 186A 63A	I00 482 959* 63A	I03 379 306A 69
G86 498 930A 69	G99 292 207A 69	H27 412 938A 63A	I00 500 501A 63A	I03 389 775A 63A
G86 546 301A 69	G99 449 187A 69	H27 446 063A 63A	I00 540 253A 69	I03 413 314A 69
G86 654 762A 69	G99 466 135A 69	H27 488 852A 63A	I00 559 040A 69	I03 421 243A 69
G86 722 821A 69	G99 050 268A 69	H27 531 664A 63A	I00 834 944A 69	I03 429 651A 69
G86 780 058A 69	H00 052 288A 69	H27 855 172A 63A	I00 907 304A 69	I03 446 478A 69
G86 808 970A 69	H00 709 909A 69	H28 406 780A 63A	I00 936 903A 69	I03 481 190A 69
G86 962 145A 69	H00 711 560A 69	H28 420 784A 63A	I01 942 026A 69	I03 587 216A 69
G87 836 798A 69	H00 902 194A 69	H28 560 179A 63A	I01 028 664A 69	I03 670 137A 63A
G88 213 959A 69	H01 524 573A 69	H28 897 859A 63A	I01 010 896A 69	I03 743 074A 69
G89 302 164A 69	H01 568 255A 69	H29 000 704A 63A	I01 146 900A 69	I03 761 674A 69
G89 311 024A 69	H01 893 855A 63A	H29 215 791A 63A	I01 163 924A 69	I03 776 992A 69
G89 337 463A 69	H01 968 207A 63A	H29 245 653A 63A	I01 186 373A 69	I03 847 653A 69
G89 556 343A 69	H01 984 817A 69	H29 443 762A 63A	I01 239 140A 69	I03 918 092A 69
G89 581 638A 69	H02 090 577A 69	H29 465 179A 63A	I01 460 285A 63A	I03 987 642A 69
G89 634 325A 69	H02 165 144A 63A	H29 514 431A 63A	I01 471 517A 63A	I03 987 866A 69
G89 668 836A 63A	H02 425 823A 69	H29 592 017A 63A	I01 482 676A 63A	I04 022 395A 69
G89 905 769A 69	H02 545 658A 69	H29 622 664A 63A	I01 482 806A 69	I04 128 276A 63A
G89 970 953A 63A	H03 565 415A 69	H29 727 642A 63A	I01 601 801A 62A	I04 146 332A 63A
G90 628 544A 69	H03 714 785A 69	H29 758 366A 63A	I01 618 350A 63A	I04 147 353A 69
G90 705 277A 69	H03 746 226A 69	H29 792 773A 63A	I01 634 584A 69	I04 157 438A 63A
G90 964 231A 69	H03 810 680A 69	H30 088 973A 63A	I01 636 376A 63A	I04 178 631A 63A
G91 337 635A 69	H03 824 205A 69	H30 513 153A 63A	I01 742 486A 63A	I04 181 627A 63A
G91 397 865A 69	H04 658 596A 69	H30 669 753A 63A	I01 744 147A 63A	I04 185 629A 63A
G91 471 940A 69	H04 984 148A 69	H31 611 548A 63A	I01 747 803A 63A	I04 187 952A 63A
G91 708 922A 69	H05 079 821A 69	H31 638 739A 63A	I01 782 697A 63A	I04 193 512A 69
G91 759 685A 69	H05 433 579A 69	H31 645 434A 63A	I01 765 682A 63A	I04 193 863A 69
G91 771 367A 69	H06 759 044A 69	H31 797 106A 63A	I01 766 577A 63A	I04 195 429A 63A
G92 536 444A 63A	H06 768 735A 69	H31 804 125A 63A	I01 771 232A 69	I04 211 628A 63A
G93 968 468A 69	H07 651 808A 63A	H32 246 817A 63A	I01 801 484A 63A	I04 217 894A 63A
G94 029 000A 63A	H07 674 862A 69	H32 995 151A 63A	I01 825 853A 63A	I04 222 185A 69
G94 035 467A 69	H09 621 989A 69	H33 015 988A 63A	I01 845 012A 63A	I04 245 015A 63A
G94 137 239A 63A	H09 670 071A 69	H33 216 153A 63A	I01 850 603A 63A	I04 263 007A 63A
G94 783 436A 63A	H10 071 356A 69	H33 556 860A 63A	I01 853 701A 63A	I04 267 233A 63A
G94 884 074A 69	H10 291 225A 63A	H33 625 002A 63A	I02 023 923A 69	I04 267 982A 63A
G94 970 455A 69	H11 693 807A 69	H34 562 085A 63A	I02 023 928A 69	I04 273 220A 69
G95 052 369A 69	H14 282 666A 69	H34 704 925A 63A	I02 037 490A 69	I04 292 083A 63A
G95 155 325A 69	H15 205 523A 63A	H34 913 730A 63A	I02 245 069A 69	I04 293 208A 63A
G95 270 287A 69	H16 652 465A 69	H35 691 142A 63A	I02 292 613A 69	I04 295 422A 63A
G95 497 178A 69	H17 267 529A 63A	H35 805 815A 63A	I02 415 200A 69	I04 318 095A 63A
G95 915 584A 63A	H17 607 184A 63A	H36 105 593A 63A	I02 442 044A 69	I04 316 227A 69
G96 702 879A 63A	H18 320 283A 63A	H36 295 180A 63A	I02 591 811A 69	I04 327 352A 63A
G97 385 723A 63A	H19 009 354A 63A	H36 444 376A 63A	I02 614 607A 69	I04 339 502A 63A
G97 515 617A 69	H20 650 312A 63A	H36 859 831A 63A	I02 632 693A 69	I04 341 695A 63A
G97 533 540A 63A	H21 055 401A 63A	H36 977 125A 63A	I02 701 310A 69	I04 343 090A 63A
G97 661 371A 69	H21 336 233A 63A	H37 628 760A 63A	I02 716 298A 69	I04 346 499A 63A
G97 700 359A 69	H21 450 570A 63A	H37 737 807A 63A	I02 728 580A 69	I04 351 161A 63A
G97 765 896A 69	H22 576 951A 63A	H39 693 633A 50A	I02 740 094A 69	I04 356 439A 69
G97 833 442A 69	H22 690 630A 63A	H86 243 835A 50C	I02 806 613A 69	I04 357 094A 69
G97 841 337A 63A	H22 725 052A 63A	H86 639 231A 69	I02 868 765A 69	I04 357 399A 63A
G97 896 599A 69	H23 641 055A 63A	I00 062 530* 63A	I02 914 662A 69	I04 362 058A 67A
G97 918 612A 69	H23 930 002A 63A	I00 068 295* 63A	I02 925 264A 69	I04 369 364A 69
G98 108 875A 63A	H23 947 185A 63A	I00 135 612A 69	I03 006 119A 69	I04 382 169A 63A
G98 143 790A 69	H23 952 793A 63A	I00 139 221A 69	I03 134 817A 69	I04 386 317A 67A
G98 232 227A 69	H24 286 136A 63A	I00 157 550* 63A	I03 156 320A 69	I04 398 172A 63A

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

Total Deleted Page(s) = 49

Page 32 ~ Duplicate;
Page 33 ~ Duplicate;
Page 34 ~ Duplicate;
Page 35 ~ Duplicate;
Page 46 ~ b6; b7C;
Page 54 ~ Duplicate;
Page 55 ~ Duplicate;
Page 56 ~ Duplicate;
Page 57 ~ Duplicate;
Page 110 ~ Referral/Consult;
Page 111 ~ Referral/Consult;
Page 112 ~ Referral/Consult;
Page 113 ~ Referral/Consult;
Page 114 ~ Referral/Consult;
Page 115 ~ Referral/Consult;
Page 116 ~ Referral/Consult;
Page 117 ~ Referral/Consult;
Page 118 ~ Referral/Consult;
Page 119 ~ Referral/Consult;
Page 120 ~ Referral/Consult;
Page 121 ~ Referral/Consult;
Page 136 ~ b6; b7C; b7D;
Page 137 ~ Referral/Consult;
Page 138 ~ Referral/Consult;
Page 139 ~ Referral/Consult;
Page 140 ~ Referral/Consult;
Page 141 ~ Referral/Consult;
Page 165 ~ Referral/Consult;
Page 166 ~ Referral/Consult;
Page 167 ~ Referral/Consult;
Page 168 ~ Referral/Consult;
Page 187 ~ b6; b7C; b7D;
Page 207 ~ Duplicate;
Page 208 ~ Duplicate;
Page 209 ~ Duplicate;
Page 210 ~ Duplicate;
Page 211 ~ Duplicate;
Page 212 ~ Duplicate;
Page 213 ~ Duplicate;
Page 214 ~ Duplicate;
Page 215 ~ Duplicate;
Page 216 ~ Duplicate;
Page 217 ~ Duplicate;
Page 218 ~ Duplicate;
Page 219 ~ Duplicate;
Page 220 ~ Duplicate;
Page 221 ~ Duplicate;
Page 222 ~ Duplicate;

Page 223 ~ Duplicate;

XXXXXXXXXXXXXXXXXXXX
X Deleted Page(s) X
X No Duplication Fee X
X For this Page X
XXXXXXXXXXXXXXXXXXXX

~~REC~~

Field File No.

164 A - 497-1A82

Serial # of Originating Document

OO and File No.

Seattle

Date Received

5/19 + 5/23/88

From

Orange County J.A. Records

(Name of Contributor)

(Address of Contributor)

Santa Ana, Ca.

(City and State)

By SA

(Name of Special Agent)

To Be Returned Yes No Receipt Given Yes NoGrand Jury Material - Disseminate Only Pursuant to Rule 6(e), Federal Rules
of Criminal Procedure Yes NoTitle: Norjack,
OO: Seattle

Reference:

(Communication Enclosing Material)

Description: Original notes re interview ofCIT rap sheet + photographs of
Merlin Gene Cooper8/5/88
KF

164A-497-1A82

DATE-TIME 11-22-60 8:00AM
TANK # 1A 007
K-5, 1A 007

DAVE COOPER, MULIN GENE
CHARGE VIOL PC SEC 47D

ORANGE COUNTY JAIL

A-98107
OCT 22 1960
CHP 1-7716-457
FBI 115-541 D
Records Copy

13918

ADDRESS 13818 GRAYSTONE, BIRMINGHAM, ALA.
DOB 7-8-34 LA CROSSE, WISCONSIN.

WARRANT # II

BAIL \$ 2500.00

BOOKED FOR RICHMOND PD

BOOKED BY JONES

DEPT 600

SENTENCE 11-23-60 - Released to Contra Costa Sheriff's Office, Thompson.

BIRTHDATE

8 July 1934

BIRTHPLACE La Cross, Wisconsin

SEX Male RACE NAT AGE 35 HT 6-3 WT 180 HAIR BRN EYES BLK
BUILD Med COMPLEX Med CITIZENSHIP U.S. MARITAL STATUS Divorced MARKS & SCARS Tat RFDG two hands clasped
with crown and initials "M G C"

OCCUPATION Salesman EMPLOYED BY Unemployed

NEAREST TOWNS Orpha O. Cooper (Mthr) ADDRESS La Cross, Wisconsin

PRINTED 11-22-60 MISSED 11-22-60 HW CARD 11-22-60 FINGER

KEYS

Left Impression
Right Hand

Thumb

Thumb



STATE OF CALIFORNIA
DEPARTMENT OF JUSTICE
BUREAU OF CRIMINAL IDENTIFICATION AND INVESTIGATION
P. O. Box 1859, Sacramento

FORM C-1000

The following CII record, NUMBER

~~IS FOR OFFICIAL USE ONLY~~

11 S 1 A NO 8
S 1 A 09 3

CII 1 776 957

BRN HAZ 6-2 180

WISC. 1934

MERLIN GENE COOPER

FBI# 115 541 D
SS# 397-28-6121

XN
77910
alvarz

1/23 CORRECTED COPY

ARRESTED OR RECEIVED	DEPARTMENT AND NUMBER	NAME	CHARGE	DISPOSITION
ALIAS: JOHN COOP TITAN;				
1-13-59	SO MADISON,WISC B-5511	MERLIN GENE COOPER	NON SUPP WARR	TOT LACROSSE CO, WISC. SHERIFF
1-26-59	PD MADISON,WISC 17264	MERLIN GENE COOPER	PROB VIO & WORTHLESS CHECKS	REMANDED C/O SHERIFF
2-13-59	SO LA CROSSE,WISC 69-59	MERLIN GENE COOPER	NON SUPP & PAROLE VIO BAD CHECKS	6 AOS CO JL LA CROSSE,WISC
9-18-59	PD JANEVILLE,WISC 5040	MERLIN GENE COOPER	WARR OTHER JURISD	REL BY POLICE
8-4-60	ST. DEPT. MOTOR VEHICLE SALESMAN S-4 5029	MERLIN GENE COOPER	APP. VEHICLE SALESMAN	
11-22-60	SO,SANTA ANA 77910 MERLIN GENE COOPER		476A PC	
11-23-60	SO,MARTINEZ,90152	MERLIN GENE COOPER	E/R PD RICHMOND (INSUF FUNCS)	

11-30-60 - R. FBI - 115 541 D MERLIN GENE COOPER WARR. - ORL.
(476A PC)

UNITED STATES DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

1-30-60C

Dinner.

The following FBI record, NUMBER 115-541 D, is furnished FOR OFFICIAL USE ONLY.

CONTRIBUTOR OF FINGERPRINTS	NAME AND NUMBER	ARRESTED OR RECEIVED	CHARGE	DISPOSITION
Madison Wis	Merlin Gene Cooper #B 5511	1-13-59	non support warr	TOT LaCrosse Co Wis Sheriff
Madison Wis	Merlin Gene Cooper #17264	2-6-59	prob vio & worthless chks	remanded c/o Sheriff see supplement
La Crosse Wis	Merlin Gene Cooper #69-59	2-13-59	non support parole vio. bad checks	6 mos. Co Jl La Crosse Wis
La Crosse Wis	Merlin Gene Cooper #69-59	3-12-59	warr. other buried	rel by pol
O Santa Ana Calif	Merlin Gene Cooper #777910	11-22-60	CPC Sec 476A	
O Martinez Calif	Merlin Gene Cooper #90552 77910	11-23-60	enroute Richmond PD (insufficient funds)	<i>Letter dictated 12-6-60 Gene</i>

Notations indicated by * ARE NOT BASED ON FINGERPRINTS IN FBI files. The notations are based on data furnished the Bureau concerning individuals of the same or similar names or aliases and ARE LISTED ONLY AS INVESTIGATIVE LEADS.

It is difficult to know exactly how many

DB Cooper 2/1



11-22-19

11-22-19

COOPER HERLIN GEIRZ

OC# 77 910

~~CONFIDENTIAL~~

THE FURNISHING OR POSSESSION OF THESE DOCUMENTS BY UNIDENTIFIED PERSONS COULD BE A MISDEMEANOR (F.L. 1143). AFTER THESE DOCUMENTS HAVE SERVED THEIR PRIMARY PURPOSES FOR WHICH THEY WERE USED RETURN TO THE ORANGE COUNTY SHERIFF'S DEPARTMENT, RECORD BUREAU FOR DESTRUCTION.

DB Cooper-22125



DB Cooper-22125

164-497-1079



1900 October 22 1928

164-497-1a'79



DB Cooper-22130

164-497-1a79



DB Cooper-22132

164-497-1a79

DB Cooper-22133

Field File No. 164-497-1A81OO and File No. SEATTLEDate Received 5/22/80From ADW Room
(NAME OF CONTRIBUTOR)FBI

(ADDRESS OF CONTRIBUTOR)

Z9By To Be Returned Yes Receipt Given Yes No No

Description:

XEROX COPIES OF # 3
CARDS OF SA'S
FOR 2/11, 12/80 - SeeL.A. AIRTEL TO BUREAU
5/22/80b6
b7Cb6
b7C6/2/80 JH

DB Cooper-22134

~~164-497-1A81~~

Ms. B. 10. K. 6.

Squad/RA			Name			Car No.	Date
Time In	Time Out	Probable Return	FILE NUMBER			Turk Hours	DESTINATION Name, Address, and Telephone
			Class	Alpha	Number		
7 ⁰⁵ 2/11/82							On Duty
8 ²⁸ 2/11/82	4 ³³						
4 ²⁰ 2/11/82	5 ⁵⁰ 2/11/82						Home
AUO 130 Minutes	Total Turk 10 Hours	Supervisor's Initials					

b6
b7c

16 RedBk

Jb6

Aug 130

Mitsubishi

卷之三

FD-256 (Rev. 4-3-79)

Haus

Supervisor's Initials

b6
b7c

FD-255 (Rev. 4-3-79)

AUG 13 2 Minutes

Total Turk

Hours

Supervisor's Initials

b6
b7c

FD-256 (Rev. 4-3-79)

AUO 160 Minutes

Total Tuck //

FD-256

Supervisor's Initials

2

164-49.7-1A81

C

File No. 164-497 1A80

Date Received 1/17/77
From _____ b6
b7c
NAME OF CONTRIBUTOR

(ADDRESS OF CONTRIBUTOR)
Sherman Oaks, Calif.
(CITY AND STATE)

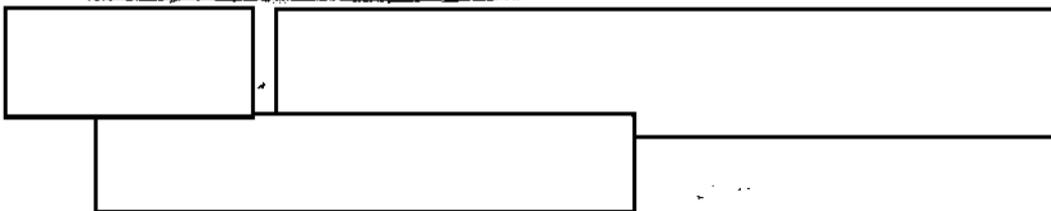
To Be Returned Yes Receipt Given Yes
 No No

Description :

2 photos of Jack
Bryant Coffelt.

3-17-77 DB Cooper-22137

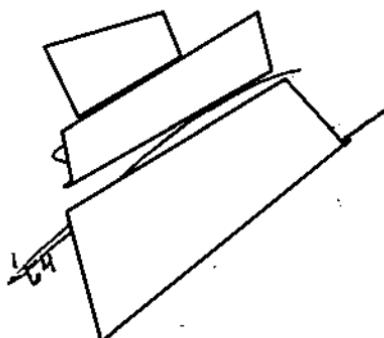
164-497-1a80



b6
b7C

USMC Reserve Center
Richmond, Virginia

4th Marine Corps District
AFCEES



b3
b6
b7C
b7E

5428825

343

b6

DB Cooper b7C 22138



DOB: COOPER 01/09

JACK COFFELT

164-497/a80

JACK COFFELT

164-497/a80

DB Cooper-22140

File No. 164-497-1a79Date Received 1-17-77From b6
b7c

(ADDRESS OF CONTRIBUTOR)

Sherman Oaks, Calif.

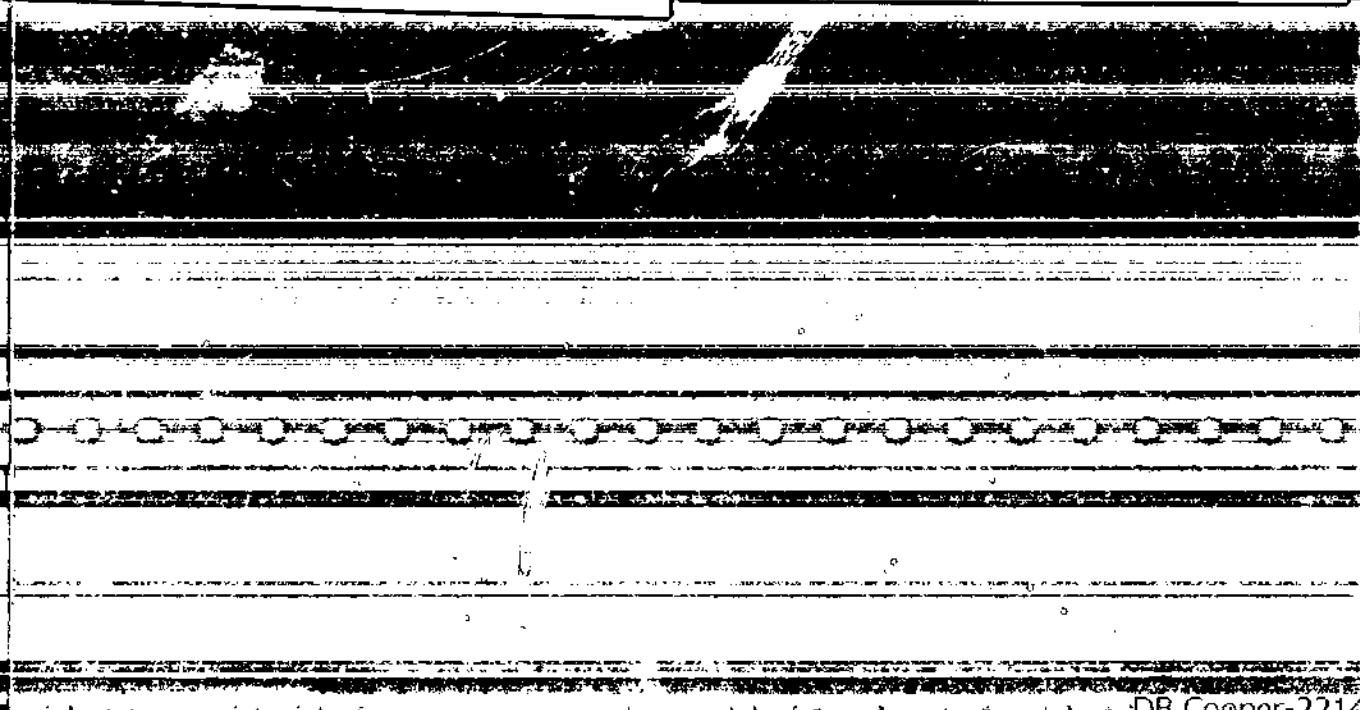
(CITY AND STATE)

To Be Returned Yes Receipt Given Yes
 No No

Description :

Photos of Bryant
Coffelt as taken in
1974.

DBV
1/17/77
1/17/77
1/17/77
1/17/77



DB Cooper-2214

DB Cooper-22143

164-497-1a79

164-497-1a79



DB Cooper 221-4

DB Cooper-22145

164-497-1a79

164-497-1a79



DB Cooper 2146

164-497-1279

DB Cooper-22147

164-497-1279



BB Cooper 22

164-479-1079

AB Cooper 22112

C

1A78

File No.164-497-~~8180~~**Date Received**

1/18/77

From

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

b6

(NAME OF SPECIAL AGENT)

b7C

To Be Returned Yes **Receipt Given** Yes No Yes No**Description :**

Case Notes

m m
DB Copper 12/21/84
2/16/

FUCKING
AVOID VERBAL ORDERS

ASSHOLE !!

11ND-GEN-5216/17 (8-60)

FROM

TO

DATE

INSTRUCTIONS (Use reverse side for sketches)



b6

b7C

AUTHORITY

DB Cooper-22155

AVOID VERBAL ORDERS

IND-GEN-5216/17 (8-60)

1-100

10

DATA

63

INSTRUCTIONS (Use reverse side for sketches)

b6
b7c

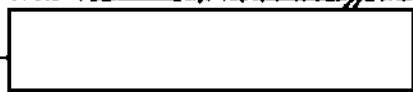
DB Cooper-22156

- 12/22

12/1 VHSR 352 SQ

1WSG 37

Manni Aerial Regular Transport Sq. 352



N

(DRN)

b6
b7C

No crime records
in 63.



no ph

b6
b7C

Complaint turned in desert from
USMC Parabow

Date _____

Birth Credit Criminal Death INS Marriage* Motor Vehicle Other _____
 Driver's License

To **PB** Buded

Return to **SJF** File number **164-497-873**

Name and aliases of subject, applicant or employee and spouse

Addresses _____

Residence _____

Business _____

Former _____

All INFO DATED 1963

DEC 5 1976

PAT BARRY

* Date and place of marriage (if applicable) _____

Race W	Sex <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female	Age 23	Height 5'8-9	Weight 150-60	Hair Brown/Blk.	Eyes _____
---------------	--	---------------	---------------------	----------------------	------------------------	------------

Birth date	Birthplace Washington (possible)
------------	---

Arrest Number	Fingerprint classification	Criminal specialty
---------------	----------------------------	--------------------

Specific information desired	Social Security Number
------------------------------	------------------------

Results of check **OR ANYTHING ELSE**

+ photo - Any possibles ALSO w/ photo's.

