

By Allen Nacheman
Portland, Ore. —AP—
Two years after parachuting from a Northwest Airlines jet with \$200,000 in ransom money, the plane hijacker known as Dan Cooper remains a folk hero and a mystery.

He is, according to the US Department of Transportation, the only person ever to hijack a domestic airliner who has not been killed or brought to justice. He may be dead, but...

"We really 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.

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.

Handed a note

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.

He wanted 10,000 twenty dollar 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 FBI agents complied 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.

Light flashes again

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, Wash.

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 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 temperature 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, Cooper 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?" T-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 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.

No evidence

"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

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Hijack

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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.

Is he convinced Cooper is dead?

"No. The terrain is just too rugged... to be thoroughly searched. And there is still the possibility he may have landed in Lake Merwin, which is 30 miles long, a mile wide and too deep to drag or be searched by divers.

"We are keeping an open mind for lack of evidence either way — that he is dead or alive. We are still working as hard on the case now as we were two years ago."

(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.)

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\$20 FEDERAL RESERVE NOTE

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F03 941 648A 63A	E13 712 583B 63A	E31 372 302A 69	E43 113 062A 69	E71 036 062A 63A
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F04 184 208B 63A	E16 566 465A 69	E31 624 221A 69	E43 334 857A 69	E73 282 486A 63A
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F07 706 901A 69	E20 202 193B 63A	F37 754 339A 69	E53 581 292A 63A	E86 282 110A 63A
F07 822 536A 69	E21 035 453A 69	E38 034 263A 69	E54 047 389A 69	E87 064 803A 63A
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F12	774	458A	69
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F13	588	130A	63A
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F23	146	096A	63A
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F24	574	798A	63A
F26	669	340A	63A
F27	053	840A	63A
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F39	999	913A	63A
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F46	681	255A	63A
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G10	529	8614	63A
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G12	783	2938	63A
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G21	634	5428	63A	
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(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 jetliner 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 barmaid 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
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☒ Being Investigated

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G91 708 922A 69	H05 079 821A 69	H31 638 739A 63A	101 762 897A 63A	104 193 212A 69
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G91 771 367A 69	H06 759 044A 69	H31 797 106A 63A	101 766 577A 63A	104 195 489A 63A
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G94 029 000A 63A	H07 874 862A 69	H32 995 513A 63A	101 825 853A 63A	104 228 185A 69
G94 035 467A 69	H09 621 989A 69	H33 015 988A 63A	101 845 012A 63A	104 243 015A 63A
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G95 915 584A 63A	H17 607 184A 63A	H36 105 593A 63A	102 442 844A 69	104 316 237A 69
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G97 385 723A 63A	H19 009 354A 63A	H36 444 376A 63A	102 614 607A 69	104 339 882A 63A
G97 515 617A 69	H20 650 312A 63A	H36 859 831A 63A	102 632 693A 69	104 341 695A 63A
G97 538 540A 63A	H21 055 401A 63A	H36 977 125A 63A	102 701 310A 69	104 343 090A 63A
G97 668 371A 69	H21 338 233A 63A	H37 628 760A 63A	102 716 298A 69	104 348 499A 63A
G97 700 359A 69	H21 450 570A 63A	H37 737 807A 63A	102 728 588A 69	104 351 161A 63A
G97 763 896A 69	H22 576 951A 63A	H39 693 833A 50A	102 740 094A 69	104 356 439A 69
G97 833 462A 69	H22 690 630A 63A	H86 243 835A 50C	102 806 613A 69	104 357 094A 69
G97 878 337A 63A	H22 725 052A 63A	100 039 231A 69	102 868 765A 69	104 357 399A 63A
G97 896 599A 69	H23 641 085A 63A	100 062 530* 63A	102 914 662A 69	104 362 058A 63A
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(Mount Clipping in Space Below)

Skyjacked \$20 Report May Be Secret

By ROLLA J. CRICK
Journal Staff Writer

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

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

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

Here is how to use the plan:

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

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

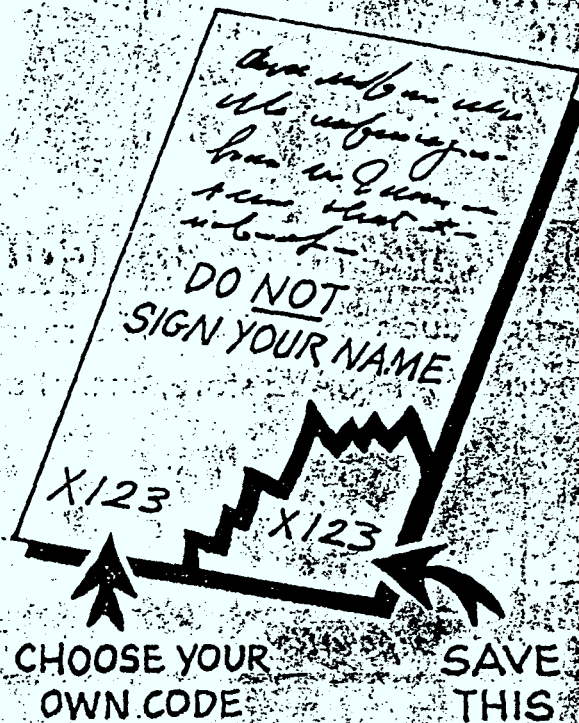
numbers and letters.