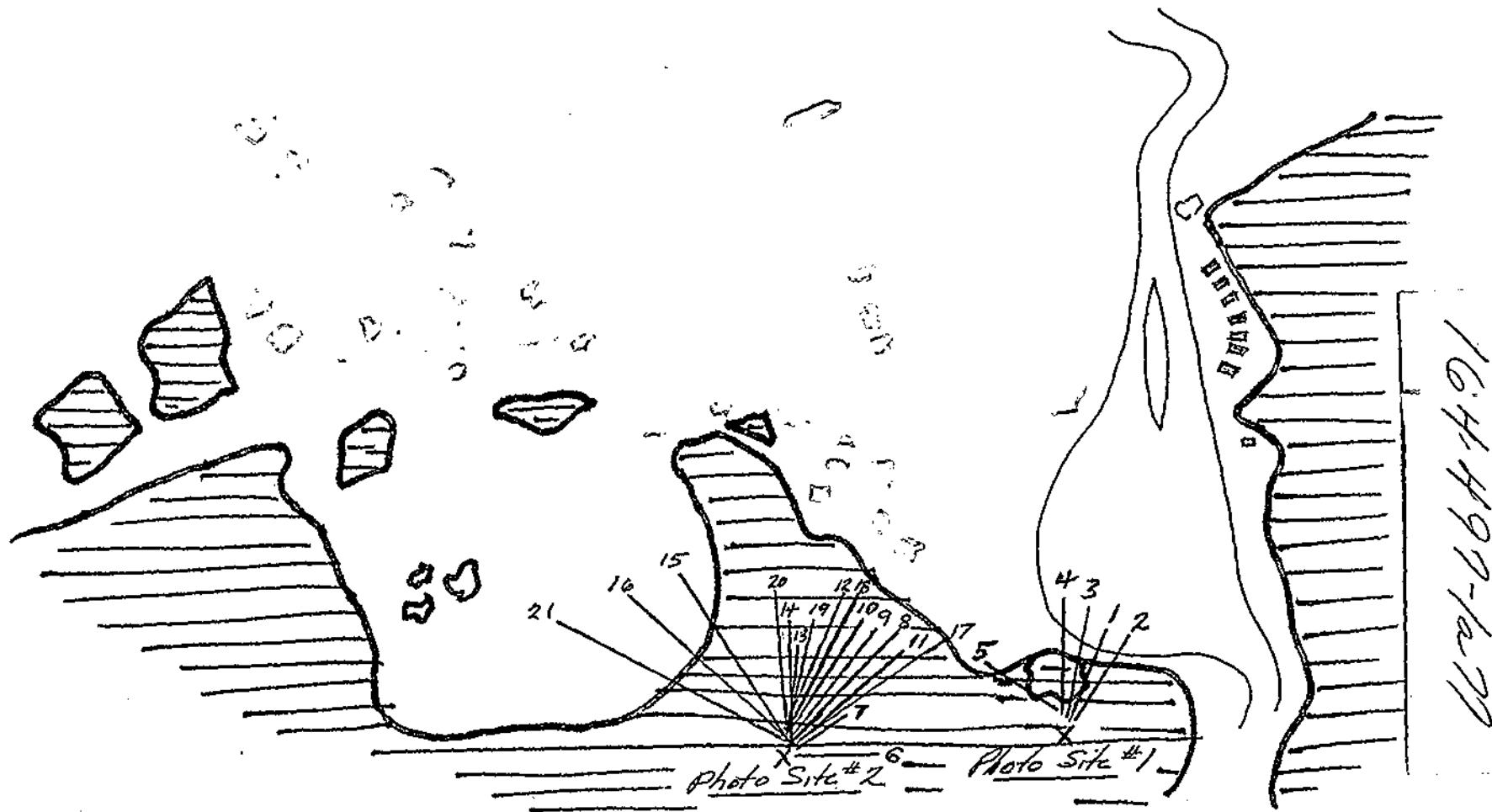
b6
b7C

File No. 164-497-1A 77Date Received 10/9/75From b6
(NAME OF CONTRIBUTOR) b7C(ADDRESS OF CONTRIBUTOR)Twenty Nine Palms, CA
VALLEY AND CREEK b6
(NAME OF SPECIAL AGENT) b7CTo Be Returned Yes Receipt Given Yes
 No No

Description:

Log of Photos taken
at alleged site where
D. B. Cooper buried money.

DB Cooper-20159



- Rock outcropping
- Roadway
- Trees and bushes
- Cement blocks

Sequence of pictures
taken by SA [redacted]
on 10/9/75

N

b6
b7C

1

LA 164-497 DB Cooper-22160

File No. 164-497-1a 75

Date Received 10-30-75

From _____

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

[REDACTED] DATE) b6
[REDACTED] b7C

(NAME OF SPECIAL AGENT)

To Be Returned Yes Receipt Given Yes

No

Yes
 No

Description:

I double mug photos

of [REDACTED]

b6
b7C

[REDACTED]

, taken 1/9/74

DB Cooper-22161

10-31-75
mja

b6
b7C

b6
b7C

4A 164-497-~~1436~~ 1436 DB Cooper-22163

File No. 164-497-1a75

Date Received 10-16-75

From _____

(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

b6
b7c

(NAME OF SPECIAL AGENT)

To Be Returned Yes Receipt Given Yes

No

No

Description:

1 photo of Calif.
DL# for

b6
b7c

see see 823

DB Cooper-22164

10-16-75
JW

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

b6
b7c

DB Cooper-22165

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. _____

Date 9-5-75 Signed _____
Officer, Dept. of Motor Vehicles

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



DB Cooper 22166

LA 164-497-1a 75

b6
b7C

File No. 164-497-1a74Date Received 10/9/75From SA. b6
b7C
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

(NAME OF SPECIAL AGENT)

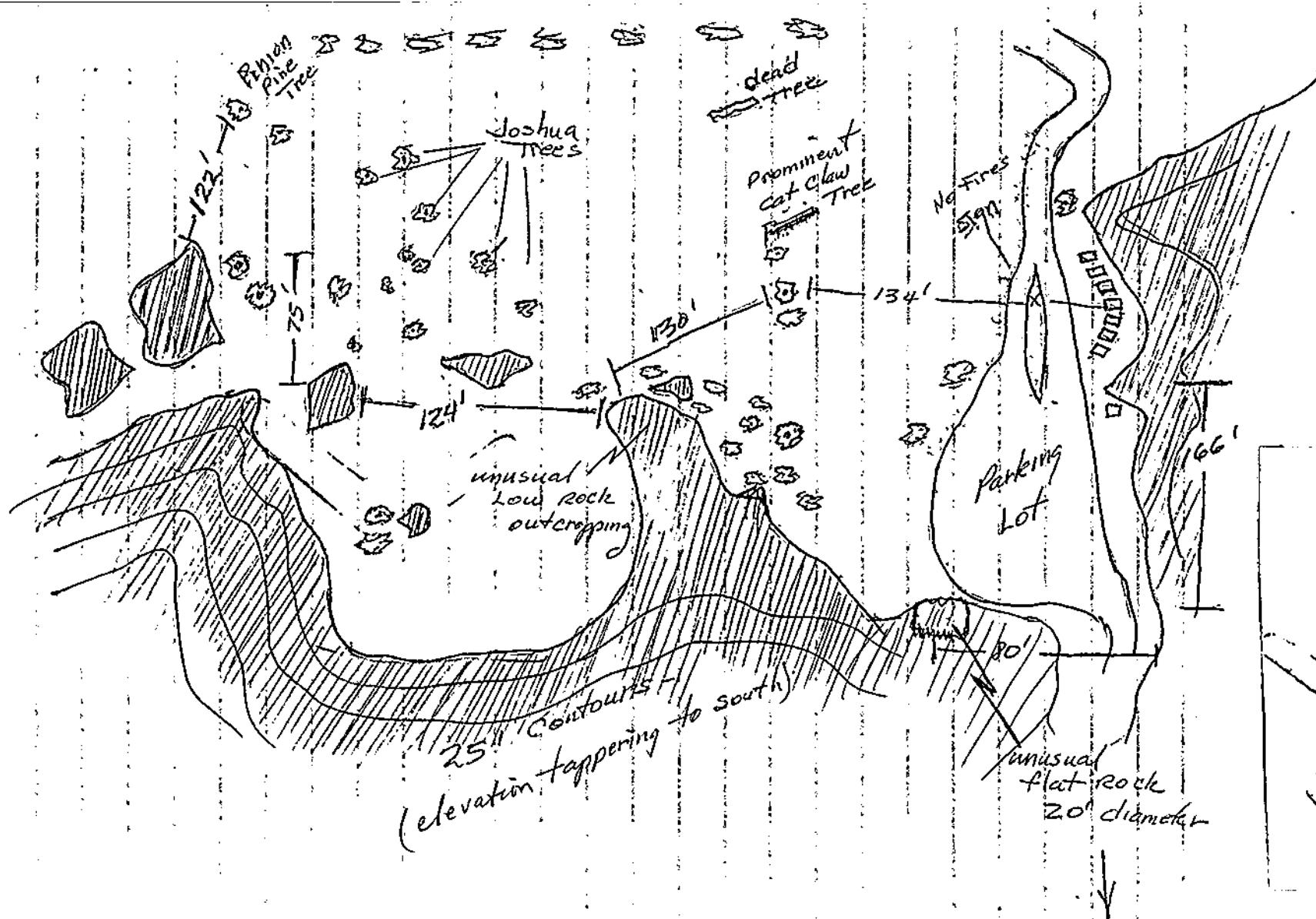
To Be Returned Yes Receipt Given Yes
 No No

Description:

original + 5 perop
 copies of map of
 areas in Joshua Tree
 National Monument near
 Barker Dam.

DB Cooper-22167

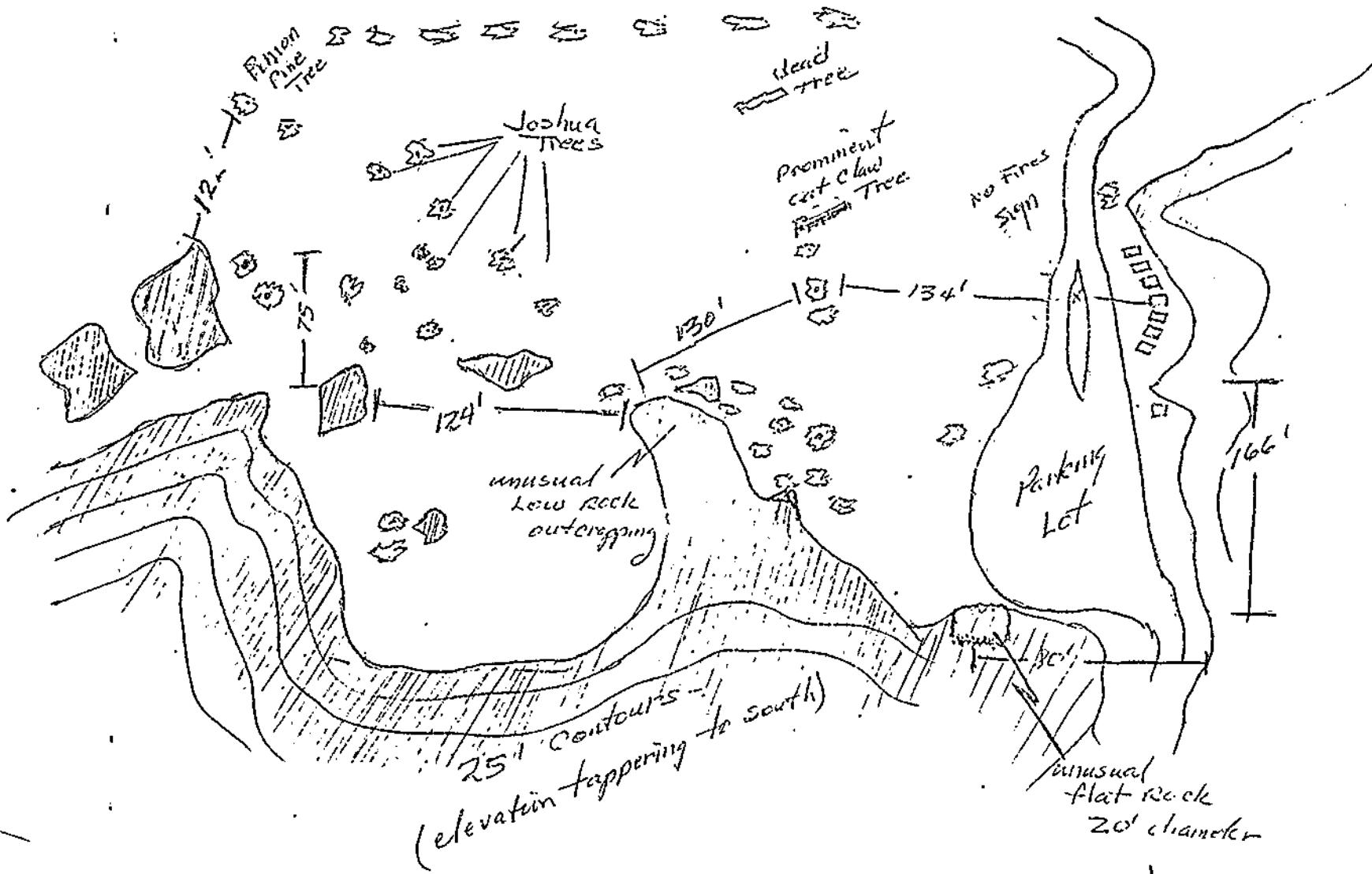
10-10-75



DB Cooper-22168

b6

b7C



Key to Symbols

○ - bushes

△ - Joshua trees (unless otherwise marked)

~~~~~ - Rock outcrops

□ - cement slabs

DB Cooper-22169

b6

b7c

Date

2/4/72

## Title and Character of Case

NORJAK  
HIJACKING: EXTORTION  
OO:SEATTLE

|                                               |                                                                                |
|-----------------------------------------------|--------------------------------------------------------------------------------|
| Date Property Acquired<br>12-3-71<br>12-10-71 | Source From Which Property Acquired<br>Photographed from records at [redacted] |
|-----------------------------------------------|--------------------------------------------------------------------------------|

b6  
b7C

|                                                             |                                                                                   |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------|
| Location of Property or Bulky Exhibit<br>Bulky Exhibit Room | Reason for Retention of Property and Efforts Made to Dispose of Same<br>Reference |
|-------------------------------------------------------------|-----------------------------------------------------------------------------------|

## Description of Property or Exhibit and Identity of Agent Submitting Same

Submitted by SA [redacted]

b6  
b7C

1. 433 photographs of registration cards bearing name, address, and description data of persons who registered to parachute at Elsinore since 1969, fitting description of hijaker.
2. 55 photographs representing flight records for the month of August 1971, bearing the last name of the parachutist, altitude, pilot's name and date.

164-497-1B1

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| FEB 4 1972        |         |
| FBI - LOS ANGELES |         |
| [Redacted]        |         |

ER

## SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

Retain (Pending) ccb 8/17/73 Let him 8/17/73 R 5/24/74 until 4/13/81 RFB  
R 3/25/75 " 3/19/78 R R 1/2/80 R retain 2-2-82 wcc  
R 2/26/80 RDB R 2/26/80 RDB

DB Cooper 22174

Field File # 164-497-1B1

DUE TO BULKINESS 1a1 THRU 1a72 ARE BEING MAINTAINED IN SEPARATE EXHIBIT SECTION IN CLOSED FILES. SEE VOLUMES 1 THRU 8.

(Title) KORJAK  
 (File No.) 164-497

| Item | Date Filed                                                                                                 | Disposition |
|------|------------------------------------------------------------------------------------------------------------|-------------|
| 73   | 10/10/75 2 negatives and 1 photo of area near Barker Dam in Joshua Tree National Monument. (mjd)           |             |
| 74   | 10/10/75 Original and 5 xerox copies of map of area in Joshua Tree National Monument near Barker Dam (mjd) |             |
| 75   | 10/16/75 1 photo of California [redacted] for [redacted]<br>[redacted] (see ser. 823) (mjd)                | b6<br>b7C   |
| 76   | 10/31/75 1 double mug photo of [redacted]<br>taken 1/19/74. (mjd)                                          |             |
| 77   | 10/30/75 log of photos taken at alleged site where D.B. COOPER buried money.                               |             |
| 78   | 2/18/77 Case notes                                                                                         |             |
| 79   | " Photo of BRYANT COFFELT as taken in 1974 (mm)                                                            |             |
| 80   | 5/17/77 2 photos of JACK BRYANT COFFELT (bev)                                                              |             |
| 81   | 6-2-80 Xerox copies of #3 cards of SA [redacted] and SA [redacted]<br>Ser 2/11-10/80                       | b6<br>b7C   |
| 82   | 8-5-88 CII RAP SHEET & PHOTOGRAPHS OF HERLIN G. COOPER USC                                                 |             |
|      |                                                                                                            |             |
|      |                                                                                                            |             |

②-164-497-1A

|                   |              |
|-------------------|--------------|
| SEARCHED.....     | INDEXED..... |
| SERIALIZED.....   | FILED.....   |
| October 10, 1975  |              |
| FBI - LOS ANGELES |              |

mm DB Cooper-22175

File No. 164-497-1a73Date Received 10/18/75From \_\_\_\_\_  
(NAME OF CONTRIBUTOR)

(ADDRESS OF CONTRIBUTOR)

(CITY AND STATE)

b6

AGENT)

b7C

To Be Returned  Yes Receipt Given  Yes  
 No  No

## Description:

2 negatives +  
 1 photo of area near  
 Barker Dam in  
 Joshua Tree National  
 Monument,

D.D.C.

15.  
 DB Cooper 24176  
 2



DB Cooper-22177

E 5 0 8 2 2 3 J N

b6  
b7C

E 5 0 8 2 2 3 J N

DB Cooper-22178

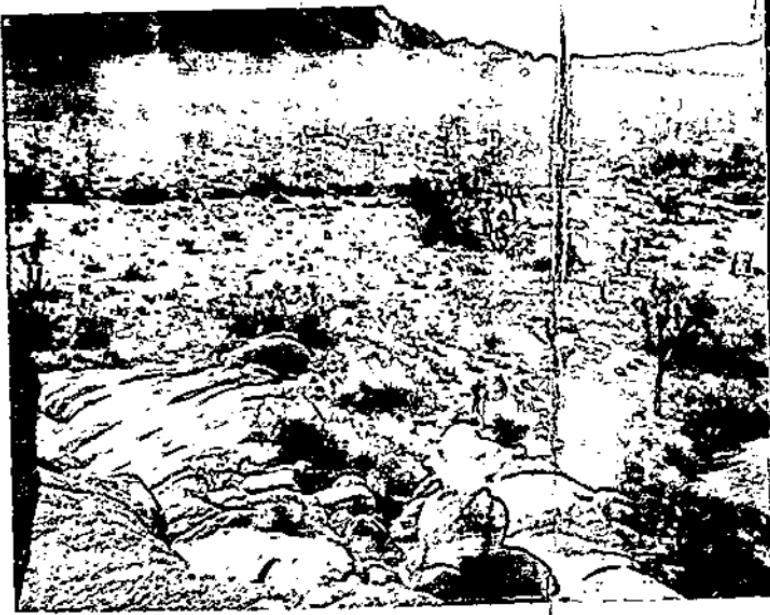
b6

b7C

10/9/75  
mmft

[redacted]  
1A 1C4-997-1A15

10/9/75  
mmft



DB Cooper-22179

W F C 2 2 3 0 5 1

10/10/75  
unmt

[redacted]  
LA 161-499-1073

b6  
b7C

E S O D 2 2 3 0 M

10/10/75  
unmt

[redacted]

b6  
b7C



DB Cooper-22181

44-166-697-473

44-166-  
54601

b6  
b7C

HSC 223053



N

E 308

10/9/75  
mmw

44-166-497-473

b6  
b7C

DB Cooper-22182

164-497-1a73

No. \_\_\_\_\_

Name \_\_\_\_\_

Order \_\_\_\_\_

Remarks \_\_\_\_\_

Retouched \_\_\_\_\_

Order Finished \_\_\_\_\_

Reorder \_\_\_\_\_

DB Cooper 22183

Date

1/21/76

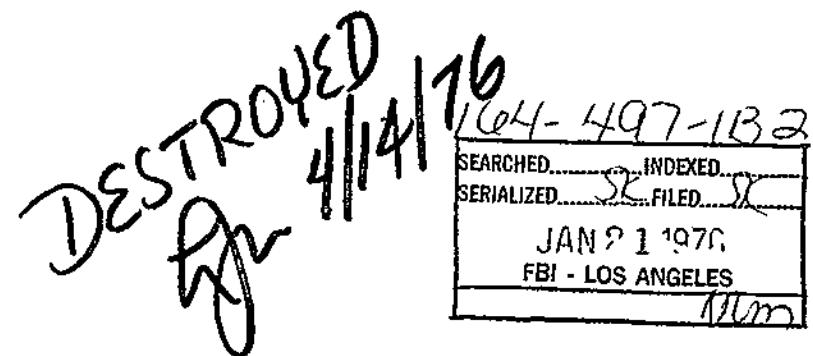
Title and Character of Case

NORJAK

|                                                                          |                                                                      |
|--------------------------------------------------------------------------|----------------------------------------------------------------------|
| Date Property Acquired                                                   | Source From Which Property Acquired                                  |
| 11/75                                                                    | [Redacted]                                                           |
| Location of Property or Bulky Exhibit                                    | Reason for Retention of Property and Efforts Made to Dispose of Same |
| Bulky Exhibit Room                                                       | Evidence                                                             |
| Description of Property or Exhibit and Identity of Agent Submitting Same |                                                                      |
| Submitted by SA [Redacted]                                               |                                                                      |

b6  
b7C

One series of photographs taped together and two large photographs of the series.



SEMIANNUAL INVENTORY CERTIFICATION TO JUSTIFY RETENTION OF PROPERTY (Initial and Date)

---

---

---

---

Field File # 164-497-1B2

DB Cooper-22184

NR004 SE PLAIN .

5:05 PM URGENT 11/23/71 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

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

RE YOUR NITEL, NOVEMBER TWENTY-SIX, SEVENTYONE.

RETEL SET FORTH NAMES OF SUSPECTS [redacted]

b6  
b7c

[redacted]  
[redacted]  
SEATTLE IS TRANSMITTING TO LOS ANGELES BY FACSIMILE COPIES OF THE LATES ARTIST'S SKETCH OF UNSUB WHICH WAS PREPARED AFTER HE PERSONALLY INTERVIEWED THE THREE STEWARDESSES WHO TALKED TO UNSUB.

LOS ANGELES IS REQUESTED TO SHOW THIS SKETCH TO THE SOURCES OF THE INFORMATION SET FORTH IN YOUR NITEL AND ADVISE WHETHER OR NOT SUSPECTS ARE STILL GOOD AS SUCH. - P -

E N D

VLB

FBI LOS ANG

TU CLR A

OO: Seattle  
T 12/12  
A

164-497-1

|             |         |
|-------------|---------|
| SEARCHED    | INDEXED |
| SERIALIZED  | FILED   |
| NOV 28 1971 |         |
| 13          | LES     |
| CRA         |         |

DB Cooper-22185

b6  
b7c

NR004 SE PLAIN

5:05 PM URGENT 11/28/71 DCA

TO LOS ANGELES

FROM SEATTLE (164-81) 1P

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

RE YOUR NITEL, NOVEMBER TWENTY-SIX, SEVENTYONE.

RETEL SET FORTH NAMES OF SUSPECTS

b6  
b7c

SEATTLE IS TRANSMITTING TO LOS ANGELES BY FACSIMILE COPIES  
OF THE LATES ARTIST'S SKETCH OF UNSUB WHICH WAS PREPARED AFTER HE  
PERSONALLY INTERVIEWED THE THREE STEWARDESSES WHO TALKED TO UNSUB.

LOS ANGELES IS REQUESTED TO SHOW THIS SKETCH TO THE SOURCES  
OF THE INFORMATION SET FORTH IN YOUR NITEL AND ADVISE WHETHER OR  
NOT SUSPECTS ARE STILL GOOD AS SUCH. - P -

E N D

VLB

FBI LOS ANG

TU CLR A

Discontinued  
Revised Warrantee Sub photo of  
not identified as UNSUB

oo: Seattle  
T. Ratlis  
PL

164-497-1

|                   |         |     |
|-------------------|---------|-----|
| SEARCHED          | INDEXED | Ots |
| SERIALIZED        | FILED   |     |
| 13 NOV 28 1971    |         |     |
| ES                |         |     |
| FBI - LOS ANGELES |         |     |
| DB-2000-22186     |         |     |

b6  
b7c

NR 001 PX PLAIN

1159PM 11/28/71 NITEL JDD

TO BUTTE

HONOLULU - VIA WASHINGTON

LOS ANGELES

OKLAHOMA CITY

SEATTLE

FROM PHOENIX (164-100)

UNSUB; NORTHWEST AIRLINES SEVEN TWO SEVEN, PORTLAND, OREGON,  
ELEVEN TWENTYFOUR SEVENTYONE. CAA - HIJACKING. OO: SEATTLE.

RE SACRAMENTO TEL ELEVEN TWENTYSIX LAST.

INSTANT DATE, [REDACTED]

[REDACTED] CALIFORNIA, ADVISED FBI COMPOSITE OF HIJACKER SHOWN ELEVEN  
TWENTYEIGHT SEVENTYONE, SAN DIEGO UNION NEWSPAPER, PAGE A - SIX,  
WAS STRONGLY SIMILAR TO FACIAL FEATURES OF [REDACTED]  
JAW LINE, TOGETHER WITH HIGH FOREHEAD AND HAIRLINE, ARE STRONGLY  
SIMILAR AND ALMOST IDENTICAL TO COMPOSITE PHOTOGRAPH OF SUBJECT.

[REDACTED] MOUTH IS SMALL, SIMILAR TO SUBJECT'S. [REDACTED] WAS KNOWN TO ALWAYS  
WEAR DARK GLASSES. [REDACTED] IS KNOWN BE [REDACTED]

END PAGE ONE

Handwritten notes:  
Hegmet Head  
Palmdale  
Santa Ana

164-100-30  
1,3,

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 28 1971    |         |
| FBI - LOS ANGELES |         |
| 164-100-30        |         |
| DB Copper-2218    |         |

b6  
b7C  
b7D

b6  
b7C  
b7D

b6  
b7C

PAGE TWO

[REDACTED] ADVISED LAST SAW [REDACTED] WAS

b6  
b7C  
b7D

[REDACTED] ADVISED [REDACTED]

NAME UNKNOWN, IN [REDACTED] AT THIS TIME,

[REDACTED] ADVISED [REDACTED]

HE HAS EVER MET. [REDACTED] HAS COMPLETE KNOWLEDGE OF ALL [REDACTED]

b6  
b7C  
b7D

[REDACTED] HAS HAD [REDACTED] WHICH INCLUDED: [REDACTED]

[REDACTED] ADVISED [REDACTED] WHILE [REDACTED]

b6  
b7C  
b7D

[REDACTED] WOULD HAVE EXCELLENT KNOW-

LEDGE OF [REDACTED]

[REDACTED] ADVISED [REDACTED] AS

IN [REDACTED]

b6  
b7C  
b7D

PAGE THREE

[REDACTED]

[REDACTED] THE UNITED STATES AND  
[REDACTED]

[REDACTED] CALIFORNIA AS OF  
[REDACTED]

b6  
b7C  
b7D

WAS INTERESTED IN [REDACTED]

b6  
b7C  
b7D

[REDACTED] DESCRIBED AS WHITE, MALE, AMERICAN, MEDIUM COMPLEXION, [REDACTED]  
[REDACTED] EYES UNKNOWN, ONE SIXTY POUNDS, FIVE FEET NINE OR TEN,  
THIRTYFIVE TO THIRTYSEVEN YEARS OLD, SLIM BUILD, [REDACTED]  
VOICE.

BUTTE AT MISSOULA, MONTANA, CONTACT [REDACTED] TO  
DETERMINE IF THEY CAN IDENTIFY [REDACTED]

b6  
b7C

[REDACTED] DURING LATE [REDACTED]  
[REDACTED] AND CONDUCT APPROPRIATE INVESTIGATION TO LOCATE [REDACTED]

HONOLULU AT HONOLULU, CONTACT [REDACTED] TO  
DETERMINE BACKGROUND INFORMATION ON [REDACTED]

b6  
b7C

[REDACTED] LOS ANGELES AT HEMET, CONDUCT APPROPRIATE INVESTIGATION AT [REDACTED]  
[REDACTED] TO IDENTIFY AND LOCATE [REDACTED]

b6  
b7C

IN [REDACTED] AT PALMDALE, CONDUCT SAME INVESTIGATION. AT RESEDA,  
CONDUCT APPROPRIATE INVESTIGATION TO LOCATE AND IDENTIFY [REDACTED]

END PAGE THREE

DB Cooper-22189

PAGE FOUR

WHO LIVED THERE ON [REDACTED] IN EFFORT TO  
LOCATE [REDACTED] AND OBTAIN APPROPRIATE BACKGROUND INFORMATION.

b6  
b7c

AT SANTA ANA, CONDUCT CRIMINAL CHECKS AT ORANGE COUNTY SO FOR [REDACTED]  
[REDACTED] NOTING HE WAS [REDACTED]

OKLAHOMA CITY AT TULSA, CONTACT FEDERAL AVIATION AGENCY, [REDACTED]  
[REDACTED] DIVISION, RE [REDACTED] OBTAIN ALL INFORMATION AND BACKGROUND  
ON [REDACTED] WITH SPECIAL ATTENTION TO [REDACTED]

b6  
b7c

ARMED AND DANGEROUS.

END

VLB

FBI LOS ANG

TU CLR

DB Cooper-22190

15-

F B I

Date: 11/26/71

Transmit the following in PLAINTEXT  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)TO: SAC, SEATTLE  
FROM: SAC, LOS ANGELES (164-NEW)UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT  
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY  
FOUR LAST. CAA DASH HIJACKING. OO: SEATTLE.ON INSTANT DATE THE FOLLOWING INDIVIDUALS CONTACTED  
THE LA OFFICE WITH THE FOLLOWING INFORMATION CONCERNING  
CAPTIONED CASE:CALIF., HAS HUNCH UNSUB MAY  
BE [REDACTED] WHO HE DESCRIBED AS [REDACTED]b6  
b7C  
b7D

[REDACTED] IS REPORTEDLY

[REDACTED] ALL OVER U.S. AND IS BELIEVED TO

[REDACTED] DESCRIBED AS MALE CAUCASIAN, FORTY TO FORTY  
FIVE YEARS OF AGE, BLACK HAIR, FIVE FEET ELEVEN INCHES TALL,164-NEW  
RFP/clp  
(1)164-497-2 O  
SEARCHED INDEXED FILED  
3Approved: WBS/bs  
Special Agent in ChargeSent 9:41 pm M Per newman

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

DB Cooper-22191

b6  
b7C

LA 164-NEW

PAGE TWO

MUSCULAR BUILD.

[REDACTED] LASO, DETECTIVE BUREAU, FIRESTONE  
SUBSTATION, ADVISED UNSUB MAY BE ONE [REDACTED] LAST KNOWN  
ADDRESS [REDACTED] CALIF., DESCRIBED AS IN HIS MID SIXTIES,  
GENERALLY FITTING DESCRIPTION OF HIJACKER IN NEWSPAPER  
ACCOUNTS AND WHO IS [REDACTED] REPORTED  
TO BE TYPE OF PERSON WHO WOULD COMMIT HIJACKING.

b6  
b7C

[REDACTED] LA,  
CALIF., ADVISED [REDACTED]  
[REDACTED] APPROXIMATELY  
FIVE YEARS AGO. [REDACTED]  
STATED ON OCCASION [REDACTED]

b6  
b7C  
b7D

[REDACTED] ONLY DESCRIPTION OF  
[REDACTED] WAS BORN IN [REDACTED]  
[REDACTED] LA, CALIF., ADVISED A FORMER  
[REDACTED] COULD BE INVOLVED IN CAPTIONED  
CASE. [REDACTED] CLAIMED TO HAVE KNOWLEDGE OF [REDACTED]

b6  
b7C  
b7D

[REDACTED]  
CLAIMS TO HAVE [REDACTED]  
[REDACTED]  
DESCRIBED AS APPROXIMATELY FORTY THREE YEARS OF AGE, SIX FEET

LA 164-NEW

PAGE THREE

TALL, ABOUT ONE HUNDRED NINETY POUNDS.

b6  
b7C  
b7D

[REDACTED] CALIF., ADVISED UNSUB  
[REDACTED] MAY BE IDENTICAL WITH [REDACTED] A

[REDACTED] SIXTY TWO YEARS OF AGE, WHO [REDACTED]  
[REDACTED] NINETEEN SEVENTY ONE, AFTER [REDACTED]

[REDACTED] LA, ADVISED AN INDIVIDUAL NAMED [REDACTED]  
[REDACTED] WHO RESIDES AT [REDACTED] MAY BE  
INVOLVED IN CAPTIONED CASE. [REDACTED] DESCRIBED AS WHITE MALE,  
MIDDLE AGE, GOOD PHYSICAL CONDITION, WELL TANNED, MEDIUM  
HEIGHT AND BUILD. [REDACTED] SAID [REDACTED]

b6  
b7C  
b7D

ADDRESS DURING [REDACTED]

[REDACTED] ON NOVEMBER TWENTY THREE LAST, [REDACTED]  
RETURNED TO [REDACTED]

HE WAS GOING TO OREGON TO [REDACTED]

THE ABOVE IS FURNISHED TO SEATTLE FOR WHATEVER  
INVESTIGATIVE VALUE IT MAY BE. PENDING.

NR03 SD PLAIN

615PM URGENT 11-27-71 RAK

TO: SEATTLE (164-81)

SAN FRANCISCO

LOS ANGELES

FROM: SAN DIEGO (164-91)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND  
TO SEATTLE, NOVEMBER TWENTY FOUR LAST. CAA - HIJACKING AND  
EXTORTION.

ON NOVEMBER TWENTY SEVEN INSTANT, [REDACTED]  
NORTH ISLAND NAVAL AIR STATION, SAN DIEGO, FURNISHED THE  
FOLLOWING OBTAINED FROM [REDACTED] AND PREFERS [REDACTED] NOT BE  
IDENTIFIED DURING ANY INQUIRY:

b6  
b7C  
b7D

[REDACTED] GENERALLY KNOWN AS  
[REDACTED]

b6  
b7C  
b7D

SEVERAL WEEKS AGO PRIOR TO THE HIJACKING OF CAPTIONED FLIGHT,  
END PAGE ONE

Given to SA [REDACTED] 6:30PM  
PBD

164-497-4

|             |         |
|-------------|---------|
| SEARCHED    | INDEXED |
| SERIALIZED  | FILED   |
| NOV 27 1971 |         |
| ANGELES     |         |
| 1 Ch2       |         |

b6  
b7C

DB Cooper-22144

PAGE TWO

[REDACTED] OVERHEARD [REDACTED] BELIEVED TO b6  
RESIDE IN SAN DIEGO, COMMENT TO [REDACTED] THAT AN b7C  
INDIVIADUAL WHO SAID HE WAS A REPORTER FOR A MAGAZINE HAD b7D  
QUESTIONED HIM ABOUT THE POSSIBILTY OF BAILING OUT  
(PARACHUTING) FROM A SEVEN TWENTY SEVEN JET AND [REDACTED]  
DESCRIBED TO THIS INDIVIDUAL HOW IT COULD BE DONE, ACCORDING  
TO [REDACTED] RECOLLECTION OF THE CONVERSATION.

THE NINETEEN SEVENTY ONE CROSS DIRECTORY LISTS [REDACTED]

[REDACTED]  
SAN DIEGO, CALIFONRIA, AND SHOWN AS [REDACTED] HOME b6  
TELEPHONE [REDACTED] b7C

ON NOVEMBER TWENTY SEVEN INSTANT, SEATTLE FURNISHED  
THE FOLLOWING DESCRIPTION OF THE UNKNOWN SUBJECT OF CAPTIONED  
CASE: RACE WHITE, SEX MALE, AGE MID FORTIES, HEIGHT FIVE  
FEET TEN INCHES TO SIX FEET, WEIGHT ONE SEVENTY TO ONE EIGHTY,  
END PAGE TWO

PAGE THREE

AVERAGE BUILD, COMPLEXION OLIVE AND MEDIUM SMOOTH, HAIR DARK BROWN DASH BLACK, NORMAL CUT OF HAIR, LOW EAR LEVEL SIDEBURNS, EYES POSSIBLY BROWN, LOW VOICE DASH EDUCATED, POSSIBLY MID WESTERN ACCENT, WEARING WRAP DASH AROUND DARK CLASSES AND A BLACK OR BROWN SUIT, DARK TOPCOAT, BRIEFCASE, BROWN SHOES, HEAVY SMOKER OF RALEIGH CIGARETTES.

[REDACTED] INTERVIEWED INSTANT DATE. STATED THAT ON FLIGHT TWO ZERO ONE, NOVEMBER EIGHT LAST DEPARTED SAN DIEGO FOR BURBANK, CALIFORNIA APPROXIMATELY EIGHT THIRTY A.M. SHORTLY AFTER TAKEOFF WHITE MALE ENTERED COCKPIT AREA STATING HE WAS SCRIPT WRITER FOR MOVIE INDUSTRY. PRODUCED BROCHURES REPRESENTING MOVIES HE REPORTEDLY WROTE. STATED WAS INTERESTED IN WRITING COMEDY PRESENT TIME. THEN INQUIRED AS TO WHAT HAD TO BE DONE TO THROW PACKAGE OR OBJECT FROM PLANE TO ACCOMPLICE ON GROUND AT PREDETERMINED LOCATION IN ISOLATED AREA. INDICATED THIS ACTIVITY WAS TO BE INCLUDED IN SCRIPT CURRENTLY WRITING. DID NOT INQUIRE SPECIFICALLY CONCERNING SEVEN TWENTY SEVEN NOR ANY OTHER TYPE AIRCRAFT IN PARTICULAR.  
END PAGE THREE

b6  
b7c

DB Cooper-22196

PAGE FOUR

WAS ADVISED [REDACTED] THAT BEST METHOD  
WOULD BE TO HAVE AIRCRAFT FLY LOW, SLOW, AND WITH CABIN  
DEPRESSURIZED. ALSO SUGGESTED THAT PACKAGE BE THROWN FROM  
PILOTS WINDOW FOR ACCURACY.

b6  
b7c

[REDACTED] DOES NOT RECALL NAME OF FILM INDUSTRY THIS  
INDIVIDUAL REPORTEDLY WORKS FOR. COULD NOT RECALL NAMES OF  
MOVIES MENTIONED IN BROCHURES DISPLAYED. BOARDED FLIGHT IN  
SAN DIEGO AND DEPLANED IN BURBANK. DESCRIBED AS WMA, LATE  
FORTY'S, AT LEAST FIVE FOOT TEN, ONE EIGHT ZERO POUNDS, DARK  
BROWN HAIR GREYING, WELL DRESSED IN BUSINESS SUIT, CARRIED  
BROWN ATTACHE CASE AND MADE NOTES ON YELLOW LEGAL TYPE PAD.

b6  
b7c

[REDACTED] STAYING AIRPORT  
HILTON INN, SAN FRANCISCO AIRPORT INSTANT DATE SUBSEQUENT TO  
SEVEN THIRTY P.M.

b6  
b7c

LEAD: SAN FRANCISCO INTERVIEW [REDACTED] IN ATTEMPT TO  
OBTAIN NAME MOVIE INDUSTRY ABOVE INDIVIDUAL WORKED FOR AND  
FURTHER BACKGROUND DESCRIPTIVE DATA. IMMEDIATELY FURNISH  
LOS ANGELES ALONG WITH APPROPRIATE LEADS.

b6  
b7c

SAN DIEGO ATTEMPTING TO OBTAIN FLIGHT  
MANIFESTS FOR NOVEMBER EIGHT LAST.

END

DJW

FBI LOS ANGELES CLR

DB Cooper-22197

NR 005 SF PLAIN

11 43 PM URGENT 11/27/71 BEH

TO: SEATTLE (164-81)

SAN DIEGO (164-91)

LOS ANGELES

FROM: SAN FRANCISCO (164-220)

NO. SUCH THING.  
AS PSA PASSENGER

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO  
SEATTLE, NOVEMBER TWENTY FOUR LAST. CAA - HIJACKING AND EXTORTION.

RE SAN DIEGO TELETYPE TO SEATTLE TODAY. [REDACTED]

[REDACTED], INTERVIEWED AT HILTON INN, SAN FRANCISCO AIRPORT. [REDACTED]

RECALLS CONVERSATION WITH UNIDENTIFIED MAN ON FLIGHT TWO ZERO ONE,  
FROM SAN DIEGO TO BURBANK, NOVEMBER EIGHT LAST. STATES HE AND

[REDACTED], HAVE AGAIN DISCUSSED THIS CONVERSATION  
AND NEITHER OF THEM CAN RECALL THE NAME OF THE INDUSTRY, MOVIE  
COMPANY, OR NAMES OF PARTICULAR MOVIES UNMAN CLAIMED TO HAVE WORKED  
FOR. ONLY RECALLS THAT MAN MENTIONED HE IS NOW WORKING ON COMEDIES  
OR "LIGHT" MATERIAL WHICH ARE GOOD FOR A LAUGH. RECALLS MAN  
APPROACHED THEM AFTER HE SPOKE TO [REDACTED] WHILE THEY WERE RIDING  
AS DEADHEAD PASSENGERS. UNMAN SAT IN SEAT BETWEEN THEM AT FRONT  
END OF PAGE ONE

b6  
b7c

(44-491-5) ✓

|                   |            |
|-------------------|------------|
| SEARCHED          | INDEXED    |
| SERIALIZED        | FILED      |
| NOV 27 1971       |            |
| FBI - LOS ANGELES |            |
| [REDACTED]        | [REDACTED] |

DB

b6

b7c

PAGE TWO

SF 164-220

OF PLANE. HE EXPLAINED HE WAS WRITING A SCRIPT INVOLVING THE THROWING OF AN OBJECT FROM A PLANE TO A LOCATION ON THE GROUND AND WANTED ADVICE AS TO HOW THIS COULD BE ACCOMPLISHED. DID NOT MENTION ANY PARTICULAR TYPE OF AIRCRAFT. ASKED IF POSSIBLE TO DEPRESSURIZE CABIN AND THROW FROM WINDOW. MAINLY DISCUSSED POSSIBILITY OF USING WINDOW NOT DOOR.

[REDACTED] DESCRIBED MAN AS WELL-DRESSED IN BROWN BUSINESS SUIT AND TIE, WORE ONE OR TWO LARGE DIAMOND RINGS, THIRTY SIX TO FORTY YEARS OLD, SIX FEET OR OVER, HEAVY, POSSIBLY TWO HUNDRED POUNDS, LIGHT COMPLEXION, ROUND HEAVY FACE, NO DISTINCTIVE FEATURES, DARK WAVY HAIR WORN LONG OR FULL, EDUCATED, MODULATED VOICE, GOOD SPEAKER, CARRIED ATTACHE CASE, WROTE ON YELLOW PAD. TOGETHER ABOUT FIFTEEN MINUTES. UNMAN NEVER SMOKED DURING THIS TIME. MOVIES HE MENTIONED WORKING ON WERE LISTED ON SLIP OF PAPER.

[REDACTED] ALSO INTERVIEWED AND STATES [REDACTED] HAVE REVIEWED THEIR CONTACT WITH UNMAN AND STILL UNABLE TO RECALL ANY IDENTIFICATION OF MOVIE COMPANY, FILMS OR INDUSTRY CONNECTIONS  
END OF PAGE TWO

b6  
b7c

b6  
b7c

DB Cooper-22199

PAGE THREE

SF 164-220

OF UNMAN. [REDACTED] STATED POSSIBLY IF LIST OF COMPANIES PRESENTED TO  
THEM FOR REVIEW, COULD RECALL NAME. [REDACTED] HOME ADDRESS IS [REDACTED]

b6  
b7C

[REDACTED] SAN DIEGO, CALIF., PHONE NUMBER [REDACTED]

[REDACTED] HE ADDRS [REDACTED]

b6  
b7C

[REDACTED] CALIF., PHONE NUMBER [REDACTED]

SUGGEST POSSIBILITY THAT LOS ANGELES ASSEMBLE LIST OF MOVIE  
COMPANIES FOR DISPLAY TO [REDACTED]

*Discuss  
with*

b6  
b7C

END

NEED CORR PAGE THREE LINE FIVE FROM HER [REDACTED] ....

b6  
b7C

[REDACTED] HOME ADDRESS IS [REDACTED]

GA TU

DJW

FBI LOS ANGELES CLR

DB Cooper-22200



UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
File No. 164-81

1015 Second Avenue  
Seattle, Washington 98104

November 28, 1971

Dear Sir:

Enclosed is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971. This man is described as follows:

Race: White  
Sex: Male  
Age: Mid 40s  
Height: 5' 10" to 6'  
Weight: 170 to 180 pounds  
Build: Average to well built  
Complexion: Olive, Latin appearance,  
medium smooth  
Hair: Dark brown or black, normal  
style, parted on left, combed  
back  
Eyes: Sideburns, low ear level  
Possibly brown. During latter  
part of flight put on dark,  
wrap-around sunglasses with  
dark rims.  
Voice: Low, spoke intelligently; no  
particular accent, possibly from  
Midwest section of the U.S.  
Characteristic: Heavy smoker of Raleigh Filter  
tip cigarettes  
Wearing Apparel: Black or brown suit; white shirt;  
narrow black tie; black dress  
suit; black rain-type overcoat or  
dark top coat; dark briefcase or  
attache case; carried paper bag  
4"x12"x14"; brown shoes

If you have any information which might lead to the identity of this individual, please contact the FBI Office at Seattle, Washington, telephone MA-0460, or your nearest FBI Office which would be found in the front of your telephone directory.

Very truly yours,

*J. E. Milnes*  
J. E. MILNES  
Special Agent in Charge

164-497-6

|               |           |
|---------------|-----------|
| SEARCHED      | INDEXED   |
| SERIALIZED    | FILED     |
| NOV 28 1971   |           |
| FBI - SEATTLE |           |
| 50            | b6<br>b7c |
| CPS           |           |
| Cooper-22-001 |           |



UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to  
File No. 164-01

1015 Second Avenue  
Seattle, Washington 98104

November 28, 1971

Dear Sir:

Enclosed is an artist's conception of the hijacker who extorted \$200,000 from Northwest Airlines on November 24, 1971. This man is described as follows:

|                  |                                                                                                                                                                                                           |
|------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Race:            | White                                                                                                                                                                                                     |
| Sex:             | Male                                                                                                                                                                                                      |
| Age:             | Mid 40s                                                                                                                                                                                                   |
| Height:          | 5' 10" to 6'                                                                                                                                                                                              |
| Weight:          | 170 to 180 pounds                                                                                                                                                                                         |
| Build:           | Average to well built                                                                                                                                                                                     |
| Complexion:      | Olive, Latin appearance,<br>medium smooth                                                                                                                                                                 |
| Hair:            | Dark brown or black, normal<br>style, parted on left, combed<br>back                                                                                                                                      |
| Eyes:            | Sideburns, low ear level<br>Possibly brown. During latter<br>part of flight put on dark,<br>wrap-around sunglasses with<br>dark rims.                                                                     |
| Voice:           | Low, spoke intelligently; no<br>particular accent, possibly from<br>Midwest section of the U.S.                                                                                                           |
| Characteristic:  | Heavy smoker of Raleigh filter<br>tip cigarettes                                                                                                                                                          |
| Wearing Apparel: | Black or brown suit; white shirt;<br>narrow black tie; black dress<br>suit; black rain-type overcoat or<br>dark top coat; dark briefcase or<br>attache case; carried paper bag<br>4"x12"x14"; brown shoes |

If you have any information which might lead to the identity of this individual, please contact the FBI Office at Seattle, Washington, telephone MA2-0460, or your nearest FBI Office which would be found in the front of your telephone directory.

Very truly yours,

J. E. MILNES  
Special Agent in Charge

Check back of  
sheet for  
notes  
Do not strip

164-491-6

|               |         |
|---------------|---------|
| SEARCHED      | INDEXED |
| SERIALIZED    | FILED   |
| NOV 28 1971   |         |
| FBI - SEATTLE |         |
| Cooper        | b6 b7c  |

11/30/71

[redacted] Here since '62

b6  
b7C

[redacted] Aircraft

[redacted] - 20+ yrs

" " "

Neg

Parachutes, Inc -  
moved back to  
Orange, Mass.

[redacted]

Sky Diver Magazine

Elsinore Airport - Jump Center

b6  
b7C

[redacted] Skylark Field, Elsinore  
suspect jumped 3 1/2 mos ago.

was jump center suggested by

[redacted] to suspect in Wash. or Ore.

\$

b6  
b7C

Latin Sky Divers - ask [redacted] where  
located -

[redacted] - [redacted]

b6  
b7C

"Rowland Hts" E.C.A.  
Eng: Barber

DB Cooper-22203

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-NEW)

DATE: 11/29/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: UNSUB;  
HIGHJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 309,  
PORTLAND TO SEATTLE,  
11/24/71  
CAA - HIGHJACK  
.OO: Seattle

This date airport duty agent, Special Agent [redacted] placed envelope with latent fingerprints taken from captioned airline in possession [redacted]  
[redacted] departing Los Angeles International Airport, Flight number 64, United Airlines at 9:20 a.m., scheduled to arrive Baltimore Friendship Airport 4:45 p.m.

b6  
b7C

At 10:00 a.m., Special Agent [redacted] Bureau was advised of above in order to insure package to be received.

b6  
b7C

Special Agent [redacted] Complaint Agent, Las Vegas Division, FBI was also advised.

WOH/mlr  
(2)



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

164-497-7

|                   |            |
|-------------------|------------|
| SEARCHED          | INDEXED    |
| SERIALIZED        | FILED      |
| NOV 2 J 1971      |            |
| FBI - LOS ANGELES |            |
| [Redacted]        |            |
| CPA               | [Redacted] |

b6  
b7C

B Cooper-222U4

(Mount Clipping in Space Below)

# Chutist Hijacker With \$200,000 Loot Hunted in 3 States

RENO (UPI) — FBI agents searched rugged wilderness areas in three states Thursday in an attempt to track down a swarthy master criminal who parachuted from a hijacked jetliner with \$200,000 in ransom.

The carefully planned and incredibly bold hijacking was one of the most bizarre crimes in history. It was the first time a hijacker has parachuted from a plane. And the ransom was the biggest ever paid in a U.S. hijacking, the FBI said.

The FBI began its search for the hijacker around the Lake Merwin Reservoir on the Lewis River in southern Washington. It was there that the pilot last talked with the hijacker, who was alone in the tail of the plane on a low-level flight from Seattle to Reno.

## In Plane's Path

An alert was out along the corridor the jetliner flew when the mysterious parachutist disappeared. Initially the search was around Amboy, Wash., about 30 miles north of Portland, Ore.

The hijacker, a middle-aged man identified by the FBI as D. B. Cooper, disappeared without a trace somewhere in the vast wilderness between Seattle and Reno late Wednesday night.

The FBI said it had established he definitely jumped from a Northwest Airlines 727 after hijacking it with what he said was a bomb on a flight out of Portland Wednesday afternoon.

The hijacker was described as dark-complexioned, with dark black hair, wearing dark glasses, "very relaxed," and "very courteous."

Flashing a device with red cylinders and wires, he forced the airliner to land at Seattle-Tacoma airport, where Northwest delivered at his demand \$200,000 collected from several Seattle banks and four parachutes from nearby McChord Air Force Base and an Issaquah, Wash., parachute club.

He then allowed 36 passengers and stewardesses Alice Hancock and Florence Schaffner to disembark, and ordered the plane to fly to Mexico with Capt. William Scott, flight officers W. (Bob) Bataczak and H. E. Anderson, and stewardess Tina Mucklow.

When the plane arrived at Reno for a "refueling" stop 3½ hours later, the hijacker, the money, one parachute and the "bomb" were gone. The four crew members were safe and unharmed.

FBI agent Harold Campbell said it was believed the hijacker parachuted at least an hour before the 11 p.m. arrival at Reno, probably in Oregon.

Reports from FBI and police indicated the hijacking had been carefully and minutely planned by a man who was not only well-informed about airliners but also probably an experienced parachutist.

The officers said:

— He knew enough about airliners to know, as a spokesman for the Boeing Co. put it, that it would be "a very safe drop" to bail out of a 727, one of the few commercial aircraft where this is possible because of its rear exit and retractable stairs.

— He ordered the pilot to fly low, with full flaps down—at only 200 m.p.h.—with the exit door open and the steps lowered. In the lowered position the steps were below the bottom of the plane and a parachutist would have no

difficulty clearing the fuselage.

— He routed the plane over the Willamette Valley, with its broad, flat farmlands where a parachutist could land even at night, rather than over Oregon's rugged Cascade Mountains, where temperatures were below freezing and snow warnings were posted Thursday.

Such a carefully reasoned plan, it was further speculated, also might include an accomplice waiting on the ground to pick up the hijacker when he landed and made good his escape.

Heightening the mystery was a nearly complete blackout on information by Northwest employees, from crew members to president.

Walter Hellman, public relations vice president, attributed it to the FBI and the Federal Aviation Administration.

The FAA, Hellman said at Northwest headquarters in St. Paul, had instructed the crew to make no further statements until a debriefing session can be held.

The search in Washington, Oregon and Nevada was mainly by air.

Police with dogs searched the darkened runways of the Reno airport, a residential section and desert area nearby after the plane landed Wednesday night. But Campbell said Thursday there was "no way" the hijacker could have escaped after it landed.

The plane, Northwest's Flight 305, originated Wednesday at Washington, D.C., and stopped at Minneapolis, Great Falls and Missoula, Mont., Spokane and Portland.

Cooper got on at Portland, Northwest officials said, and a few minutes later, while chatting amiably with a stewardess, handed her a note demanding the \$200,000 and

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

I-1 Los Angeles Times  
Los Angeles, Calif.

Date: 11/26/71  
Edition: Friday Final

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office: Los Angeles

Being Investigated

164-472-17

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 6 1971     |         |
| FBI - LOS ANGELES |         |
| CRA               |         |

b6  
b7c

DB Cooper-22205

the parachutes while  
showing her the device of  
red cylinders and wires.

Northwest quickly announced it would "accede to the demands," and rounded up the money, which was delivered to the hijacker in a leather bag. A few minutes later, Air Force officials dispatched the four parachutes.

At one point, an FAA official boarded the plane and tried to talk the hijacker into surrendering. But he growled impatiently, "Let's get this show on the road."

The plane, flying at a low altitude and at what was virtually a crawl for a jetliner, took 3½ hours to reach Reno.

# S P E C I A L

NR008 SE PLAIN

3:10PM URGENT 11/29/71 VAB

TO DIRECTOR

DETROIT

LOS ANGELES

SAN FRANCISCO

PORLAND

FROM SEATTLE (164-81) (P) 5P

164-497\*

RE: UNSUB: NORTHWEST AIRLINES FLIGHT THREE NAUGHT FIVE, PORTLAND  
TO SEATTLE, NOVEMBER TWENTYFOUR SEVENTYONE; CAA-HIJACKING; EXTORTION; OO: SEATTLE

RE SFTEL TO BUREAU NOVEMBER TWENTYSIX LAST RE US PARACHUTE  
ASSN. (USPA)

SF AMSD TO SE THE LIST OF AFFILIATED CLUBS OF USPA. SE ANTICIPATES HAVING ALL THESE CONTACTED IN PERSON BY AGENTS OF VARIOUS DIVISIONS WHERE LOCATED WITH FACTS THIS CASE AND COMPOSITE LIKENESS.

SF ALSO DETERMINE SOONEST ISSUE "THE PARACHUTIST" IN WHICH ITEM RE UNSUB AND PHOTO COULD BE INCLUDED AND WHETHER THIS IS FEASIBLE AND ACCEPTABLE TO USPA. BUREAU AUTHORITY THIS REGARD WILL BE SOUGHT.

END PAGE ONE

164-497-11

|             |         |
|-------------|---------|
| SEARCHED    | INDEXED |
| SERIALIZED  | FILED   |
| NOV 26 1971 |         |
| ES          | CMS     |
|             |         |

b6  
b7c

DB Cooper-22207

PAGE TWO

164-81

LA IDENTIFY REPORTED "LATIN SKY-DIVERS," AN ORGANIZATION IN LA //  
ALLEGEDLY COMPOSED EXCLUSIVELY OF PARACHUTISTS OF LATIN DESCENT OR  
BACKGROUND, AND DETERMINE IF THIS IS NATIONAL ORGANIZATION WITH PUB-  
LICATION IN WHICH ITEM RE UNSUB MIGHT BE PLACED. IF ONLY LOCAL, LA  
DISPLAY COMPOSITE PHOTO WHICH IS BEING FORWARDED AMSD BY R/S, TO RE-  
SPONSIBLE OFFICERS OF CLUB AND ANY OTHERS THEY SUGGEST.

COPIES COMPOSITE PHOTO ALSO BEING SENT PORTLAND AND IS TO BE  
DISPLAYED TO PROPER SOURCES AT DESCHUTES NATIONAL FOREST OFFICE, RED-  
MOND AIR BASE, AND AT SISKIYOU NATIONAL FOREST OFFICE, GRANTS PASS,  
OREGON, FOR POSSIBLE IDENTIFICATION AND SUGGESTIONS AS TO WHERE AND  
TO WHOM LIKENESS MIGHT ALSO BE PROFITABLY DISPLAYED. LIKLIHOOD  
EXISTS SUBJECT HAD EXPERIENCE IN PARACHUTING AS FOREST FIRE FIGHTER,  
AND FOREGOING ARE BASES FOR THIS ACTIVITY.

DETROIT CONTACT [REDACTED] "OVER FORTY SO-  
CIETY," AKA "POPS," ALLEGEDLY AN ELITIST GROUP OF PARACHUTISTS FORTY  
END PAGE TWO

b6  
b7c

PAGE THREE

164-81

AND OVER, FOR INFO AS TO CHAPTERS AND THEIR LOCATIONS, AND WHETHER ORGANIZATIONS HAS PUBLICATION THROUGH WHICH PUBLICITY RE UNSUB MIGHT BE CIRCULATED. "POPS" HEADQUARTERS AT TWENTYTHREE FORTYFIVE PANDY ( ), FLINT, MICHIGAN. PHOTOS FOLLOW.

FOR INFO OFFICES RECEIVING, UNSUB HI-JACKED NORTHWEST AIRLINES SEVEN TWENTYSEVEN NOVEMBER TWENTYFOUR LAST AND PARACHUTED FROM THIS FLIGHT WITH TWO HUNDRED THOUSAND DOLLARS EXTORTED FROM NORTHWEST ON THREAT TO BLOW UP THE SHIP, SOMEWHERE BETWEEN SEATTLE AND RENO, NEVADA. CIRCUMSTANCES INDICATE UNSUB EXPERIENCED AND WELL VERSED IN ALL PHASES OF PARACHUTING, POSSIBLY AS SKY-DIVER OR FIRE FIGHTER. DESCRIBED AS WHITE, MALE, MID FORTIES, FIVE TEN TO SIX FEET, ONE SEVENTY TO ONE EIGHTY, OLIVE COMPLEXION, LATIN APPEARANCE, DARK BROWN OR BLACK HAIR, NORMAL STYLE, PARTED ON LEFT AND COMBED STRAIGHT BACK, SMOKED RALEIGH CIGARETTES.

END

CORR: SHD BE 3P INSTEAD OF 5P

END

JAA FBI LOS ANGELES CLR

DB Cooper-22209

# S P E C I A L

NR004 LV PLAIN

254 PM URGENT 11-29-71 JEG

TO DIRECTOR (164-2111) SEATTTEL (164-81) - PORTLAND

LOS ANGELES - SALT LAKE CITY (164-24)

FROM LAS VEGAS (164-60)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, NOVEMBER TWENTYFOUR LAST, PORTLAND, OREGON. CAA - HIJACKING; EXTORTION.

FOR INFORMATION LOS ANGELES, CAPTIONED FLIGHT HIJACKED BY UNSUB NOVEMBER TWENTYFOUR, SEVENTYONE, AFTER BOARDING FLIGHT FROM PORTLAND TO SEATTLE. ALLOWED PASSENGERS TO DEPLANE AT SEATTLE AND AFTER RECEIVING TWO HUNDRED THOUSAND DOLLARS TOOK OFF IN PLANE WITH CREW CONSISTING OF THREE MALES AND ONE HOSTESS. FURNISHED SPECIFIC INSTRUCTIONS AS TO AIR SPEED, DIRECTION, AND AFTER CONVERSATIONS WITH HOSTESS INSTRUCTED PLANE TO LAND AT RENO FOR A NECESSARY REFUELING STOP. INDICATED TO HOSTESS THAT HE WOULD GO TO MEXICO CITY.

FOLLOWING RECEIPT OF MONEY AND WHILE IN AIR UNSUB APPARENTLY OPENED REAR DOOR OF CAPTIONED PLANE AND DEPRESSED STAIRS. HAD  
END PAGE ONE

DISCONTINUED LEADS  
SE TEL 11/30/71  
ELIMINATED AS SUSPECT  
CDS 11/30/71

164-497-12

|                |         |
|----------------|---------|
| SEARCHED       | INDEXED |
| SERIALIZED     | FILED   |
| 13 NOV 29 1971 |         |
| FBI - PORTLAND |         |
| CRS            |         |

b6  
b7c

DB Cooper-22210

PAGE TWO

PREVIOUSLY INSTRUCTED PILOT TO FLY WITH HIS LANDING GEAR AND FLAPS DOWN. UNSUB APPARENTLY PARACHUTED FROM PLANE AT AN UNKNOWN TIME FOLLOWING TAKEOFF FROM SEATTLE. CREW OF PLANE STATES THEY TALKED TO HIJACKER VIA THE INTERCOM AT EIGHT ZERO FIVE PM BUT HAD NO FURTHER CONTACT WITH HIM. PLANE LANDED AT RENO, NEVADA, ELEVEN ZERO ONE PM, PST, NOVEMBER TWENTYFOUR, WITH ONLY CREW ABOARD.

[REDACTED] AKA, FORMER TOP TEN, IO NUMBER [REDACTED]  
[REDACTED] HAS BEEN SUGGESTED AS SUSPECT IN THIS MATTER IN VIEW  
OF [REDACTED]  
[REDACTED] SALT LAKE CITY DIVISION CONTACTED [REDACTED]  
SALT LAKE CITY, WHO HAS STATED THAT [REDACTED]  
[REDACTED] SALT LAKE CITY AREA ABOUT TWO OR THREE WEEKS  
AGO [REDACTED] EXACT DESTINATION NOT KNOWN BUT POSSIBLY  
[REDACTED] STATED HE BELIEVED [REDACTED]  
[REDACTED] SALT LAKE CITY IN NEAR FUTURE BUT EXACT DATE  
UNKNOWN.

LYON COUNTY, NEVADA, SHERIFF'S OFFICE ADVISED THIS DATE  
THEY HAVE INFORMATION THAT [REDACTED]  
END PAGE TWO

b6  
b7c

b6  
b7c

b6  
b7c

PAGE THREE

[REDACTED] CALIFORNIA, ABOUT TWO WEEKS AGO.

b6  
b7C

INFORMATION AVAILABLE INDICATES HE WAS HEADING FOR LOS ANGELES AND THAT THE BARSTOW SHERIFF'S OFFICE WAS AWARE OF THIS. IT WAS THOUGHT POSSIBLY THE BARSTOW SHERIFF'S OFFICE HAD SOME SORT OF COVERAGE ON [REDACTED]

LOS ANGELES AT BARSTOW CONTACT SHERIFF'S OFFICE FOR ANY DETAILS CONCERNING [REDACTED] AND ATTEMPT TO LOCATE HIM IF LOCATED, ASCERTAIN WHEREABOUTS ON NOVEMBER TWENTYFOUR, SEVENTYONE.

b6  
b7C

END

CXF

FBI LOS ANGELES CLR TU

DB Cooper-22212

(Mount Clipping in Space Below)

# Computer Guesses Site of Skyjacker's Landing

WOODLAND, Wash. (UPI) — With planes grounded by rain and snow, teams of FBI agents searched a patch of wooded foothills Sunday where a computer calculated a middle-aged hijacker parachuted from an airliner with \$200,000 in ransom money.

They also checked out a motorist's report that he spotted something that looked like a parachute hanging from a tree in rugged mountain country about 60 miles north of here.

The motorist, John Miller of Seattle, told police he spotted something white on a hillside between Tenino and Bucoda but was too far away to determine if it was a chute with his binoculars. FBI agents said it would take a few hours to check the report.

Tom Manning, FBI agent in charge of the search, has insisted that the skyjacker parachuted Wednesday night from a Northwest Orient Airlines 727 into a three-by-five-mile strip of timbered Cascade Mountain foothills about 35 miles north of Portland, Ore. He said the jumper, who was wearing street shoes, could have suffered a broken leg.

Using a "bomb," the hijacker forced the plane from Portland to land at Seattle, where he was given the ransom in \$20 bills in a white canvas bag and four sporting parachutes. He ordered the plane to fly to Mexico but was not aboard when it landed at Reno for refueling.

## Search Computerized

"We've taken radar reports, it's all been computerized and we feel he's in this area," Manning said from his Woodland headquarters. The estimate was based on the plane's in-flight recorder, which showed when the hijacker lowered the 727's rear steps and a "slight change in attitude" three minutes later, indicating he had jumped.

The FBI issued a composite drawing of the hijacker Saturday, describing him as a "soft speaker, polite, with a conventional business-style hairdo."

The skyjacker, who boarded the plane under the name D. B. Cooper, was described as a "white with an olive complexion," 6-feet-1, 170-175 pounds, in his mid-40s, with black hair and brown eyes. He wore brown-tinted glasses in black plastic frames, a dark suit or sport coat and slacks, white shirt with narrow black tie, black trenchcoat and black Oxford shoes.

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

I-6 Los Angeles Times  
Los Angeles, Calif.

Date: 11/29/71  
Edition: Monday Final

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office: Los Angeles

 Being Investigated

164-497-13

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 3 1971     |         |
| FBI - LOS ANGELES |         |
|                   | ORI     |

b6  
b7C

(Mount Clipping in Space Below)



**WANTED** — Artist's drawing depicts man hunted as hijacker who commandeered jetliner and escaped with \$200,000 ransom by parachuting from plane en route to Reno, Nev.

Story in Part I, Page 4. (A Wirephoto)

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

I-2 Los Angeles Times  
Los Angeles, Calif.

---



---



---



---



---



---



---

Date: 11/29/71  
Edition: Monday Final

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office: LOS ANGELES

 Being Investigated

164-497-14

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 29 1971    |         |
| FBI - LOS ANGELES |         |
|                   | OAK     |

b6  
b7C

DB Cooper-22214

11000 Wilshire Boulevard  
Los Angeles, California 90024

November 30, 1971

[REDACTED]  
[REDACTED]  
Fountain Valley, California [REDACTED]

b6  
b7C

Dear Mr. [REDACTED]

Enclosed for your information is a composite drawing and available descriptive data of the unknown individual who hijacked the Northwest Orient Airlines, Flight 305, from Portland to Seattle on November 24, 1971.

Thank you for your interest and offer of assistance.

Very truly yours,

*Abdullah*

[REDACTED]  
Special Agent in Charge

b6  
b7C

Enclosures - 2

1 - Addressee  
1 - Los Angeles (164-497)

crs/mlh  
(2)

SEARCHED —  
INDEXED *AP*  
SERIALIZED *AP*  
FILED *AP*

[REDACTED]

*crs*

b6  
b7C

*164-497-1*

DB Cooper-22215

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-

DATE: 11/28/71

FROM : SA [redacted]

SUBJECT: UNSUB; Northwest Airlines Flight 305  
Portland to Seattle, 11/24/71  
CAA - Hijacking and Extortion

[redacted] Fountain Valley,  
California telephone number [redacted] telephonically  
contacted the Los Angeles office at 10:30 A.M. on 11/28/71  
and advised that he has not as yet seen the composite  
drawing of Unsub; but would like to see one since he  
has previously been employed as a [redacted]  
[redacted] and has [redacted]  
[redacted] stated that there is  
a possibility [redacted] the Unsub sometime  
in the past and would be able to identify the Unsub.  
[redacted] stated that would be pleased to offer any  
assistance he can in this matter.

b6  
b7C

b6  
b7C

b6  
b7C

164-497-17

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| NOV 29 1971       |         |
| FBI - LOS ANGELES |         |
| [redacted]        |         |
| [redacted]        |         |

Mail Room

b6  
b7C



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

DB Cooper-22216

(Mount Clipping in Space Below)

# House-to-House Hunt Seeks Hijacker Clues

WOODLAND, Wash. (UPI) — Deputies went from house to house in this western Washington area Friday trying to turn up a lead to the hijacker who commandeered an airliner and escaped by parachute with 10,000 \$20 bills stuffed in a white cloth bag.

Other searchers slogged through fog and rain in the muddy foothills of the Cascade Mountains.

But there was no trace of the swarthy middle-aged man dressed in black who hijacked the Northwest Airlines 727 jet Wednesday by brandishing a "bomb," collected \$200,000 ransom and parachuted into the night somewhere between Seattle and Reno.

Law enforcement officers conducting the house-to-house investigation said they were not checking every residence, but picking them at random and asking residents if they heard anything unusual.

"It is a terrible routine and seems endless," said Dep. Len Holsman.

#### Bundle of Currency

Meanwhile, crew members of the hijacked jetliner disclosed that the ransom the hijacker secured at Seattle-Tacoma Airport Wednesday night was delivered in a white cloth bag, like a laundry bag, without a drawstring or fastener.

They said they did not know how he managed to parachute without losing the bulky bundle.

In Seattle, the Air Force said that as many as eight military planes were tailing the hijacked jet at various times on its flight to Reno, but that none of the pilots saw the hijacker parachute in the darkness.

The ground-a-n-d-air search started near Woodland Friday but FBI officials said the site was selected on "pure conjecture" because it was over that area that four crew members who remained on the jet had communicated for the last time with the hijacker.

They spent the rest of the trip to Reno locked in the forward cabin.

At Northwest's Minneapolis headquarters, the airline broke its two-day silence on the incident at a news conference in which pilot William Scott disclosed that the crew was as surprised as anyone when the plane landed at Reno and the hijacker was gone.

"I stepped into the cabin and asked if there were any more instructions, but there was no answer," Scott said. "I looked around the curtain and determined he was not there."

Stewardess Tina Mucklow, 22, of Richfield, Minn., said she sat with the hijacker for some time on his orders but was ordered forward with the rest of the crew on the way to Reno after the ran-

som was paid in Seattle. The "bomb," a device with red cylinders and wires, along with the hijacker was missing when the plane landed at Reno. So were two parachutes of the four the hijacker demanded—and was given—at Seattle.

One parachute would not have worked, it was disclosed Friday, Linn Emrick, a sport parachutist who supplied it, said he inadvertently picked a "ground" training chute when airport officials asked him for one to supplement two chutes furnished by the Air Force.

The other supplementary chute was supplied by Renton Aviation. Its manufacturer said it would "work fine."

Those were the two the hijacker apparently took, but officials said they doubted he actually used the nonfunctioning chute, because it was a chest-pack and an experienced jumper would rely on Renton's backpack chute first. There was even some question as to whether the Renton chute harness would accommodate a second chest-pack device.

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

I-//Los Angeles Times  
Los Angeles, Calif.

Date: 11/27/71  
Edition: Saturday Final  
Author:  
Editor:  
Title:

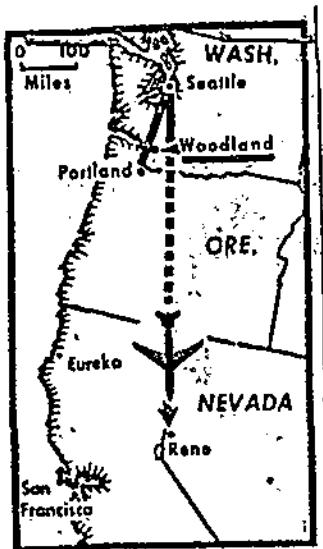
Character:  
or  
Classification:  
Submitting Office: Los Angeles  
 Being Investigated

164-497-18

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 29 1971    |         |
| FBI - LOS ANGELES |         |

b6 b7c

1025



**MANHUNT** — Woodland, where search for hijacker is centered.  
(AP Wirephoto map)

NR 007 PD PLAIN

7:57 PM URGENT 11-30-71 AJW

TO: LOS ANGELES

SEATTLE (164-81)

FROM: PORTLAND (164-41) (P) 3P

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR, SEVENTYONE; CAA - HIJACKING; EXTORTION.

CAPTIONED FLIGHT WITH BOEING SEVEN-TWO SEVEN AIRCRAFT WAS HI-JACKED BY INDIVIDUAL DESCRIBED AS: SIX FOOT ONE; ONE SEVENTY TO ONE SEVENTYFIVE POUNDS; MID-FORTIES; OLIVE COMPLEXION; BROWN EYES; BLACK HAIR, CONVENTIONAL STYLE, PARTED ON LEFT SIDE; SLIM BUILD; BLACK SUIT, TIE AND TOP-COAT. TWO HUNDRED THOUSAND DOLLARS PAID TO HIJACKER AT SEATTLE AND ON FLIGHT FROM SEATTLE TO RENO, HE PARACHUTED FROM AIRCRAFT, POSSIBLY ABOUT EIGHT P.M., NOVEMBER TWENTYFOUR, SEVENTYONE, IN BAD WEATHER. NO TRACE OF HIJACKER HAS BEEN FOUND TO DATE.

PORLTAND OFFICE RECEIVED CALL NOVEMBER TWENTYNINE, SEVENTYONE, FROM [REDACTED] WHO SAID [REDACTED] BEARS A STRIKING RESEMBLANCE TO ARTIST'S CONCEPTION OF HIJACKER AND HAS,

END OF PAGE ONE

left  
for Riverside  
of Palm Springs  
by

get furnished  
at Paradise Inn  
at Redwood  
+ 50 cts

164-497-19

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| B NOV 3 0 1971    |         |
| FBI - LOS ANGELES |         |
| [Redacted]        |         |

164-497-19

b6  
b7C  
b7D

b6  
b7C

DB Cooper-22219

PD 164-41

PAGE TWO

IN THE PAST, [REDACTED]

ON NOVEMBER THIRTY, SEVENTYONE, [REDACTED] ADVISED

[REDACTED] NOVEMBER TWENTYTHREE,

SEVENTYONE. [REDACTED]

[REDACTED]

[REDACTED] A SIXTYFIVE CHEVROLET

PICKUP, OREGON LICENSE [REDACTED]

b6

b7C

IS DESCRIBED AS DOB [REDACTED] SIX FOOT ONE, ONE SIXTY  
POUNDS; SHORT, DARK, RECEEDING HAIR WITH NO SIDEBURNS AND  
PARTED ON LEFT SIDE; MEDIUM COMPLEXION; WEARS PRESCRIPTION SUN-  
GLASSES; NEAT DRESSER AND, [REDACTED]

b6

b7C

[REDACTED] STATED A DOCTOR AT [REDACTED]

[REDACTED] CALIFORNIA, CONTACTED HIM TELEPHONICALLY NOVEMBER  
TWENTYEIGHT, SEVENTYONE, AND STATED [REDACTED]

[REDACTED] HAD BEEN PICKED UP BY FEDERAL AGENTS FOR ATTEMPTING TO ENTER  
END OF PAGE TWO

FD 164-41

PAGE THREE

A ROPED OFF AREA AT A HOSPITAL THAT WAS BEING DEDICATED BY MAMIE EISENHOWER ON NOVEMBER [REDACTED] SEVENTYONE. [REDACTED]

b6  
b7C

LOS ANGELES AT [REDACTED] CALIFORNIA:

b6  
b7C

CONTACT [REDACTED] HOSPITAL AND OBTAIN ANY INFORMATION ON [REDACTED]  
[REDACTED] AS TO HIS WHEREABOUTS DURING THE EVENING OF NOVEMBER TWENTYFOUR, SEVENTYONE.

ATTEMPT TO PHOTOGRAPH [REDACTED] AND SEND SAME TO SEATTLE AND PORTLAND.

b6  
b7C

WILL DETERMINE IF SUBJECT WAS IN POSSESSION OF ABOVE-MENTIONED PICKUP.

END

FBI - LA - JCD

CLR

DB Cooper-22221

NR 507 SU PLAIN  
SENT 11/30/71 1:33 AM  
PM NITEL 11/29/71 ACJ  
TO DIRECTOR, FBI (164-2111)  
SAC, SEATTLE (164-81)  
SAC, PORTLAND  
SAC, LOS ANGELES  
SAC, LAS VEGAS (164-60)  
FROM SAC, SALT LAKE CITY (164-24)

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT THREE ZERO  
FIVE, NOVEMBER TWENTYFOUR, NINETEEN SEVENTYONE; CAA - HIJACKING;  
EXTORTION. OO:SEATTLE.

RE SEATTLE NITEL TO SU NOVEMBER TWENTYSEVEN, LAST AND  
LAS VEGAS TEL TO BUREAU, SEATTLE, PD, LA, AND SU, NOVEMBER  
TWENTYNINE, INSTANT.

RE:SUSPECT [redacted]  
DISCONTINUE REGARDING [redacted] AS HIS PHOTOGRAPH SHOWN  
TO STEWARDESSES, AND NOT IDENTICAL WITH UNSUB.

END.  
BCD FBI LOS ANGELES CLR

b6  
b7c

164-497-20

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 30 1971    |         |
| FBI - LOS ANGELES |         |
| [Redacted]        | CRD     |

/b6  
b7c

DB Cooper-22222

F B I

Date: November 29, 1971

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via Airtel

(Priority)

To: All Offices Except  
Seattle, Portland, Las Vegas

From: Director, FBI (164-2111)

UNSUB; NORTHEAST AIRLINES  
FLIGHT 305, 11/24/71

CAA - HIJACKING

OO: SEATTLE

Enclosed for each receiving office are two copies of an artist's conception of captioned unsub.

Shortly after 3:00 p.m. Pacific Standard Time (PST) 11/24/71, a lone white male traveling from Portland, Oregon, to Seattle, Washington, on captioned flight displayed the contents of his brief case to a stewardess indicating to her it was a bomb which would be exploded unless his demands were met. The hijacker indicated his willingness to exchange the safety of the 36 passengers and crew for \$200,000 in cash and four parachutes. He instructed that the plane circle the Seattle airport until his demands were met at which time the plane landed. Once the money and parachutes were loaded and the plane was being refueled, the hijacker allowed the passengers and two airline stewardesses to deplane leaving a flight crew of three males and one female and the hijacker aboard. The hijacker indicated a desire to fly to Mexico City and instructed the plane to take off flying at a low altitude and slow speed, maintaining a southerly direction. Upon demand the hijacker was instructed on lowering the rear passenger door while the aircraft was in flight. He was last seen in the aircraft by crew members at 8:05 p.m. PST, when he instructed

Enclosures (2)

164-497

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| NOV 30 1971       |         |
| FBI - LOS ANGELES |         |

CPS

Sent Via \_\_\_\_\_ M Per \_\_\_\_\_ DB Cooper-22223

b6  
b7c

Airtel to All Offices Except  
Seattle, Portland, Las Vegas  
RE: UNSUB; NORTHWEST AIRLINES  
FLIGHT 305

the hostage stewardess to go forward to the first class section and close the curtains behind her. Stewardess complied, going through first class section into pilot's cockpit and locking door behind her. Prior to departing from passenger cabin, hijacker told stewardess the money bag was not in accordance with instructions and to cut up one of the parachutes to rewrap the money, which was done. When the aircraft landed at Reno, Nevada, for refueling, the hijacker, two parachutes, the ransom money, and the vinyl brief case had disappeared.

Investigation determined that the hijacker had purchased his ticket at the Portland Airport shortly before the plane's departure. Upon arrival at Seattle, all passengers were accounted for except a white male using the name Dan Cooper. There were no sky marshals aboard this flight and at no time did subject show any firearms.

From information available, the subject is described as white male, mid 40's, 5'10" to 6', 170 to 180 pounds, average to well built, olive or swarthy complexion, medium smooth, dark brown or black hair parted on left side, combed back, sideburns to low ear level, dark eyes, probably black or brown. Subject wore a dark suit, white shirt, with narrow black tie. He wore dark glasses with plastic rims (possibly prescription lenses) most of the time. He had dark overcoat and was described as cool and calculating. His voice was low. He spoke intelligently and was a heavy smoker of Raleigh filter tip cigarettes.

All leads should be handled immediately and set out telephonically and confirmed by teletype. The Bureau must be kept advised of all pertinent developments as they occur. A list of the loot is being prepared and will be disseminated. Consider subject dangerous.

(Mount Clipping in Space Below)

# Hijacker Search Wet, Frustrating

WOODLAND, WASH. (UPI)

If "D.B. Cooper," the sky-diving hijacker is alive and well in the woods near here, it's a safe bet to say he's holding 10,000 soggy \$20 bills.

Rain came to this area Sunday in buckets. During the day the storm clouds broke for a moment and Woodland's police chief-pilot, Joe May, was able to make one flight up the Lewis River gorge to check out another in a series of false leads; a "parachute" in a tree turned out to be a tin roof on a hillside.

The FBI agent in charge of field work here, Tom Manning, took his radio off the hook and spent Sunday dodging reporters and doing old fashioned

work—checking leads, stopping at airports and interviewing residents after resident in the area of the search, which enters its fifth day today.

A Northwest Airlines 727 jetliner was hijacked between Portland, Ore. and Seattle Wednesday night. Saying he had a bomb, a soft-spoken, middle-aged hijacker forced the plane to land in Seattle where he left off all the passengers, collected \$200,000 ransom and four parachutes and said he wanted to go to Mexico.

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

C-8 Herald-Examiner  
Los Angeles, Calif.

Date: 11/29/71  
Edition: 8 Star

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office: Los Angeles

 Being Investigated

164-497-24

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 NOV 30 1971    |         |
| FBI — LOS ANGELES |         |

b6  
b7C  
Oper-22231

UNITED STATES GOVERNMENT

# Memorandum

TO SAC, LOS ANGELES (164- ) (P)

DATE: 11/30/71

FROM SA [redacted]

b6  
b7C

SUBJECT: UNSUB,

Hijacking of Northwest Airlines  
On 11/24/71

CAA

OO: Seattle

On 11/29/71, at 5:25 p.m., [redacted]  
[redacted] Huntington Park, California, telephone  
number [redacted] telephonically called this office and  
provided the following information:

b6  
b7C

About three months ago, [redacted] purchased a boat from  
a man named [redacted] is identical to the  
artist's conception of the parachute hijacker that appeared  
in the Los Angeles Times this morning, including the dark  
glasses. When dealing with [redacted] they discussed flying  
and parachute jumping and at no time did [redacted]  
without the dark glasses. At the time he actually purchased  
the boat, [redacted] was accompanied by a man named [redacted]  
whom [redacted] believed to be a partner with [redacted]. Learned  
of the boat through a personal ad, placed in the newspaper.  
On the papers [redacted] received when he made the final purchase  
were the names [redacted]  
Torrance, California, and [redacted] same address.

b6  
b7C

b6  
b7C

[redacted] described [redacted] as follows:

b6  
b7C

Name [redacted]  
Business Address

Xerox Data Systems  
701 South Aviation Boulevard  
El Segundo, California

b6  
b7C

Home phone  
Sex  
Race  
Age  
Height  
Weight

Male  
White  
Late 30's to early 40's  
5'7" to 5'8"  
168

b6  
b7C

BRA/lld  
(2)

13444

Postmark: San Francisco, CA 94101  
Date: November 24, 1971  
Time: 4:30 PM  
Comments: Airline ticket stub  
by C.R.



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

164-497-25

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| NOV 30 1971       |         |
| FBI - LOS ANGELES |         |
| TOPS              |         |

b6  
b7C

DB Cooper-22238

LA 164-

|                 |                      |
|-----------------|----------------------|
| Hair            | Medium Brown         |
| Build           | Medium to light      |
| Complexion      | Light                |
| Vehicle         | [Redacted]           |
| Characteristics | Always wears glasses |

b6  
b7c

Spiegel

TO: CHIEF CLERK

Subject

## Aliases

**Address**

**Birth Date**

**Birthplace**

### Race

b6  
b7C

|                                                          |                                                                                       |                                                  |
|----------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Exact Spelling                  | <input type="checkbox"/> Main Criminal Case Files Only                                | <input type="checkbox"/> Restrict to Locality of |
| <input type="checkbox"/> All References                  | <input type="checkbox"/> Criminal References Only                                     |                                                  |
| <input type="checkbox"/> Main Subversive Case Files Only | <input type="checkbox"/> Main Subversive (If no Main, list all Subversive References) |                                                  |
| <input type="checkbox"/> Subversive References Only      | <input type="checkbox"/> Main Criminal (If no Main, list all Criminal References)     |                                                  |

**Requested by** \_\_\_\_\_ **Squad** \_\_\_\_\_ **Extension** \_\_\_\_\_ **File No.** \_\_\_\_\_

---

Searched by

— 1 —

Reviewed by

### File Review Symbols

I - Identical  
NI - Not identical

? - Not identifiable  
U - Unavailable reference



|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------|--------------------------------------------------------|-------------------------------------------------------------------------|
| TO: CHIEF CLERK<br>Subject                                                                                                                                                                            |  | Date                                                                                                                                                                                                                                                                                      |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  | Social Security Account #                                                                                                                                                                                                                                                                 |                      |                                                        |                                                                         |
| Aliases                                                                                                                                                                                               |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
| Address                                                                                                                                                                                               |  | Birth Date                                                                                                                                                                                                                                                                                | Birthplace           | Race                                                   | Sex<br><input type="checkbox"/> Male<br><input type="checkbox"/> Female |
| <input type="checkbox"/> Exact Spelling<br><input type="checkbox"/> All References<br><input type="checkbox"/> Main Subversive Case Files Only<br><input type="checkbox"/> Subversive References Only |  | <input type="checkbox"/> Main Criminal Case Files Only<br><input type="checkbox"/> Criminal References Only<br><input type="checkbox"/> Main Subversive (If no Main, list all Subversive References)<br><input type="checkbox"/> Main Criminal (If no Main, list all Criminal References) |                      | <input type="checkbox"/> Restrict to Locality of _____ |                                                                         |
| File & Serial Number                                                                                                                                                                                  |  | Remarks                                                                                                                                                                                                                                                                                   | File & Serial Number | Remarks                                                |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
|                                                                                                                                                                                                       |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
| Requested by                                                                                                                                                                                          |  | Squad                                                                                                                                                                                                                                                                                     | Extension            | File No.                                               |                                                                         |
| Searched by                                                                                                                                                                                           |  | (date)                                                                                                                                                                                                                                                                                    |                      |                                                        |                                                                         |
| Consolidated by                                                                                                                                                                                       |  | (date)                                                                                                                                                                                                                                                                                    |                      |                                                        |                                                                         |
| Reviewed by                                                                                                                                                                                           |  | (date)                                                                                                                                                                                                                                                                                    |                      |                                                        |                                                                         |
| File Review Symbols                                                                                                                                                                                   |  |                                                                                                                                                                                                                                                                                           |                      |                                                        |                                                                         |
| I - Identical<br>NI - Not Identical                                                                                                                                                                   |  | ? - Not Identifiable<br>U - Unavailable reference                                                                                                                                                                                                                                         |                      | ★ GPO: 1971-O-423-290                                  |                                                                         |

I - Identical  
NI - Not identical

? - Not Identifiable  
II - Unavailable reference

DB Cooper-22243

| TO: CHIEF CLERK          |                                 | Date                      |                                                              |                          |                                                                         |
|--------------------------|---------------------------------|---------------------------|--------------------------------------------------------------|--------------------------|-------------------------------------------------------------------------|
| Subject                  |                                 | Social Security Account # |                                                              |                          |                                                                         |
| Aliases                  |                                 |                           |                                                              |                          |                                                                         |
| Address                  |                                 | Birth Date                | Birthplace                                                   | Race                     | Sex<br><input type="checkbox"/> Male<br><input type="checkbox"/> Female |
| <input type="checkbox"/> | Exact Spelling                  | <input type="checkbox"/>  | Main Criminal Case Files Only                                | <input type="checkbox"/> | Restrict to Locality of                                                 |
| <input type="checkbox"/> | All References                  | <input type="checkbox"/>  | Criminal References Only                                     |                          |                                                                         |
| <input type="checkbox"/> | Main Subversive Case Files Only | <input type="checkbox"/>  | Main Subversive (If no Main, list all Subversive References) |                          |                                                                         |
| <input type="checkbox"/> | Subversive References Only      | <input type="checkbox"/>  | Main Criminal (If no Main, list all Criminal References)     |                          |                                                                         |
| File & Serial Number     | Remarks                         | File & Serial Number      | Remarks                                                      |                          |                                                                         |
| [REDACTED]               |                                 |                           |                                                              |                          |                                                                         |
| Requested by             |                                 | Squad                     | Extension                                                    | File No.                 |                                                                         |
| Searched by              |                                 |                           | (date)                                                       |                          |                                                                         |
| Consolidated by          |                                 |                           | (date)                                                       |                          |                                                                         |
| Reviewed by              |                                 |                           | (date)                                                       |                          |                                                                         |
| File Review Symbols      |                                 |                           |                                                              |                          |                                                                         |
| I - Identical            | ? - Not Identifiable            |                           |                                                              |                          |                                                                         |
| NI - Not Identical       | U - Unavailable reference       | ★ GPO: 1971-O-423-290     |                                                              |                          |                                                                         |
| DB Cooper-               |                                 |                           |                                                              |                          |                                                                         |

I - Identical  
NI - Not identical

? - Not identifiable  
U - Unavailable reference

DB Cooper-22245

# S P E C I A L

I - Identical

? - Not identifiable  
!! - Unavailable reference

DB Cooper-22246

12/1/71

AIRTEL

AIR MAIL

TO: SAC, SEATTLE  
FROM: SAC, LOS ANGELES (164-497) (P)  
RE: UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACKING; EXTORTION  
OO: Seattle

Re Cincinnati teletype to the Bureau, copies to  
Los Angeles and Seattle, dated 12/1/71.

RE: [redacted]

Enclosed for Seattle is one photograph of [redacted]  
[redacted] obtained from the files of the Orange County Sheriff's  
Office, Santa Ana, California, on 11/30/71. [redacted] described  
as a white male American, born [redacted]  
5'10", 165 pounds, [redacted] hair, [redacted] eyes, medium build,  
medium complexion.

Results of investigation at Los Angeles regarding  
[redacted] being submitted via nitel this date.

Facsimile copies of photograph provided to Seattle  
12/1/71.

2 - Seattle (Encl. 1) (AM - SPECIAL DELIVERY)  
2 - Los Angeles

crs/kah  
(4)

164-497-11

[redacted] crs  
B Cooper-22 b6 b7c

# SP E C I A L

NR021 LS CODED

720PM URGENT 12/1/71WIB

TO DIRECTOR (164-2111)

LOS ANGELES

SEATTLE

FROM LOUISVILLE (164-71)

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

b6  
b7C  
b6  
b7C  
b7D

ON DECEMBER ONE, INSTANT, [REDACTED] (PROTECTPER REQUEST)

[REDACTED], ADVISED AFTER VIEWING AN ARTIST CONCEPTION OF HIJACK  
SUBJECT, SHE BELIEVES SUBJECT BEARS A STRONG RESEMBLANCE TO [REDACTED]

[REDACTED] WHO RESIDES IN SANTA MONICA,  
CALIFORNIA. [REDACTED] STATED [REDACTED] IS [REDACTED]

[REDACTED] SHE STATED HE WAS [REDACTED]

[REDACTED] SHE ADVISED HE IS WHITE MALE,  
APPROXIMATELY [REDACTED] YEARS OF AGE, FIVE FEET ELEVE INCHES, ONE FIFTY  
DASH ONE SIXTYFIVE LBS., SLENDER BUILD, [REDACTED] HAIR, WORK IN  
[REDACTED]

[REDACTED] ADVISED SHE HAS NOT SEEN [REDACTED] YEARS,  
HAS NO CURRENT ADDRESS FOR HIM OTHER THAN SANTA MONICA, AND DOES  
NOT KNOW WHETHER OR NOT [REDACTED]

b6  
b7C  
b7D

END PAGE ONE

Jan 6 1971  
MURKIN 1/11  
ACCUSED TO

1864-997.21

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| JAN 13 1971       |         |
| FBI - LOS ANGELES |         |
| CRS               |         |

DB Cooper-22248

b6  
b7C

PAGE TWO

LOS ANGELES AT SANTA MONICA, CONDUCT BACKGROUND INVESTIGATION

RE [redacted] AND SEE IF HE MIGHT BE IDENTICAL WITH UNSUB.

UNSUB ARMED AND DANGEROUS.

END

LLS

FBI LOS ANGELES CLR

b6  
b7C

DB Cooper-22249

[Redacted]

b6  
b7C  
b7D

5'10

215

Blue

Br

Single



Santa Monica

b6  
b7C  
b7D

F B I

Date: 12/1/71

30

Transmit the following in PLAINTEXT  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)

TO: SAC, SEATTLE (164-81)  
 SAC, BUTTE (164-26)  
 ✓SAC, PORTLAND (164-41)  
 ✓SAC, HONOLULU (164-85)  
 SAC NEW YORK  
 SAC, SAN FRANCISCO  
 SAC, CINCINNATI (164-55)

FROM: SAC, LOS ANGELES (164-497)

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO  
 SEATTLE, NOVEMBER TWENTY FOUR LAST, CAA - HIJACKING; EXTORTION.

RE CINCINNATI TELETYPE TO BUREAU NOVEMBER THIRTY LAST;  
 BUTTE TELETYPE TO LOS ANGELES AND SEATTLE DATED NOVEMBER  
 THIRTY LAST; PORTLAND TELETYPE TO LOS ANGELES AND SEATTLE  
 DATED NOVEMBER THIRTY LAST, AND LOS ANGELES AIRTEL TO SEATTLE  
 DATED DECEMBER ONE INSTANT.

RE: SUSPECT [redacted]

ON NOVEMBER THIRTY LAST, [redacted]

CALIFORNIA, POLICE DEPARTMENT, ADVISED [redacted] UNKNOWN

164-497  
CRS/gar  
(1)gar

1157 - SE

C 1 - 11:14

1124 - BT

164-497-29

1045 - PD

O/S

1040 - HN

O/S

Approved: 11/28/71  
Special Agent in Charge

Sent 11:21 - NY

M

Per

revised/64

1157 - SE

\* U.S. GOVERNMENT PRINTING OFFICE : 1969 O - 346-090 (13)

DB Cooper-22257

LA 164-497

PAGE TWO

TO OFFICERS THAT AGENCY AND FILES CONTAIN NO RECORD IDENTIFIABLE  
WITH [REDACTED]

b6  
b7c

ON SAME DATE [REDACTED]

[REDACTED] ADVISED [REDACTED] IS  
ONLY OPERATION CURRENTLY LOCATED AT AIRPORT. [REDACTED] HAS BEEN

[REDACTED] AIRPORT [REDACTED] YEARS AND KNOWS NO ONE  
IDENTIFIABLE WITH [REDACTED]

b6  
b7c

[REDACTED] YEARS AND [REDACTED]  
INTERVIEWED AND CAN NOT RECALL ANYONE IDENTIFIABLE WITH [REDACTED]

[REDACTED] ADVISES LAST OUTFIT ASSOCIATED WITH SPORT JUMPING  
AT AIRPORT CALLED PARACHUTES, INC. THIS GROUP DISCONTINUED  
OPERATIONS LOCALLY SIXTY TWO OR SIXTY THREE, AND [REDACTED]  
BELIEVES GROUP CURRENTLY OPERATING IN ORANGE, MASSACHUSETTS.

b6  
b7c

ON THE SAME DATE, RECORDS OF THE ORANGE COUNTY, CALIFORNIA,  
SHERIFF'S OFFICE, SANTA ANA, CALIFORNIA, REVEALED FILE NUMBER

[REDACTED] DESCRIBED  
AS FOLLOWS:

b6  
b7c

MALE, WHITE, AMERICAN, BORN [REDACTED]  
AT [REDACTED] CALIFORNIA, FIVE FEET [REDACTED] INCHES TALL, ONE HUNDRED  
SIXTY FIVE POUNDS, [REDACTED] HAIR, [REDACTED] EYES, MEDIUM BUILD, MEDIUM

b6  
b7c

LA 164-497

PAGE THREE

COMPLEXION, MARITAL STATUS [REDACTED]

OCCUPATION [REDACTED]

b6  
b7c

[REDACTED] EMPLOYER [REDACTED]

[REDACTED] CALIFORNIA, RESIDENCE [REDACTED]

CALIFORNIA

(AS OF [REDACTED])

APRIL [REDACTED]

, MOTHER [REDACTED]

b6  
b7c

[REDACTED] CALIFORNIA, FBI NUMBER [REDACTED]

[REDACTED] CII NUMBER [REDACTED]

SOCIAL SECURITY NUMBER [REDACTED]

[REDACTED] FINGERPRINT CLASSIFICATION [REDACTED]

[REDACTED] PREVIOUS ARRESTS

b6  
b7c

[REDACTED] CALIFORNIA, POLICE DEPARTMENT NUMBER [REDACTED]

b6  
b7c

LA 164-497

PAGE FOUR

[REDACTED]

b6  
b7C

[REDACTED] MILITARY SERVICE, [REDACTED]

[REDACTED]

ON DECEMBER ONE INSTANT [REDACTED] SUPERIOR COURT,  
LOS ANGELES, CALIFORNIA, REVEALED THAT [REDACTED]  
[REDACTED]  
[REDACTED] IN SUPERIOR COURT, LONG BEACH,  
CALIFORNIA.

b6  
b7C

ON SAME DATE, [REDACTED]

[REDACTED]

b6  
b7C

[REDACTED] CALIFORNIA.

PHOTOGRAPHS OF [REDACTED] OBTAINED, FACSIMILE  
FURNISHED SEATTLE DIVISION AND PHOTOGRAPH SENT AIR MAIL  
SPECIAL DELIVERY INSTANT DATE.

b6  
b7C

LA 164-497

PAGE FIVE

RE: SUSPECT [REDACTED]

b6  
b7c

ON DECEMBER ONE INSTANT, [REDACTED] BORN

[REDACTED] IDAHO, LOCATED AND INTERVIEWED AT RESIDENCE IN [REDACTED], CALIFORNIA. [REDACTED] DISPLAYED PASSPORT AND SALES SLIPS TO VERIFY HIS PRESENCE IN [REDACTED] DURING PERTINENT PERIOD. [REDACTED] ABROAD FROM NOVEMBER TWENTY ONE LAST UNTIL RETURN [REDACTED] DECEMBER ONE INSTANT AND ACCOMPANIED BY [REDACTED] DURING ENTIRE TRIP.

b6  
b7c

RE: SUSPECT [REDACTED]

b6  
b7c

RECORDS [REDACTED] COUNTY SHERIFF'S OFFICE, [REDACTED] CALIFORNIA, REVEALED [REDACTED] BORN [REDACTED] WAS

ARRESTED BY ABOVE AGENCY ON NOVEMBER TWENTY FIVE LAST AT

[REDACTED] P.M., WHEN OBSERVED [REDACTED]

b6  
b7c

[REDACTED] CALIFORNIA. [REDACTED] ADVISED PICK UP TRUCK STUCK IN SAND AND HE WAS SEEKING HELP. [REDACTED] RELEASED FROM CUSTODY SAME DATE AS INTENT COULD NOT BE ESTABLISHED.

ON NOVEMBER [REDACTED] LAST HE WAS AGAIN ARRESTED BY SAME AGENCY WHEN OBSERVED PARKED IN GREEN CHEVROLET PICK UP BEARING OREGON LICENSE [REDACTED] REMOVED BY OFFICERS TO [REDACTED] HOSPITAL [REDACTED]

b6  
b7c

LA 164-497

PAGE SIX

RECORDS OF ABOVE AGENCY SHOWS LOCAL RESIDENCE OF

[REDACTED]  
CALIFORNIA. [REDACTED] INTERVIEWED BY SPECIAL AGENT THIS DATE  
AT ABOVE ADDRESS AND STATES [REDACTED] ARRIVED  
[REDACTED] LAST,  
DRIVING GREEN PICK UP TRUCK. [REDACTED]

b6  
b7C

OREGON, AND STATES CLOSE ACQUAINTANCE OF [REDACTED]  
[REDACTED] ADVISED  
[REDACTED] NOVEMBER TWENTY THREE LAST AND  
DROVE DIRECTLY TO [REDACTED] ARRIVING ABOUT TWO A.M., ON  
NOVEMBER TWENTY FIVE LAST. [REDACTED]  
RESIDENCE UNTIL MORNING OF NOVEMBER TWENTY FIVE LAST, WHEN

b6  
b7C

[REDACTED] OBSERVED SIGHTS IN [REDACTED] AREA INCLUDING  
[REDACTED]

ABOUT [REDACTED] LAST, [REDACTED] LEFT RESIDENCE  
ALONE TO [REDACTED] AND WAS UNAWARE OF [REDACTED]  
ACTIVITIES [REDACTED] HE STATES CONVERSATION WITH [REDACTED]  
REVEALED NO STATEMENTS OR ANYTHING UNUSUAL ABOUT [REDACTED]

b6  
b7C

[REDACTED] ADVISED HE WAS AWARE [REDACTED]  
INSTANT DATE [REDACTED] SECRET SERVICE AGENT, LOS  
ANGELES, ADVISED HE SEARCHED VEHICLE DESCRIBED AS CHEVROLET b6 Per USSS  
PICK UP BEARING OREGON LICENSE [REDACTED] b7C FOLLOWING

LA 164-497

PAGE SEVEN

ARREST OF [REDACTED] BY [REDACTED] SHERIFF'S OFFICE ON NOVEMBER  
TWENTY FIVE LAST. STATED ONLY ITEMS FOUND IN SEARCH WERE  
SEVERAL SMALL HAND TOOLS. SECRET SERVICE INTEREST IN [REDACTED]  
DUE TO SECURITY OF PRESIDENT NIXON UPON ARRIVAL AT [REDACTED]  
[REDACTED] ON NOVEMBER TWENTY FIVE LAST.

b6 Per USSS  
b7C

[REDACTED] WHEREABOUTS ESTABLISHED IN [REDACTED] WITHIN  
FEW HOURS AFTER HIJACKING AND HE WAS DRIVING SAME VEHICLE  
WHICH DEPARTED [REDACTED] ON NOVEMBER TWENTY THREE LAST. NO  
FURTHER INVESTIGATION BEING CONDUCTED.

b6  
b7C

RE: PARACHUTE CLUBS, LOS ANGELES, CALIFORNIA

ON NOVEMBER THIRTY LAST, [REDACTED]

b6  
b7C

[REDACTED]  
[REDACTED] CALIFORNIA, FOR THE PURPOSE OF [REDACTED]  
[REDACTED] SKY DIVER MAGAZINE, ADVISED [REDACTED]

RESIDES [REDACTED] CALIFORNIA,

[REDACTED]  
RESIDENCE NEGATIVE THIS DATE.

INSTANT DATE, [REDACTED] TELEPHONICALLY CONTACTED LOS ANGELES  
OFFICE AND INTERVIEW ARRANGED FOR PURPOSE OF OBTAINING ALL  
INFORMATION AVAILABLE RE PARACHUTE CLUBS, OBTAINED [REDACTED]

b6  
b7C

[REDACTED] INFORMATION  
RE LOCATION AND MEMBERSHIP OF [REDACTED] AND FURNISH

LA 164-497

PAGE EIGHT

ARTISTS SKETCH AND DESCRIPTIVE DATA ON UNKNOWN SUBJECT THIS  
MATTER IN EFFORT TO DEVELOP SUSPECTS.

[REDACTED] IN UNITED STATES,  
b6  
b7C  
CONSIDERED AUTHORITY IN HIS FIELD AND HAS INDICATED WILLINGNESS  
TO COOPERATE IN ANY WAY POSSIBLE.

PORLAND AND SEATTLE DISCONTINUE REGARDING [REDACTED]

[REDACTED]

BUTTE AND SEATTLE DISCONTINUE REGARDING [REDACTED]

[REDACTED]

LOS ANGELES, INTENSIVE INVESTIGATION BEING CONDUCTED TO  
LOCATE [REDACTED]

[REDACTED] AT LONG BEACH FOR INTERVIEW.

LOS ANGELES WILL FOLLOW, SET OUT APPROPRIATE LEADS AND  
CONDUCT INVESTIGATION BASED ON RESULTS OF EXTENSIVE INTERVIEW  
OF [REDACTED] AND EXAMINATION OF AVAILABLE PHOTOGRAPHS  
AND MEMBERSHIP RECORDS IN HIS POSSESSION.

b6  
b7C

b6  
b7C

b6  
b7C

b6  
b7C

NR 930 LA PLAIN

1104 PM NITEL 12-1-71 RWM

TO SEATTLE (164-81)

BUTTE (164-26)

PORLTAND (164-41)

HONOLULU (164-85) VIA WASHINGTON

NEW YORK

SAN FRANCISCO

CINCINNATI (164-55)

FROM LOS ANGELES (164-497) 3P.

UNSUB; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE, PORTLAND TO SEATTLE,  
NOVEMBER TWENTY FOUR LAST, CAA - HIJACKING; EXTORTION.

RE CINCINNATI TELETYPE TO BUREAU NOVEMBER THIRTY LAST;  
BUTTE TELETYPE TO LOS ANGELES AND SEATTLE DATED NOVEMBER  
THIRTY LAST; PORTLAND TELETYPE TO LOS ANGELES AND SEATTLE  
DATED NOVEMBER THIRTY LAST, AND LOS ANGELES AIRTEL TO SEATTLE  
DATED DECEMBER ONE INSTANT.

RE: SUSPECT [redacted]

b6  
b7c

ON NOVEMBER THIRTY LAST, [redacted]

CALIFORNIA, POLICE DEPARTMENT, ADVISED [redacted] UNKNOWN  
END PAGE ONE

164-2265  
[redacted]  
b6  
b7c  
Cooper 164-2265

LA 164-497

PAGE TWO

TO OFFICERS THAT AGENCY AND FILES CONTAIN NO RECORD IDENTIFIABLE  
WITH [REDACTED]

b6  
b7C

ON SAME DATE [REDACTED]

[REDACTED] ADVISED [REDACTED] IS  
ONLY OPERATION CURRENTLY LOCATED AT AIRPORT. [REDACTED] HAS BEEN

[REDACTED] AIRPORT [REDACTED] YEARS AND KNOWS NO ONE  
IDENTIFIABLE WITH [REDACTED]

b6  
b7C

[REDACTED] YEARS AND [REDACTED]

INTERVIEWED AND CAN NOT RECALL ANYONE IDENTIFIABLE WITH [REDACTED]

[REDACTED] ADVISES LAST OUTFIT ASSOCIATED WITH SPORT JUMPING  
AT AIRPORT CALLED PARACHUTES, INC. THIS GROUP DISCONTINUED  
OPERATIONS LOCALLY SIXTY TWO OR SIXTY THREE, AND [REDACTED]  
BELIEVES GROUP CURRENTLY OPERATING IN ORANGE, MASSACHUSETTS.

ON THE SAME DATE, RECORDS OF THE ORANGE COUNTY, CALIFORNIA,  
SHERIFF'S OFFICE, SANTA ANA, CALIFORNIA, REVEALED FILE NUMBER

[REDACTED] DESCRIBED

b6  
b7C

AS FOLLOWS:

MALE, WHITE, AMERICAN, BORN [REDACTED]  
AT [REDACTED]

, CALIFORNIA, FIVE FEET [REDACTED] INCHES TALL, ONE HUNDRED  
SIXTY FIVE POUNDS, [REDACTED] HAIR, [REDACTED] EYES, MEDIUM BUILD, MEDIUM  
END PAGE TWO

b6  
b7C

LA 164-497

PAGE THREE

COMPLEXION, MARITAL STATUS [REDACTED] OCCUPATION [REDACTED]

b6  
b7c

[REDACTED] EMPLOYER [REDACTED]

[REDACTED] CALIFORNIA, RESIDENCE [REDACTED], CALIFORNIA

(AS OF [REDACTED])

CALIFORNIA (AS OF

APRIL [REDACTED] MOTHER [REDACTED]

b6  
b7c

[REDACTED] CALIFORNIA, FBI NUMBER [REDACTED]

[REDACTED] CII NUMBER [REDACTED]

SOCIAL SECURITY NUMBER [REDACTED]

[REDACTED] FINGERPRINT CLASSIFICATION [REDACTED]

PREVIOUS ARRESTS

b6  
b7c

[REDACTED] CALIFORNIA, POLICE DEPARTMENT NUMBER [REDACTED]

b6  
b7c

END PAGE THREE

DB Cooper-22267

LA 164-497

PAGE FOUR

[REDACTED]

b6  
b7c

[REDACTED] MILITARY SERVICE, [REDACTED]  
[REDACTED]

b6  
b7c

ON DECEMBER ONE INSTANT [REDACTED] SUPERIOR COURT,  
LOS ANGELES, CALIFORNIA, REVEALED THAT [REDACTED]

b6  
b7c

[REDACTED]  
[REDACTED] IN SUPERIOR COURT, LONG BEACH,  
CALIFORNIA.

ON SAME DATE, [REDACTED]

b6  
b7c

[REDACTED] CALIFORNIA.

PHOTOGRAPHS OF [REDACTED] OBTAINED, FACSIMILE  
FURNISHED SEATTLE DIVISION AND PHOTOGRAPH SENT AIR MAIL  
SPECIAL DELIVERY INSTANT DATE.

END PAGE FOUR

b6  
b7c

DB Cooper-22268

PAGE FIVE

RE: SUSPECT [REDACTED]

ON DECEMBER ONE INSTANT, [REDACTED]

BORN

b6  
b7C

[REDACTED] LOCATED AND INTERVIEWED AT RESIDENCE IN [REDACTED], CALIFORNIA. [REDACTED]

DISPLAYED PASSPORT AND SALES SLIPS TO VERIFY HIS PRESENCE

IN [REDACTED] DURING PERTINENT PERIOD. [REDACTED] ABROAD FROM

NOVEMBER TWENTY ONE LAST UNTIL RETURN [REDACTED] DECEMBER

ONE INSTANT AND ACCOMPANIED BY [REDACTED] DURING ENTIRE TRIP.

b6  
b7C

RE: SUSPECT [REDACTED]

RECORDS [REDACTED] COUNTY SHERIFF'S OFFICE, [REDACTED] CALIFORNIA,

REVEALED [REDACTED] BORN [REDACTED] WAS

b6  
b7C

ARRESTED BY ABOVE AGENCY ON NOVEMBER TWENTY FIVE LAST AT

[REDACTED] P.M., WHEN OBSERVED [REDACTED]

[REDACTED] CALIFORNIA. [REDACTED] ADVISED

PICK UP TRUCK STUCK IN SAND AND HE WAS SEEKING HELP. [REDACTED]

RELEASED FROM CUSTODY SAME DATE AS INTENT COULD NOT BE

ESTABLISHED.

ON NOVEMBER [REDACTED] LAST HE WAS AGAIN ARRESTED BY

SAME AGENCY WHEN OBSERVED PARKED IN GREEN CHEVROLET PICK UP

BEARING OREGON LICENSE [REDACTED] REMOVED BY

OFFICERS TO [REDACTED] HOSPITAL [REDACTED]

END PAGE FIVE

b6  
b7C

DB Cooper-22269

LA 164-497

PAGE SIX

RECORDS OF ABOVE AGENCY SHOWS LOCAL RESIDENCE OF

[REDACTED]

CALIFORNIA. [REDACTED] INTERVIEWED BY SPECIAL AGENT THIS DATE  
AT ABOVE ADDRESS AND STATES [REDACTED] ARRIVED  
[REDACTED] LAST,  
DRIVING GREEN PICK UP TRUCK. [REDACTED]

OREGON, AND STATES CLOSE ACQUAINTANCE OF [REDACTED]  
[REDACTED] ADVISED

[REDACTED] NOVEMBER TWENTY THREE LAST AND  
DROVE DIRECTLY TO [REDACTED] ARRIVING ABOUT TWO A.M., ON  
NOVEMBER TWENTY FIVE LAST. [REDACTED]

RESIDENCE UNTIL MORNING OF NOVEMBER TWENTY FIVE LAST, WHEN

[REDACTED] OBSERVED SIGHTS IN [REDACTED] AREA INCLUDING  
[REDACTED]

ABOUT [REDACTED] LAST, [REDACTED] LEFT RESIDENCE  
ALONE TO [REDACTED] AND WAS UNAWARE OF [REDACTED]  
ACTIVITIES [REDACTED] HE STATES S CONVERSATION WITH [REDACTED]  
REVEALED NO STATEMENTS OR ANYTHING UNUSUAL ABOUT [REDACTED]

[REDACTED] ADVISED HE WAS AWARE [REDACTED]

INSTANT DATE [REDACTED] SECRET SERVICE AGENT, LOS  
ANGELES, ADVISED HE SEARCHED VEHICLE DESCRIBED AS CHEVROLET  
PICK UP BEARING OREGON LICENSE [REDACTED] FOLLOWING  
END PAGE SIX

b6  
b7C

b6  
b7C

b6  
b7C

b6  
b7C

b6 Per USSS  
b7C

DB Cooper-22270

LA 164-497

PAGE SEVEN

ARREST OF [REDACTED] BY [REDACTED] SHERIFF'S OFFICE ON NOVEMBER TWENTY FIVE LAST. STATED ONLY ITEMS FOUND IN SEARCH WERE SEVERAL SMALL HAND TOOLS. SECRET SERVICE INTEREST IN [REDACTED] DUE TO SECURITY OF PRESIDENT NIXON UPON ARRIVAL AT [REDACTED]  
[REDACTED] ON NOVEMBER TWENTY FIVE LAST.

b6 Per USSS  
b7C

[REDACTED] WHEREABOUTS ESTABLISHED IN [REDACTED] WITHIN FEW HOURS AFTER HIJACKING AND HE WAS DRIVING SAME VEHICLE WHICH DEPARTED [REDACTED] ON NOVEMBER TWENTY THREE LAST. NO FURTHER INVESTIGATION BEING CONDUCTED.

b6  
b7C

RE: PARACHUTE CLUBS, LOS ANGELES, CALIFORNIA.

ON NOVEMBER THIRTY LAST, [REDACTED]

[REDACTED]

b6  
b7C

[REDACTED] CALIFORNIA, FOR THE PURPOSE OF [REDACTED]

[REDACTED] SKY DIVER MAGAZINE, ADVISED [REDACTED]

RESIDES [REDACTED] CALIFORNIA,

[REDACTED]

RESIDENCE NEGATIVE THIS DATE.

INSTANT DATE, [REDACTED] TELEPHONICALLY CONTACTED LOS ANGELES OFFICE AND INTERVIEW ARRANGED FOR PURPOSE OF OBTAINING ALL INFORMATION AVAILABLE RE PARACHUTE CLUBS, OBTAINED [REDACTED]

b6  
b7C

[REDACTED] INFORMATION  
RE LOCATION AND MEMBERSHIP OF [REDACTED] AND FURNISH  
END PAGE SEVEN

DB Cooper-22271

LA 164-497

PAGE EIGHT

ARTISTS SKETCH AND DESCRIPTIVE DATA ON UNKNOWN SUBJECT THIS  
ATTER IN EFFORT TO DEVELOP SUSPECTS.

b6  
b7c

[REDACTED] IN UNITED STATES,  
CONSIDERED AUTHORITY IN HIS FIELD AND HAS INDICATED WILLINGNESS  
TO COOPERATE IN ANY WAY POSSIBLE.

PORLAND AND SEATTLE DISCONTINUE REGARDING [REDACTED]

[REDACTED]

b6  
b7c

BUTTE AND SEATTLE DISCONTINUE REGARDING [REDACTED]

[REDACTED]

LOS ANGELES, INTENSIVE INVESTIGATION BEING CONDUCTED TO  
LOCATE [REDACTED]

b6  
b7c

[REDACTED] AT LONG BEACH FOR INTERVIEW.

LOS ANGELES WILL FOLLOW, SET OUT APPROPRIATE LEADS AND  
CONDUCT INVESTIGATION BASED ON RESULTS OF EXTENSIVE INTERVIEW  
OF [REDACTED] AND EXAMINATION OF AVAILABLE PHOTOGRAPHS  
AND MEMBERSHIP RECORDS IN HIS POSSESSION.

b6  
b7c

END

HOLD

ALW

FBI BUTTE

DB Cooper-22272

# S P E C I A L

TOP SECRET//SI

Subj

A11e

---

**Address**

Birth Date

Page

**Social Security Account \***

b6  
b7c

Address \_\_\_\_\_ Birth Date \_\_\_\_\_ Birthplace \_\_\_\_\_ Race \_\_\_\_\_ Sex \_\_\_\_\_  
Male \_\_\_\_\_ Female \_\_\_\_\_

|                                                          |                                                                                       |                                                  |
|----------------------------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------------------|
| <input type="checkbox"/> Exact Spelling                  | <input type="checkbox"/> Main Criminal Case Files Only                                | <input type="checkbox"/> Restrict to Locality of |
| <input type="checkbox"/> All References                  | <input type="checkbox"/> Criminal References Only                                     |                                                  |
| <input type="checkbox"/> Main Subversive Case Files Only | <input type="checkbox"/> Main Subversive (If no Main, list all Subversive References) |                                                  |
| <input type="checkbox"/> Subversive References Only      | <input type="checkbox"/> Main Criminal (If no Main, list all Criminal References)     |                                                  |

| File & Serial Number | Remarks | File & Serial Number | Remarks |
|----------------------|---------|----------------------|---------|
|                      |         |                      |         |

Requested by

---

Scanned by

Figure 1. The original image.

— 1 —

Reviewed by \_\_\_\_\_  
File Review Symbols \_\_\_\_\_  
(date)

b6  
b7c

I - Identical

? - Not identifiable

DB Cooper-22273

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/2/71

FROM : SA [redacted] (13)

b6  
b7C

SUBJECT: UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK  
OO: SEATTLE

Re Seattle telephone call to Los Angeles, 12/2/71

With respect to reviewing and eliminating registration cards of individual not fitting the description of the perpetrator, SA [redacted] Seattle office, advised that the minimum and maximum guides should be used as follows:

b6  
b7C

Age: 35 - 55 years  
(It should be noted that one witness placed suspect's age at the low limit of 35, and one witness placed the suspect in his low 50's)

Height: 5'9 - 6'1

Weight: 150 - 190

(2) - Los Angeles

EAR

(2) 164-497  
-(Sub A)



5010-106

164-497-30

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| DEC 19 1971       |         |
| FBI - LOS ANGELES |         |

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

DB Cooper-22274

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/30/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK

On 11/30/71, SA [redacted] Santa Ana Resident Agency, telephonically advised the writer as follows:

b6  
b7C

[redacted]  
who resides at [redacted] California,  
telephone [redacted] telephonically advised that artists'  
conception of hijacker in local newspaper possibly identical  
to an unknown white male who on three or four occasions jumped  
at the [redacted] California. [redacted] recalls  
this individual as having last been at [redacted] about three  
and one half months ago and having engaged him in a discussion  
[redacted]. He added that  
questions asked by this man were, in his opinion, precisely  
those which a person contemplating a crime of this nature would  
ask.

b6  
b7C  
b7D

[redacted] stated that during the course of the questioning  
he also asked what [redacted]

b6  
b7C  
b7D

[redacted] During this con-  
versation on the last time he had seen this man, he had also  
asked questions about [redacted]  
areas.

He noted that anyone jumping at [redacted] must be a  
member of the U.S. Parachute Association and must be licensed  
to jump. All jumpers at [redacted] must register prior to jumping  
with [redacted], well known at the jump center in [redacted].  
He added that all records of the approximately 10,000 members of  
the U.S. Parachute Association are maintained at Cannery Row,  
Monterey, California, and files of this association contain  
both photographs and fingerprints of licensees.

164-497-31

crs/kah  
(2)

located + interview  
in detail concerning  
Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

SEARCHED INDEXED [initials]  
SERIALIZED FILED [initials]  
NOV 30 1971  
FBI - LOS ANGELES



5010-106

er-2 b6 5  
b7C

LA 164-497

and [redacted] During previous contacts with the Los Angeles Division he has appeared to be an intelligent and reliable source.

On the same date, SA [redacted] Riverside Resident Agency, was telephonically furnished the above information and requested to recontact [redacted] and locate and interview [redacted] in an effort to develop information which would lead to the identification of the individual referred to by [redacted]

b6  
b7C  
b7D

b6  
b7C  
b7D

# SPECIAL

NR006 SE PLAIN

11:22AM URGENT 12/1/71 VAB

TO LOS ANGELES

FROM SEATTLE (164-81)

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

RE [redacted]

[redacted] CONSIDERED POSSIBLE SUSPECT AND ONLY INFO AVAILABLE IS THAT SOME YEARS AGO HE RESIDED WITH [redacted]

b6  
b7c

[redacted] CALIFORNIA. HIS CURRENT LOCATION IS UNKNOWN.

b6  
b7c

LOS ANGELES AT [redacted] - WILL ATTEMPT TO FURTHER IDENTIFY

[redacted] AND HIS CURRENT LOCATION FROM ABOVE INFORMATION. P.

END

END COPIED  
BY [redacted] AT Santa Barbara  
FBI - LOS ANGELES 12/1/71  
FBI - LOS ANGELES 12/1/71

164-1997-32

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| DEC 1 1971        |         |
| FBI - LOS ANGELES |         |

CAB

b6  
b7c

Leadat SB to [redacted]

Cooper-22277

NR 006 BT PLAIN

9:47 PM 11-30-71 NITEL DD

TO: SAC, LOS ANGELES  
SAC, SEATTLE (164-81)  
FROM: SAC, BUTTE (164-26) 2P

UNKNOWN SUBJECT; NORTHWEST AIRLINES FLIGHT NUMBER THREE  
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR, NINETEEN  
SEVENTY ONE. CAA DASH HIJACKING; EXTORTION. OO: SEATTLE.

[REDACTED]  
b6  
b7C  
b7C

[REDACTED] TODAY MADE AVAILABLE  
COPY OF [REDACTED] SEVENTY ONE ISSUE OF SKY DIVER  
MAGAZINE. [REDACTED], DEPICTED AMONG  
OTHERS, IS INDIVIDUAL NAMED [REDACTED]

[REDACTED] WHO BEARS STRIKING RESEMBLANCE TO  
ARTISTS CONCEPTION OF UNSUB.

[REDACTED]  
b6  
b7C  
b7D

[REDACTED] YEARS AGO; HOWEVER, DOES NOT KNOW CURRENT  
WHEREABOUTS. [REDACTED] ADVISED PUBLISHER ABOVE MAGAZINE  
IS [REDACTED]  
CALIFORNIA, WHO MAY BE ACQUAINTED WITH [REDACTED] AND COULD  
FURNISH ORIGINAL NEGATIVE FOR ABOVE PICTURE. [REDACTED]

END PAGE ONE

10  
advised

164-498-33

|                 |              |
|-----------------|--------------|
| SEARCHED.....   | INDEXED..... |
| SERIALIZED..... | FILED.....   |
| [REDACTED]      |              |
| LES             |              |

b6  
b7C

DB Cooper-22238

BT 164-26

PAGE TWO

b6  
b7C  
b7D

WILL ALSO POSSESS INFO WHERE [REDACTED]

[REDACTED] HEADQUARTERED.

FOR INFO SEATTLE, [REDACTED] ELIMINATED AS SUSPECT,

FULL DAY NOVEMBER TWO FOUR, LAST, AT [REDACTED]

b6  
b7C

[REDACTED] MONTANA, AND SPENT NOVEMBER TWO FIVE, LAST, WITH  
FAMILY AND SEEN BY FRIENDS AND NEIGHBORS.

LOS ANGELES IMMEDIATELY CONTACT [REDACTED] OBTAIN

NEGATIVE ABOVE PHOTO AND LOCATION [REDACTED]

b6  
b7C

SUBMIT PHOTOGRAPHS TO SEATTLE AND MINNEAPOLIS. SET  
FORTH LEADS FOR LOCATION AND POSSIBLE ELIMINATION OF [REDACTED]  
END.

b6  
b7C

FBI LA JCD

CLR

# S P E C I A L

NR 004 SF PLAIN

4:37 PM URGENT 12/1/71 MCC

TO SEATTLE (164-81) MIAMI

HONOLULU (164-85) VIA WASH LOS ANGELES

NEW YORK CINCINNATI (164-55)

FROM SAN FRANCISCO (164-220) 2P

UNKNOWN SUBJECT; NORTHWEST ORIENT AIRLINES FLIGHT THREE ZERO  
FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST, CRIME ABOARD  
AIRCRAFT - HIJACKING.

RE OKLAHOMA CITY TELETYPE NOVEMBER THIRTY LAST, BUREAU AIRTEL  
TO ALL OFFICES EXCEPT SEATTLE, PORTLAND, AND LAS VEGAS, DATED  
NOVEMBER TWENTYNINE LAST, ENCLOSING ARTIST'S CONCEPTION OF  
UNKNOWN SUBJECT.

FOR INFORMATION MIAMI, [REDACTED] HAS BEEN DESCRIBED  
AS A LOOK-ALIKE TO ARTIST'S CONCEPTION OF UNKNOWN SUBJECT. [REDACTED]  
[REDACTED] AND TERRAIN COVERED BY FLIGHT. HE IS

b6  
b7c

[REDACTED]  
IS DESCRIBED AS FIVE FEET ELEVEN INCHES, ONE SIX TWO POUNDS, [REDACTED]  
HAIR, [REDACTED] EYES, DATE OF BIRTH [REDACTED]

[REDACTED] CALIFORNIA, [REDACTED]

END PAGE ONE

164-47717-35

0

|                   |            |
|-------------------|------------|
| SEARCHED          | INDEXED    |
| SERIALIZED        | FILED      |
| 13 DEC 1 1971     |            |
| FBI - LOS ANGELES |            |
| [REDACTED]        | [REDACTED] |

b6  
b7c  
DB Cooper-22204

F

PAGE TWO

[REDACTED] OAKLAND INTERNATIONAL

AIRPORT, ADVISED THAT [REDACTED]

b6  
b7C

[REDACTED] TO RETURN TO

OAKLAND UNTIL [REDACTED] HE IS SCHEDULED TO RETURN TO [REDACTED]

[REDACTED] TONIGHT, EASTERN STANDARD TIME.

b6  
b7C

[REDACTED] MIAMI INTERNATIONAL

AIRPORT, WILL KNOW EXACT TIME OF ARRIVAL OF [REDACTED]

FLIGHT. [REDACTED] CAN BE CONTACTED AT AREA CODE [REDACTED]

[REDACTED] ALSO ADVISED [REDACTED]

b6  
b7C

[REDACTED] FLORIDA, TELEPHONE

AREA CODE [REDACTED]

MIAMI INTERVIEW [REDACTED] AND ATTEMPT TO OBTAIN PHOTOGRAPH TO  
FURNISH SEATTLE.

END

CXF

FBI LOS ANGELES CLR TU

DB Cooper-22285

(Mount Clipping In Space Below)

# Skyjacker: Is He a 1971 Robin Hood?

WOODLAND, Wash. (AP) — "There's nothing new and An airplane hijacker has vanished with two parachutes and something else turns up," a \$200,000, and the search for him has ended for all but the FBI. A University of Washington sociologist calls the sky piracy an "awesome feat in the battle of man against the machine."

Dr. Otto Larsen said the skyjacker apparently has won public admiration as "one man overcoming, for the time being anyway, technology, the corporation, the establishment, the system."

Thus, Larsen said, the hijacker "comes off as a kind of curious Robin Hood, taking from the rich — or at least the big and complex. It doesn't matter whether he gives it to the poor or not."

FBI officials in Portland, Ore., and Seattle say they will continue their pursuit of the man who apparently bailed out of the hijacked Northwest Airlines jetliner last week as it flew from Seattle to Reno, Nev.

But local law enforcement agencies have turned to other ends, the first involving the escape of a hijacker by parachute.

"we've taken our men off unless a spokesman for the Clark County, Wash., sheriff's office said Monday of the search for the hijacker in the brushy, timbered Cascade Mountain foothills of southwest Washington.

The FBI continued questioning dozens of persons who believed they recognized a composite sketch of the hijacker, but the investigators reported no success in finding a definite lead.

Officials said they had concentrated the search around Woodland because the jetliner's flight recorder had indicated small shifts in the plane's air position as it passed over the area.

Law enforcement officers searching for the hijacker were faced with three major disadvantages — surprise, piecemeal evidence and the meticulous planning which apparently went into the deed, the first involving the escape of a hijacker by parachute.

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

A-3 Herald-Examiner  
Los Angeles, Calif.

Date: 11/30/71  
Edition: 8 Star

Author:

Editor:

Title:

Character:

or

Classification:

Submitting Office: Los Angeles

 Being Investigated

164-492-36

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| 13 DEC 1 1971     |         |
| FBI - LOS ANGELES |         |

b6

GPA  
9B Cooper-2.b7C

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, ALBANY

DATE: November 30, 1971

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

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

Enclosed for each office is one artist's conception of the captioned subject. The Bureau is preparing a circular for field-wide circularization concerning captioned case and will include an artist's conception of the hijacker. The Bureau has been asked to prepare a sketch showing the unknown subject without glasses. Additional distribution will be made from time to time to parachute clubs, flight instruction schools and airports, etc., in an effort to identify the unknown subject which undoubtedly will result in various field divisions receiving calls on this case.

For the assistance of all offices in conducting investigation and to evaluate complaints from citizens, the following information is furnished:

The unknown subject boarded captioned flight at Portland, Oregon, using the name DAN COOPER. As the plane was taxiing toward the runway, Stewardess [REDACTED] occupied the seat reserved for the stewardesses on the right side of the plane and behind the last row of passenger seats. The unknown subject, who occupied the center seat in the last row of three seats, turned and handed her an envelope which she did not open for a few minutes until he glanced at her several times. She then opened the envelope and read the enclosed note which said: "Miss - I have a bomb here and I would like you to sit by me." At this point Stewardess

b6  
b7C

2 - All Offices (Enclosure 1) *(Signature)*

3 - Seattle (164-81) *(Signature)*

CEF:klb

164-1697-37  
SEARCHED INDEXED SERIALIZED FILED  
*CLB*

b6  
b7C



[redacted] came toward the rear of the plane and [redacted]  
handed [redacted] the note. [redacted] then called the pilot on the intercom.

b6  
b7C

Stewardess [redacted] then sat next to the hijacker who opened a black attache case and showed her what he said was a bomb. She described the contents of the attache case as a bundle of red sticks, which she believed was dynamite. The bundle consisted of six or eight red colored sticks approximately six to eight inches long with no writing on the outside. The hijacker was holding in his hand a wire which lead to the bundle of sticks and indicated that he could detonate the bomb by touching the wire to a contact. Also in the attache case was a cylindrical shaped battery about eight inches long.

At first the hijacker asked for \$200,000 and two parachutes.

After [redacted] left her stewardess seat and gave the note to [redacted] sat beside the hijacker who, after showing the contents of the attache case, told her to, "Take this down." From her purse she obtained a pen and note pad and he dictated the following message:

b6  
b7C

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

At the Seattle-Tacoma International Airport (Sea-Tac) in answer to his demands, the hijacker was provided with the four parachutes and \$200,000 in 20 dollar bills in a canvas bank bag. When the plane landed at Seattle at 5:45 PM (PDT) he instructed Stewardess [redacted] to go after the money which she did. He opened the bag; inspected the money and then told them that the passengers as well as the two other stewardesses could leave the plane. They did deplane. The remaining crew members were the three male members of the flight crew as well as Stewardess [redacted]

b6  
b7C

[redacted] then made several trips out of the plane to obtain the parachutes which she brought to the subject.

b6  
b7C

The hijacker instructed that he be flown to Mexico City and also told the pilot that he wanted the plane flown at not more than 10,000 feet with the flaps at 15 degrees, the landing gear down and the rear steps of the plane also down. The plane involved was a Boeing 727, a Tri-jet with stairs at the rear which lowered for passengers. The hijacker finally

agreed to having the steps raised and a flight plan was arranged from Seattle to Portland and down south to Red Bluff, California and then to Reno, Nevada for refueling.

The plane departed Sea-Tac with the three crew members in the cabin and [redacted] in the rear with the hijacker. Within minutes after take off at 7:36 PM, the hijacker had the stewardess show him how to lower the steps and he then ordered her to go to the first class section which she did, and she then continued on to the cabin.

b6  
b7C

At 8:05 PM the captain was in touch with the hijacker by the intercom. This was the last communication he had with the hijacker. Just prior to this communication, the captain had a signal indicating that the stairs had been lowered. At 8:12 PM, the captain experienced "oscillation" in the plane and thought perhaps the hijacker had departed the plane.

Air Force fighter planes were escorting the craft but because the 727 was flying at 170 knots, the fighter jets were too fast. Further, the weather was overcast and visibility extremely low.

When the plane arrived at Reno, the hijacker was gone and two of the parachutes were still in the airplane. The attache case also was not in the plane and has not been found.

Extensive search of the southwestern part of Washington State, which was indicated by the 8:12 PM oscillation, has been conducted but with negative results to date.

Subject is described as follows:

|             |                                           |
|-------------|-------------------------------------------|
| Race:       | White                                     |
| Sex:        | Male                                      |
| Age:        | Mid 40s                                   |
| Height:     | 5'10" to 6'                               |
| Weight:     | 170 to 180 lbs.                           |
| Build:      | Average to well built                     |
| Complexion: | Olive, Latin appearance,<br>medium smooth |

Hair: Dark brown or black, normal style, parted on left, combed back,  
Sideburns, low ear level  
Eyes: Possibly brown. During latter part of flight, put on dark wrap-around sun-glasses with dark rims  
Voice: Low, spoke intelligently; no particular accent, possibly from Midwest section of the United States  
Characteristic: Heavy smoker of Raleigh filter tip cigarettes  
Wearing Apparel: Black or brown suit; white shirt; narrow black tie; black rain-type overcoat or dark top coat; dark briefcase or attache case; carried paper bag 4"x12"x14"; brown shoes

Leads should be set forth by telephone or teletype and, to facilitate handling at Seattle, each incoming communication should be sub-captioned with the name of the suspect.

THIS INDIVIDUAL IS BEING SOUGHT IN CONNECTION WITH THE EXTORTION OF \$200,000 FROM NORTHWEST AIRLINES BY THREATENING THE CREW OF THE AIRLINE WITH A PACKAGE WHICH HE STATED CONTAINED A BOMB. HE SHOULD BE CONSIDERED DANGEROUS.

NR 004 LA PLAIN

122PM URGENT 12-2-71 LLS

TO SEATTLE (164-81)

SAN FRANCISCO

FROM LOS ANGELES (164-497) 3P

UNSUB; HIJACKING OF NORTHWEST ORIENT AIRLINES FLIGHT  
NUMBER THREE ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTY  
FOUR, NINETEEN SEVENTY ONE, CAA DASH HIJACKING; EXTORTION.

OO: SEATTLE

RE: [REDACTED] (SUB A) b6  
b7C

RE LOS ANGELES TELCALL TO SEATTLE AND SEATTLE TELCALL TO  
LOS ANGELES, TWELVE TWO INSTANT.

ON TWELVE ONE LAST, [REDACTED] b6  
[REDACTED] b7C

[REDACTED] b7D  
DESCRIBED TALKING TO SUBJECT

FITTING DESCRIPTION OF HIJACKER DURING JULY OR AUGUST LAST AT

[REDACTED] SUBJECT QUESTIONED [REDACTED] RE [REDACTED]

[REDACTED] DISCUSSION FOLLOWED RE POSSIBILITIES IF [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] SUBJECT ASKED [REDACTED] WHERE [REDACTED] SEARCHED b6  
[REDACTED] INDEXED b7C  
[REDACTED] SERIALIZED b7D  
[REDACTED] FILED (164-5777) (164-5778)

END PAGE ONE

[REDACTED] (164-5777) (164-5778) 37

b6  
b7C  
b7D

b6  
b7C

OPA

37

DB Cooper 164-5777 (164-5778)

LA 164-497 SUB A

PAGE TWO

[REDACTED]

[REDACTED] STATED SUBJECT CLOSELY RESEMBLES ARTISTS CONCEPTION AND  
THOUGHT TO HAVE MADE SEVERAL JUMPS AT [REDACTED]

b6  
b7C  
b7D

[REDACTED] IDENTIFIED AS QUOTE [REDACTED]

b6  
b7C

[REDACTED] END QUOTE. EACH PERSON MAKING FIRST JUMP AT  
THAT LOCATION, REGARDLESS OF PRIOR EXPERIENCE, MUST FILL OUT  
REGISTRATION FORM BEARING NAME, ADDRESS, AGE, DOB, HEIGHT AND  
WEIGHT. CARD REFERRED TO ON SUBSEQUENT JUMPS IF PERSON NOT  
LICENSED WITH UNITED STATES PARACHUTE ASSOCIATION PAREN USPA  
END PAREN, PO BOX ONE ZERO NINE, MONTEREY, CALIFORNIA. USPA  
LOCATED CANARY ROW, MONTEREY, CALIFORNIA. PHOTO OF LICENSEE  
REQUIRED BEFORE USPA ISSUES LICENSE.

[REDACTED] RECORDS GO BACK TO ONE  
NINE FIVE SEVEN. ESTIMATED TEN THOUSAND PLUS CARDS ON FILE AT  
THAT CENTER. USPA WILL HAVE RECORDS RE LOCATIONS OF ALL JUMP  
CENTERS IN U.S.

b6  
b7C

SAN FRANCISCO SHOULD ESTABLISH LIAISON WITH  
USPA IN MONTEREY, DETERMINE IF PHOTOS OF LICENSED MEMBERS  
MAINTAINED IN FILE. ADVISE LOS ANGELES LOCATIONS OF ALL JUMP  
CENTERS IN SOUTHERN CALIFORNIA.

END PAGE TWO

LA 164-497 SUB A

PAGE THREE

LOS ANGELES WILL REVIEW REGISTRATION CARDS AT

[REDACTED] AND PHOTOGRAPH CARDS OF PERSONS

FITTING DESCRIPTION OF SUBJECT NOT KNOWN TO JUMP CENTER, AND  
IF FEASIBLE, FORWARD TO SAN FRANCISCO FOR COMPARISON WITH  
PHOTOGRAPHS OF LICENSED JUMPERS.

b6  
b7c

END

VAB

FBI SEATTLE CLR

DB Cooper-22298

F B I

Date:

12/2/71

35

Transmit the following in

## PLAINTEXT

(Type in plaintext or code)

Via TELETYPE

NITEL

(Priority)

TO: SAC, NEW HAVEN (164-77)  
 SAC, SEATTLE (164-81)

FROM: SAC, LOS ANGELES (164-497)

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

RE LOS ANGELES TELS TO SEATTLE NOVEMBER TWENTYSIX,  
 DECEMBER ONE AND DECEMBER TWO INSTANT. NEW HAVEN TEL TO  
 BUREAU, SEATTLE AND LOS ANGELES DECEMBER ONE LAST.

RE: [REDACTED] SET  
 FORTH LA TEL NOVEMBER TWENTYSIX LAST.

b6  
b7c

ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] ADVISED HE IS PERSONALLY ACQUAINTED WITH [REDACTED]

[REDACTED] ADVISED [REDACTED] DOES NOT MATCH PHYSICAL  
 DESCRIPTION OF SUBJECT AND HE WOULD DEFINITELY DISCOUNT  
 [REDACTED] AS POSSIBLE SUSPECT THIS MATTER.

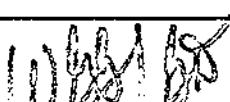
b6  
b7c

164-479  
 CRS/rr  
 (1)

CJS

NH- 11<sup>13</sup>/P

SE- 104/P

Approved:   
 Special Agent in Charge

Sent \_\_\_\_\_ M Per \_\_\_\_\_

Dec 1971 / 1988

DB Cooper-22294

LA 164-497

PAGE TWO

ON DECEMBER ONE LAST, [REDACTED] VIEWED THE  
ARTIST'S CONCEPTION OF UNSUB AND STATED [REDACTED] DOES  
NOT LOOKE LIKE SKETCH.

b6  
b7C

ON NOVEMBER THIRTY LAST, [REDACTED], WHO PREVIOUSLY  
FURNISHED THE NAME OF [REDACTED] AS A POSSIBLE SUSPECT THIS  
MATTER, WAS INTERVIEWED AND ADVISED ARTIST'S CONCEPTION  
DOES NOT RESEMBLE [REDACTED] IN ANYWAY, STATING HE RECALLS [REDACTED]  
FACE MORE ROUNDER. IT IS NOTED [REDACTED]

b6  
b7C  
b7D

*NONE OF ABOVE BEING CONSIDERED SUSPECT BY LOS ANGELES.*  
RE SUSPECT [REDACTED]

b6  
b7C

ON NOVEMBER THIRTY LAST, [REDACTED]

[REDACTED], ADVISED [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

b6  
b7C  
b7D

READ OF HIJACKING AND BELIEVED COOPER'S DESCRIPTION FAMILIAR  
TO UNSUB.

LA 164-497

PAGE THREE

COMPOSITE DRAWING OF UNSUB WAS DISPLAYED TO [REDACTED],  
WHO ADVISED [REDACTED] HAIR LINE AND HAIR STYLE COMPLETELY  
DIFFERENT FROM UNSUB. ADDITIONAL QUESTIONING REVEALED  
[REDACTED]  
[REDACTED]  
[REDACTED]

b6  
b7C  
b7D

AS [REDACTED] UNABLE TO IDENTIFY ARTIST'S CONCEPTION AS  
GOOD LIKENESS OF [REDACTED] HE IS <sup>NOT</sup> BEING CONSIDERED SUSPECT   
THIS MATTER.

b6  
b7C  
b7D

RE [REDACTED]  
ON DECEMBER TWO INSTANT, A REVIEW OF SANTA BARBARA CITY  
DIRECTORY FOR SEVENTY, REVEALED [REDACTED] [REDACTED]

b6  
b7C

[REDACTED] NO LISTING IDENTIFIABLE  
WITH [REDACTED] COULD BE FOUND IN SEVENTYONE DIRECTORY.

b6  
b7C

INSTANT DATE FILES OF CREDIT BUREAU OF SANTA BARBARA,  
CALIFORNIA, REVEALED [REDACTED] [REDACTED] RESIDING  
[REDACTED] HIS AGE SHOWN AS [REDACTED]  
AND [REDACTED] KNOWN TO AGENCY SINCE FORTYFIVE. NO INDICATION  
[REDACTED] IN SANTA BARBARA SINCE SEVENTY AND LAST ADDRESS SHOWN

b6  
b7C

LA 164-497

PAGE FOUR

IN JULY SEVENTY ONE WAS [REDACTED]

b6  
b7C

[REDACTED] WITH EMPLOYMENT SHOWN AS [REDACTED]

[REDACTED] (NO ADDRESS SHOWN). PRIOR  
EMPLOYMENT SHOWN AS [REDACTED]

RECORDS SANTA BARBARA POLICE DEPARTMENT REVEALED [REDACTED]

b6  
b7C

DOC  
RGM

ARRESTED [REDACTED]

NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED FILES SANTA  
BARBARA COUNTY SHERIFF'S OFFICE

RE SUSPECT [REDACTED]

b6  
b7C

ON DECEMBER ONE LAST RECORD COMPUTER CREDIT BUREAU OF  
LOS ANGELES, LOS ANGELES POLICE DEPARTMENT, LOS ANGELES  
SHERIFF'S OFFICE AND REGISTRAR OF VOTERS WERE REVIEWED AND  
NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED.

b6  
b7C

ON SAME DATE, RECORDS UCLA, CALIFORNIA STATE LOS ANGELES,  
SAN FERNANDO VALLEY STATE COLLEGE, UNIVERSITY OF CALIFORNIA  
EXTENSION SERVICES, LOS ANGELES VALLEY COLLEGE, LOS ANGELES  
CITY COLLEGE AND LOS ANGELES TRADE AND TECHNICIAN COLLEGE WERE  
CAUSED TO BE CHECKED WITH NEGATIVE RESULTS. LOS ANGELES INDICES  
NEGATIVE.

LA 164-497

PAGE FIVE

RE INFO FURNISHED BY [REDACTED] TO NEW HAVEN  
DECEMBER ONE LAST.

b6  
b7C

ON DECEMBER TWO INSTANT, [REDACTED]  
[REDACTED]

b6  
b7C  
b7D

ADVISED MATTER REPORTED TO FBI IN EVENT REWARD OFFERED.

[REDACTED] STATED HAD NO PERSONAL KNOWLEDGE AND INFORMATION  
CAME FROM [REDACTED]

INSTANT DATE, [REDACTED]

b6  
b7C  
b7D

ADVISED AS FOLLOWS:

ON NOVEMBER TWENTYEIGHT LAST, HE [REDACTED]

SAW ARTIST'S SKETCH OF HIJACKER ON TV. [REDACTED]

[REDACTED] LOOKED LIKE  
SKETCH ON TV. [REDACTED]

b6  
b7C  
b7D

[REDACTED] STATED HAS NO REASON TO BELIEVE [REDACTED] WAS  
HIJACKER AND DESCRIBED HIM AS WMA, BORN [REDACTED]

[REDACTED] AT [REDACTED] SIX FOOT ONE, ONE HUNDRED  
FIFTYFIVE POUNDS, HAIR [REDACTED] EYES UNKNOWN, SLIGHT  
BUILD, [REDACTED]

*RECOGNIZED* PROFOUND

[REDACTED] EARS NOTICABLY PROTRUDING FROM HEAD.

LA 164-497

PAGE SIX

[REDACTED] DESCRIBED AS [REDACTED]  
[REDACTED]  
[REDACTED] TATTOOS UNKNOWN.

b6  
b7C  
b7D

AFTER ABOVE INTERVIEW, ARTIST'S CONCEPTION OBSERVED  
BY [REDACTED] WHO ADVISED [REDACTED] DOES NOT APPEAR IDENTICAL  
TO SKETCH OF HIJACKER.

b6  
b7C  
b7D

ARREST RECORD LOS ANGELES POLICE DEPARTMENT NEGATIVE.  
LOS ANGELES INDICES AND NCIC NEGATIVE RE [REDACTED]

b6  
b7C

IN VIEW OF ABOVE, [REDACTED] NOT BEING CONSIDERED LOGICAL  
SUSPECT THIS MATTER.

RE LATIN SKY DIVING CLUB

ON DECEMBER ONE LAST, [REDACTED]

b6  
b7C

AND [REDACTED]

[REDACTED] ADVISED HE IS [REDACTED]

HE ADVISED LATINS SKY DIVING CLUB IS A GROUP THAT JUMPS  
FROM PERRIS AIRPORT AND ALSO AIRPORT AT ELSINORE, CALIFORNIA.

b6  
b7C

LA 164-497

PAGE SEVEN

[REDACTED] AND THEIR  
b6  
b7C  
TELEPHONE NUMBERS, WHO WERE MEMBERS OF CLUB. HE DESCRIBED  
CLUB MEMBERSHIP AS BETWEEN TEN AND TWENTY MOST FROM EAST  
LOS ANGELES AREA. [REDACTED] SAID DISCUSSION AMONG GROUP  
APPEARED TO BE NOTHING MORE THAN NORMAL INTEREST OF SKY  
DIVERS ABOUT CRIME WHERE HIJACKERS JUMP FROM AIRPLANE  
AND NONE OF CLUB MEMBERS HAD ACTED SUSPICIOUS SINCE HIJACKING.  
THIS CLUB DESCRIBED AS LOCAL IN NATURE AND NOT NATIONAL  
ORGANIZATION.

SEATTLE, [REDACTED] WASHINGTON, CONDUCT APPROPRIATE  
INVESTIGATION THROUGH LAST ADDRESS OF [REDACTED]

[REDACTED]  
[REDACTED]  
TO LOCATE AND ESTABLISH WHEREABOUTS OF [REDACTED] DURING  
PERTINENT PERIOD.

LOS ANGELES AT [REDACTED] CALIFORNIA, WILL ASCERTAIN IF  
[REDACTED] KNOWN TO [REDACTED]  
[REDACTED] OR IF NAME MAINTAINED IN RECORDS PARACHUTE CLUB  
LOS ANGELES AREA.

AT EAST LOS ANGELES, WILL INTERVIEW [REDACTED]

[REDACTED] FOR ALL

b6  
b7C

b6  
b7C

b6  
b7C

b6  
b7C

LA 164-497

PAGE EIGHT

INFORMATION CONCERNING MEMBERSHIP OF CLUB AND DISPLAY

ARTIST CONCEPTION TO [REDACTED]

b6  
b7c

NR 035 LA PLAIN  
1041 PM NITEL 12-2-71 NEE  
TO NEW HAVEN (164-77)  
SEATTLE (164-81)  
FROM LOS ANGELES (164-497)

UNSUB; HIJACKING OF NORTHWEST AIRLINES FLIGHT THREE  
ZERO FIVE, PORTLAND TO SEATTLE, NOVEMBER TWENTYFOUR LAST,  
CAA DASH HIJACKING; EXTORTION, OO SEATTLE.

RE LOS ANGELES TELS TO SEATTLE NOVEMBER TWENTYSIX,  
DECEMBER ONE AND DECEMBER TWO INSTANT. NEW HAVEN TEL TO  
BUREAU, SEATTLE AND LOS ANGELES DECEMBER ONE LAST.

RE: [REDACTED] SET b6  
b7C

FORTH LOS ANGELES TEL NOVEMBER TWENTYSIX LAST.

ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] ADVISED HE IS [REDACTED] b6  
b7C

[REDACTED] ADVISED [REDACTED] DOES NOT MATCH PHYSICAL  
DESCRIPTION OF SUBJECT AND HE WOULD DEFINITELY DISCOUNT  
[REDACTED] AS POSSIBLE SUSPECT THIS MATTER.

END PAGE ONE

SEARCHED  
INDEXED  
FILED  
SERIALIZED  
OCT 11 1971  
FBI - SEATTLE

OCT 11  
1971

11/25  
4/5, 6, 7

OPS  
Mark for Kindergarten

b6  
b7C

DB Cooper-22303

PAGE TWO

ON DECEMBER ONE LAST, [REDACTED] VIEWED THE  
ARTIST'S CONCEPTION OF UNSUB AND STATED [REDACTED] DOES  
NOT LOOK LIKE SKETCH.

b6  
b7C

ON NOVEMBER THIRTY LAST, [REDACTED] WHO PREVIOUSLY  
FURNISHED THE NAME OF [REDACTED] AS A POSSIBLE SUSPECT THIS  
MATTER, WAS INTERVIEWED AND ADVISED ARTIST'S CONCEPTION  
DOES NOT RESEMBLE [REDACTED] IN ANYWAY, STATING HE RECALLS [REDACTED]  
FACE MORE ROUNDER. IT IS NOTED [REDACTED]  
[REDACTED]  
[REDACTED]

b6  
b7C  
b7D

NONE OF ABOVE BEING CONSIDERED SUSPECT BY LOS ANGELES.

RE SUSPECT [REDACTED]

b6  
b7C

ON NOVEMBER THIRTY LAST, [REDACTED]

[REDACTED] ADVISED [REDACTED]

b6  
b7C  
b7D

[REDACTED]  
READ OF HIJACKING AND BELIEVED COOPER'S DESCRIPTION FAMILIAR  
TO UNSUB.

END PAGE TWO

PAGE THREE

COMPOSITE DRAWING OF UNSUB WAS DISPLAYED TO [REDACTED]  
WHO ADVISED [REDACTED] HAIR LINE AND HAIR STYLE COMPLETELY  
DIFFERENT FROM UNSUB. ADDITIONAL QUESTIONING REVEALED  
[REDACTED]

b6  
b7C  
b7D

AS [REDACTED] UNABLE TO IDENTIFY ARTIST'S CONCEPTION AS  
GOOD LIKENESS OF [REDACTED] HE IS NOT BEING CONSIDERED SUSPECT  
THIS MATTER.

b6  
b7C  
b7D

RE [REDACTED]  
ON DECEMBER TWO INSTANT, A REVIEW OF SANTA BARBARA CITY  
DIRECTORY FOR SEVENTY, REVEALED [REDACTED]

[REDACTED] NO LISTING IDENTIFIABLE  
WITH [REDACTED] COULD BE FOUND IN SEVENTYONE DIRECTORY.

b6  
b7C

INSTANT DATE FILES OF CREDIT BUREAU OF SANTA BARBARA,  
CALIFORNIA, REVEALED [REDACTED] RESIDING  
[REDACTED] HIS AGE SHOWN AS [REDACTED]  
AND [REDACTED] KNOWN TO AGENCY SINCE FORTYFIVE. NO INDICATION  
[REDACTED] IN SANTA BARBARA SINCE SEVENTY AND LAST ADDRESS SHOWN  
END PAGE THREE

b6  
b7C

LA 164-497

PAGE FOUR

IN JULY SEVENTY ONE WAS [REDACTED]  
[REDACTED] WITH EMPLOYMENT SHOWN AS [REDACTED]  
[REDACTED] (NO ADDRESS SHOWN). PRIOR  
EMPOLYMENT SHOWN AS [REDACTED]  
RECORDS SANTA BARBARA POLICE DEPARTMENT REVEALED [REDACTED]

b6  
b7C

[REDACTED] DOB [REDACTED]  
[REDACTED] ARRESTED [REDACTED]

b6  
b7C

NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED FILES SANTA  
BARBARA COUNTY SHERIFF'S OFFICE.

b6  
b7C

RE SUSPECT [REDACTED]  
ON DECEMBER ONE LAST RECORD COMPUTER CREDIT BUREAU OF  
LOS ANGELES, LOS ANGELES POLICE DEPARTMENT, LOS ANGELES  
SHERIFF'S OFFICE AND REGISTRAR OF VOTERS WERE REVIEWED AND  
NO RECORD IDENTIFIABLE WITH [REDACTED] LOCATED.

b6  
b7C

ON SAME DATE, RECORDS UCLA, CALIFORNIA STATE LOS ANGELES,  
SAN FERNANDO VALLY STATE COLLEGE, UNIVERSITY OF CALIFORNIA  
EXTENSION SERVICES, LOS ANGELES VALLEY COLLEGE, LOS ANGELES  
CITY COLLEGE AND LOS ANGELES TRADE AND TECHNICAL COLLEGE WERE  
CAUSED TO BE CHECKED WITH NEGATICE RESULTS. LOS ANGELES INDICES  
NEGATIVE.

END PAGE FOUR

b6  
b7C

LA 164-497

PAGE FIVE

RE INFO FURNISHED BY [REDACTED] TO NEW HAVEN  
DECEMBER ONE LAST.

b6  
b7C

ON DECEMBER TWO INSTANT, [REDACTED]

b6  
b7C  
b7D

[REDACTED]  
ADVISED MATTER REPORTED TO FBI IN EVENT REWARD OFFERED.

[REDACTED] STATED HAD NO PERSONAL KNOWLEDGE AND INFORMATION  
CAME FROM [REDACTED]

INSTANT DATE, [REDACTED]

ADVISED AS FOLLOWS:

ON NOVEMBER TWENTYEIGHT LAST, HE [REDACTED]

SAW ARTIST'S SKETCH OF HIJACKER ON TV. [REDACTED]

[REDACTED] LOOKED LIKE  
SKETCH ON TV. [REDACTED]

b6  
b7C  
b7D

[REDACTED] STATED HAS NO REASON TO BELIEVE [REDACTED] WAS  
HIJACKER AND DESCRIBED HIM AS WMA, BORN [REDACTED]

[REDACTED] AT [REDACTED] SIX FOOT ONE, ONE HUNDRED  
FIFTYFIVE POUNDS, HAIR [REDACTED] EYES UNKNOWN, SLIGHT  
BUILD, [REDACTED]

[REDACTED] EARS NOTICABLY PROTRUDING FROM HEAD.

END PAGE FIVE

DB Cooper 77-017

LA 164-497

PAGE SIX

[REDACTED] DESCRIBED AS [REDACTED]

b6  
b7C  
b7D

[REDACTED] TATTOOS UNKNOWN.

AFTER ABOVE INTERVIEW, ARTIST'S CONCEPTION OBSERVED  
BY [REDACTED], WHO ADVISED [REDACTED] DOES NOT APPEAR IDENTICAL  
TO SKETCH OF HIJACKER.

b6  
b7C  
b7D

ARREST RECORD LOS ANGELES POLICE DEPARTMENT NEGATIVE.

LOS ANGELES INDICES AND NCIC NEGATIVE RE [REDACTED]

b6  
b7C

- IN VIEW OF ABOVE, [REDACTED] NOT BEING CONSIDERED LOGICAL  
SUSPECT THIS MATTER.

RE LATIN SKY DIVING CLUB

ON DECEMBER ONE LAST, [REDACTED]

b6  
b7C

[REDACTED] ADVISED HE IS [REDACTED]

AND [REDACTED]

HE ADVISED LATIN SKY DIVING CLUB IS A GROUP THAT JUMPS  
FROM PERRIS AIRPORT AND ALSO AIRPORT AT ELSINORE, CALIFORNIA.

b6  
b7C

END PAGE SIX

DB Cooper-22308

LA 164-497

PAGE SEVEN

[REDACTED] AND THEIR  
TELEPHONE NUMBERS, WHO WERE MEMBERS OF CLUB. HE DESCRIBED  
CLUB MEMBERSHIP AS BETWEEN TEN AND TWENTY MOST FROM EAST  
LOS ANGELES AREA. [REDACTED] SAID DISCUSSION AMONG GROUP  
APPEARED TO BE NOTHING MORE THAN NORMAL INTEREST OF SKY  
DIVERS ABOUT CRIME WHERE HIJACKERS JUMP FROM AIRPLANE  
AND NONE OF CLUB MEMBERS HAD ACTED SUSPICIOUS SINCE HIJACKING.  
THIS CLUB DESCRIBED AS LOCAL IN NATURE AND NOT NATIONAL  
ORGANIZATION.

SEATTLE, AT [REDACTED] WASHINGTON, CONDUCT APPROPRIATE  
INVESTIGATION THROUGH LAST ADDRESS OF [REDACTED]

[REDACTED]  
TO LOCATE AND ESTABLISH WHEREABOUTS OF [REDACTED] DURING  
PERTINENT PERIOD.

LOS ANGELES AT [REDACTED] CALIFORNIA, WILL ASCERTAIN IF  
[REDACTED] KNOWN TO [REDACTED]  
[REDACTED] OR IF NAME MAINTAINED IN RECORDS PARACHUTE CLUB  
LOS ANGELES AREA.

AT EAST LOS ANGELES, WILL INTERVIEW [REDACTED]  
[REDACTED] FOR ALL INFORMATION  
CONCERNING MEMBERSHIP OF CLUB AND DISPLAY ARTIST CONCEPTION TO  
[REDACTED]

END

RECD. FOUR TELS DCA FBI SE HOLD

b6  
b7c

b6  
b7c

b6  
b7c

b6  
b7c

DB Cooper-22709

32

F B I

Date: 12/2/71

Transmit the following in \_\_\_\_\_  
(Type in plaintext or code)Via TELETYPE NITEL  
(Priority)

TO: SACS PHOENIX  
✓ SEATTLE  
WASHINGTON FIELD CHP

FROM: SAC, LOS ANGELES ((164-497))

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

RE BUARTEL TO ALL OFFICES, 11/29/71

RE SUSPECT [REDACTED] ALSO KNOWN AS (AKA) [REDACTED]

[REDACTED] ON DECEMBER ONE LAST, [REDACTED]

[REDACTED] TELEPHONICALLY ADVISED AS FOLLOWS:

ON NOVEMBER THIRTY LAST HE WAS IN CONTACT WITH ONE [REDACTED]

[REDACTED] ADVISED CI [REDACTED]

IN COMPANY OF [REDACTED]

[REDACTED]

crs/lme  
(1)

SE - 1033

PX - 114P

WF - 1119M

12/2/71 10:30 AM

Per [REDACTED]

Approved: WCG / [REDACTED]  
Special Agent in Charge

Sent: WF - 1119M

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

DB Cooper-22310

b6  
b7C  
b7D

b6  
b7C  
b7D

LA 164-497  
PAGE TWO

CI DESCRIBES [REDACTED]

b6  
b7C  
b7D

[REDACTED]  
CI STATES [REDACTED]

b6  
b7C  
b7D

LOS ANGELES INDICES CONTAIN NO RECORD IDENTIFIABLE WITH

[REDACTED] UNKNOWN TO CI.

b6  
b7C  
b7D

CI IS A SOURCE OF CONTINUING VALUE AND EXTREME CARE  
SHOULD BE TAKEN IN COVERING LEADS IN THIS MATTER TO PROTECT  
HIS IDENTITY.

PHOENIX AT NOGALES, MEXICO, ASCERTAIN IF [REDACTED]  
AKA WELL KNOWN AMONG CRIMINAL ELEMENTS IN NOGALES.

IF [REDACTED] ATTEMPT  
THROUGH ESTABLISHED SOURCES TO IDENTIFY ANY KNOWN ASSOCIATES  
[REDACTED] SAME GENERAL  
DESCRIPTION AS SUBJECT IN THIS MATTER. CONDUCT ALL LOGICAL  
INVESTIGATION IN AN ATTEMPT TO IDENTIFY INDIVIDUALS CROSSING  
BORDER INTO NOGALES, MEXICO [REDACTED]

b6  
b7C  
b7D

LA 164-497  
PAGE THREE

IMMEDIATELY INFORM SEATTLE AND WASHINGTON FIELD ALL  
AVAILABLE BACKGROUND REGARDING [REDACTED].

b6  
b7C  
b7D

WASHINGTON FIELD AT WASHINGTON, D.C., THROUGH ESTABLISHED  
SOURCES, ASCERTAIN SUBSCRIBER TO TELEPHONE NUMBER [REDACTED]

[REDACTED]  
b6  
b7C  
b7D

CONDUCT DISCRETE INVESTIGATION TO ASCERTAIN IF [REDACTED]

[REDACTED]  
b6  
b7C  
b7D

ADVISE SEATTLE AND PHOENIX RESULTS OF INVESTIGATION  
AND SET OUT APPROPRIATE LEADS IN AN EFFORT TO IDENTIFY PERSON  
REFERRED TO [REDACTED].

b6  
b7C  
b7D

LOS ANGELES WILL FOLLOW AND MAINTAIN CONTACT WITH [REDACTED]  
[REDACTED] AND IMMEDIATELY ADVISE OF ANY ADDITIONAL  
INFORMATION WHICH THAT SOURCE MAY BE ABLE TO DEVELOP.

NOTE: Hand print names legibly; handwriting satisfactory for remainder.

Indices:  Negative  See below

|                            |      |                                                                         |                                                                                                                                                 |            |       |                           |
|----------------------------|------|-------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|------------|-------|---------------------------|
| Subject's name and aliases |      |                                                                         | Character of case<br><b>Plane Hijacking</b>                                                                                                     |            |       |                           |
|                            |      |                                                                         | Complainant<br>[redacted]                                                                                                                       |            |       |                           |
|                            |      |                                                                         | Complaint received<br><input type="checkbox"/> Personal <input checked="" type="checkbox"/> Telephonic Date <b>11-26-71</b> Time <b>11-40am</b> |            |       |                           |
| Address of subject         |      |                                                                         | Complainant's address and telephone number<br>[redacted] [redacted]                                                                             |            |       |                           |
| Subject's Description      | Race | Sex<br><input type="checkbox"/> Male<br><input type="checkbox"/> Female | Height                                                                                                                                          | Hair       | Build | Birth date and Birthplace |
|                            | Age  | Weight                                                                  | Eyes                                                                                                                                            | Complexion |       |                           |
| Scars, marks or other data |      |                                                                         |                                                                                                                                                 |            |       |                           |

Facts of complaint

C advised he was reading newspaper regarding Seattle plane sky-jacking. He said in reading the article the man reminded him of a person that may be identical to the culprit. He said his info is based strictly on a "hunch." Info is as follows:

A number of years ago the C made acquaintance with one [redacted], a [redacted] who has since become an American citizen. C said he is a [redacted]. He knew [redacted] as being a [redacted]. He said [redacted] was [redacted] and at once time was attempting [redacted]

[redacted] He said [redacted] has been [redacted] for a number of years. He is associated with [redacted] all over the U.S. He believes [redacted] or the [redacted] being registered with F.A.A. who may be able to furnish last address for [redacted]

He described [redacted] as male, cauc., about 40-45 years, dark black hair, 5'11", 175 lbs., very muscular build.

C added perhaps [redacted] is not involved, however, [redacted] may be able to furnish info regarding suspect in that he is very familiar with sky-diving and may by chance recognize true suspect.

C doesn't know [redacted] location and present, and confided he has not seen [redacted] in a number of years; that the above is strictly a "hunch."

LEAD  
CONTINUE BY

Action Recommended  
[redacted]  
(Agent) [redacted]

164-497-1/2

SEARCHED INDEXED  
SERIALIZED FILED  
NOV 26 1971  
FBI - LOS ANGELES

DB Cooper 22310

b6  
b7C  
b7D

b6  
b7C  
b7D

b6  
b7C  
b7D

b6  
b7C

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/1/71

FROM : SA [redacted]

b6  
b7C

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

OO: Seattle

On 11/30/71. [redacted]

b6  
b7C

California, telephones [redacted] (office), and [redacted] (residence), advised that he has one individual who has been associated for a long time with the Latin Skydivers Club. [redacted] made available a handwritten card, nearly illegible, which appeared to bear the name and address of [redacted]  
[redacted], Rolling Heights, California.  
*POLAND*

[redacted] advised that [redacted] should be able to furnish information concerning officers and whether the Latin Skydivers Club is a local or national organization.

b6  
b7C

LEAD

LOS ANGELES

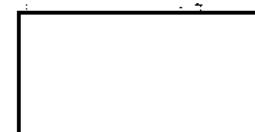
AT *POLAND* ROLLING HEIGHTS, CALIFORNIA: Locate and interview [redacted]

b6  
b7C

INFO FURNISHED  
Seattle 11/30/71  
Handling lead  
4 TT sent to Seattle 12/1/71

crs/kah  
(3)

164-497-43  
02-03-00  
O/S



b6  
b7C



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/3/71

FROM : SA [redacted]

b6  
b7C

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

OO: Seattle

SA [redacted] Seattle Division, telephonically advised this date that separate teletypes should be submitted for each suspect or phase in this matter to expedite administrative handling of communications in the Seattle Division.

b6  
b7C

1 - 164-497-Sub A  
1 - 164-497

crs/kah  
(2)

164-497-44  
B OMA

|            |   |     |
|------------|---|-----|
| [redacted] | 1 | ori |
|------------|---|-----|

b6  
b7C



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/1/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: NORJACK  
CAA -HIGHJACK

[redacted] telephone  
[redacted] advised December 2, 1971 that he is a [redacted]  
[redacted] working out of the Norwalk Branch,  
12720 Norwalk Blvd., Norwalk, California, telephone [redacted] He  
further advised that [redacted]  
[redacted]

b6  
b7C

[redacted] identified the Latin Sky Diving Club as a group  
that jumps from Perris Airport, and also the airport at Elsinore,  
California. The President of the club is a barber in [redacted] named  
[redacted] TELEPHONE [redacted] resides at [redacted]  
[redacted] Rowland Heights, California, telephone [redacted]

[redacted] described the members of the club as experienced  
sky divers who were jumping at Perris Airport [redacted]  
[redacted] The only members of the club he was familiar  
with besides [redacted] were [redacted] age 30-35; telephone [redacted]  
[redacted] age 28030, telephone [redacted] /telephone  
number not known; [redacted] age 27-28, telephone [redacted]  
[redacted] did not know the addresses of any of the above 4 club members.

b6  
b7C

There has been considerable discussion among the club members  
about the highjacking of the Northwest Airlines plane on November 24,  
1971. [redacted] said this discussion appeared to be nothing more than  
normal interest of sky divers about a crime in which the highjacker  
jumped from an airplane. He said none of the club members had acted  
suspicious since the highjacking and he did not recall any of the  
club being absent from recent jumps. He stated that the club numbers  
about 10-20 members and most of them appear to be from the [redacted] area.  
[redacted] had no records concerning the club, and said [redacted] would be  
the one to contact for any additional information.

(2)

JOS/jos

164-497-45

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| DEC 1 1971        |         |
| FBI - LOS ANGELES |         |
| ELES              | CRS     |
| [redacted]        |         |

b6  
b7C



b6  
b7C

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/30/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK

On 11/30/71, SA [redacted] Riverside  
Resident Agency, telephonically advised the writer as follows:

b6  
b7C

[redacted] Hemet, California Police  
Department, was interviewed and advised no record identifiable  
with [redacted] could be located and [redacted] is unknown to officers  
of the Hemet Police Department.

On the same date, [redacted]  
[redacted] located at the [redacted]  
California, advised that [redacted] is the  
only operator currently located at the airport. [redacted]  
stated he has been at [redacted] Airport for [redacted]  
and has not known anyone identifiable with [redacted]. Also  
interviewed were [redacted] an employee at the airport for  
[redacted] and [redacted] an employee since [redacted]  
and neither recalled anyone identifiable with [redacted]

b6  
b7C

[redacted] advised the last outfit associated with sport-  
jumping at this airport was called Parachutes, Inc. This group  
had discontinued operations in 1962 or 1963 and is believed  
by [redacted] to be currently operating in Orange, Massachusetts.

b6  
b7C

Franklin County  
Warwick  
No Deorange, MA 02740

crs/kah  
(B) [initials]

164-497-46

|                   |         |
|-------------------|---------|
| SEARCHED          | INDEXED |
| SERIALIZED        | FILED   |
| NOV 30 1971       |         |
| FBI - LOS ANGELES |         |



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 11/29/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: UNSUB;  
HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NUMBER 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK

OO: SEATTLE

At 11:30 a.m., 11/29/71, [redacted]  
[redacted], San Gabriel, California, telephone [redacted]

b6  
b7C

[redacted] telephonically contacted the writer. He advised that approximately three or four months ago he advertised for sale a dark blue two-door hardtop, [redacted] California license [redacted]. An individual purchased this car for the amount of [redacted] and gave him a check, which was returned marked account closed. The imprinted name on the check was [redacted]

[redacted] Sacramento, California, telephone [redacted]

[redacted] was a pilot, discussed flying, and this individual indicated that he was a skydiver and had done a lot of parachuting. In addition, he inquired as to whether the [redacted] as he spent a great deal of time riding his horse in the woods.

b6  
b7C

[redacted] stated that this individual was lefthanded and fit the description set forth in the newspapers and over the radio of the hijacker who extorted \$200,000 from Northwest Orient Airlines. [redacted] also stated that he sent a letter to [redacted] in Sacramento to try and get his [redacted] for the check that had been returned and it was returned to him marked "Moved - no forwarding address". [redacted] stated he would make both the letter and check available to an Agent, but indicated that he would prefer to be contacted first by phone to make sure that he is home.

b6  
b7C

Sec Pac NAT'L, [redacted]

SACRAMENTO, CALIF. 164-497-47

FLB:kah  
(3) [redacted]

BOY CALLED HIM "DODHAS CHECK AVAILABLE  
[redacted] YEARS.  
TOOK CHECK TO  
Alhambra, BROK  
SRNG.

WRITES WITH FELT  
REMOVED  
BOY HAD WOMAN,  
GROWN, PREGNANT  
[redacted]



5010-108

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

CRS DB Cooper-22318

UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LA (164-497)

DATE: 12/2/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: HIJACKING NW0 A/L  
Flt 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA - HIJACK

Re: [redacted]

On 11/30/71 [redacted], a [redacted]  
[redacted] and who is WM, born [redacted]  
in [redacted] advised as follows:

b6  
b7C  
b7D

He resides in a rooming house at [redacted]  
LA, tel [redacted] and his landlady is [redacted]

On 11/3/71, [redacted] for [redacted] and said  
he would [redacted] He returned about the [redacted]  
[redacted] and said he had to [redacted]

b6  
b7C  
b7D

On 11/23/71, [redacted] returned and [redacted]  
[redacted] and said he would [redacted]  
[redacted] as he was going to Oregon to [redacted]

b6  
b7C  
b7D

[redacted] surreptitiously obtained from his landlady's  
address book the following information furnished [redacted] when  
he rented the room: Name [redacted] In case of emergency notify  
[redacted] Glendale, [redacted] [redacted]  
Woodland Hills, Cal Employed Norris Industry 8-7111 4-12 PM.

[redacted] had one fleeting glimpse of [redacted] and described [redacted] b6  
him as WM, middle aged, good physical condition, well tanned, medium b7C  
height and build, greying at temples. clothing left included b7D  
civilian and military clothing. [redacted] furnished a tracing he made  
of the information in [redacted] address book and it is exhibited.

On 12/1/71, composite drawing of Unsub was shown to  
[redacted] who stated [redacted] does not resemble in any way the composite b6  
He said [redacted] face is much rounder. b7C  
b7D

No further investigation to be conducted. *As* *Ch*

*CHS*



UNITED STATES GOVERNMENT

# Memorandum

TO : SAC, LOS ANGELES (164-497)

DATE: 12/2/71

FROM : SA [redacted]

b6  
b7C

SUBJECT: HIJACKING OF NORTHWEST ORIENT AIRLINES  
FLIGHT NO. 305  
PORTLAND TO SEATTLE  
11/24/71  
CAA-HIJACK

Re SA [redacted] FD10 dated 11/29/71.

RE: [redacted]

b6  
b7C

On 11/30/71, [redacted] San Gabriel, Cal.. advised that on 8/10/71 he sold an automobile to [redacted] Sacramento, Cal. [redacted] had appeared at [redacted] residence in response to [redacted] newspaper advertisement about the car.

In their only meeting, [redacted] in casual conversation mentioned he is a skydiver and spent much time riding his horse in the woods. [redacted] was accompanied by his [redacted] year old wife and [redacted] b6  
[redacted] year old son, names unknown to [redacted] b7C

[redacted] read of hijacking in press and believed [redacted] description similar to that of Unsub. He described [redacted] as WM, [redacted] years, 6', 170 lbs., dark eyes, full head of bushy black naturally curly hair, olive complexion, who stated he did not smoke when [redacted] offered him a cigarette.

Composite drawing of Unsub shown to [redacted] who stated there was only very slight similarity around chin and that [redacted] hairline and hair style completely different from Unsub. [redacted] strongly urged [redacted] be located and interviewed about hijacking. Additional questioning revealed [redacted] paid [redacted] cash for car and [redacted] check on a Sacramento bank and that check returned marked "Account closed." [redacted] registered letter to [redacted] address returned as undeliverable. [redacted] admitted hope that FBI would locate [redacted] and furnish his address to [redacted] so [redacted] FENWICK could contact [redacted] about the check.

b6  
b7C

b6  
b7C

Inasmuch as [redacted] stated [redacted] hairline and hair style completely different from Unsub, and because [redacted] said he did not smoke, and because [redacted] made no identification from [redacted] further investigation in [redacted] does not appear feasible. *Arrested when [redacted]*

COPY OF CHECK EXHIBITED

(1)

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

DB Cooper-22320

MR499 WA CODE

3:29AM 12-4-71 DCW

3:57AM 12-4-71

URGENT 12-3-71 394

TO DIRECTOR

ALEXANDRIA (MAIL)

BUTTE

LOS ANGELES

MINNEAPOLIS (MAIL)

NEWARK

NORFOLK (MAIL)

PHOENIX (MAIL)

RICHMOND (MAIL)

SAN DIEGO

SAN FRANCISCO

SEATTLE

ALL OFFICES VIA WASHINGTON

FROM WASHINGTON FIELD (164-169) (SEVENTEEN PAGES)

RECV'D; NORTHWEST AIRLINES FLIGHT THREE ZERO FIVE,  
PORTLAND TO SEATTLE, NOVEMBER TWENTY FOUR LAST; CAA -  
HIJACKING; EXTORTION, OO:SE.

RE PHOENIX MTEL TO SEATTLE NOVEMBER TWENTY NINE  
LAST; SEATTLE TELETYPE TO BUREAU AND WFO DECEMBER ONE LAST;  
SAN FRANCISCO TELETYPE TO SEATTLE AND WFO DECEMBER TWO LAST;  
LOS ANGELES MTEL TO PHOENIX, SEATTLE, AND WFO DECEMBER  
TWO, LAST; WFO TELEPHONE CALL TO LOS ANGELES DECEMBER THREE  
INSTANT; NEWARK TELETYPE TO BUREAU AND OTHERS DECEMBER  
INSTANT. DB-Cooper-22321 12/4/71 2:40 PM Date Initials

164-169-5

|               |         |
|---------------|---------|
| SEARCHED      | INDEXED |
| SERIALIZED    | FILED   |
| DEC 4 1971    |         |
| FBI - SEATTLE |         |

b6  
b7c