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

The Journal will forward

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

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



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

1 THE OREGON JOURNAL
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☒ Being Investigated

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)

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
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\$20 FEDERAL RESERVE NOTE

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101 654 044A 69	101 805 291A 69	102 719 696B 63A	104 034 998A 69	105 623 827A 63A
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101 659 505A 69	101 809 466A 69	102 729 123A 63	104 136 834A 69	105 629 713A 69
101 660 214A 69	101 829 300A 65	102 792 549B 63A	104 177 697A 63	105 645 885B 63A
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101 696 337A 69	101 884 799A 69	102 973 263* 69	104 495 237A 69	105 822 929A 69
101 706 546A 69	101 909 027A 69	102 994 604A 69	104 505 390A 69	105 826 954A 69
101 708 014A 69	101 909 673A 69	103 064 436A 69	104 527 804A 69	105 837 633A 69
101 715 067A 69	101 911 384A 69	103 071 077B 63A	104 534 857A 69	105 843 937A 63
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101 726 871A 69	101 943 823A 69	103 091 946A 69	104 738 679A 69	105 909 840A 69
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101 741 600A 69	102 226 038B 63A	103 252 347B 63A	105 024 850A 69	106 459 015A 69
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101 744 352A 69	102 235 862A 69	103 319 408A 69	105 067 881B 63A	106 503 388A 69
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101 769 073A 69	102 436 473A 69	103 470 023B 63A	105 225 404* 63A	106 774 907* 63A
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101 781 757A 69	102 527 459A 69	103 610 985A 69	105 264 461* 63A	106 819 243A 69
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101 798 210A 69	102 620 075B 63A	103 864 316A 69	105 555 437B 63A	107 071 980* 63A
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L07 129 525A 63A	L08 091 623A 69	L08 960 024A 63A	L09 761 313B 63A	L10 918 550A 69
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L07 165 711A 63A	L08 096 399A 63A	L09 005 759A 63A	L09 775 369A 63A	L10 947 190A 69
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L07 281 442A 69	L08 160 463A 63A	L09 049 563A 63A	L09 783 152B 63A	L11 110 771A 63A
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L07 597 609B 63A	L08 504 657A 63A	L09 354 185A 69	L10 073 090A 69	L11 836 274A 69
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L07 730 532A 69	L08 575 263A 63A	L09 433 792A 69	L10 270 932A 69	L11 991 431A 69
L07 735 302B 63A	L08 579 767A 63A	L09 439 088A 69	L10 304 576A 69	L12 0

(Mount Clipping in Space Below)

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



Have You Seen Him?

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

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

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

1 THE OREGON JOURNAL
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301A HFR 11-24

S24D.B. 11-18

ADV FOR SUNDAY, NOV. 24

A THREE-YEAR-OLD QUESTION:

WHERE IS D.B. COOPER?

BY B.J. MCFARLAND

PORTLAND, ORE. (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 DEBARK, 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."

WASHINGTON CAPITAL NEWS SERVICE

164-2111

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Perfect Crime Fans

Count the Years: 1, 2, 3...

By B. J. McFARLAND

United Press International

AROUND this time of year in the Pacific Northwest, thoughts turn to the mystery of 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, 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.

Got What He Wanted

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 debark, he ordered the crew to fly the 727 to Reno, following a course down the western sector of Washington and Oregon before cutting across the mountains on a direct flight to Reno. Somewhere en route, he bailed out from the tail exit.

No trace of Cooper, or the money ever was found.

Cooper's foray 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 is still looking for him.

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



Police sketch of Cooper.

"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 following an exhaustive search by the FBI and Army troops from Fort Lewis, Wash.

Things Changed Forever

The rash of skyjackings that followed brought multiple changes for the air traveler, the major one being search of luggage and persons. The electronic surveillance has produced an arsenal of weapons and explosives.

The Federal Aviation Administration reports that, during the first nine months of this year, 65,300 dangerous items were seized at airport security checkpoints in the United States. The total included 1,657 guns, 12,638 explosive devices and 21,221 knives.

While skyjackings no longer are commonplace, the FAA says the danger always exists, and because of it security checks likely are to continue as a permanent part of air travel.

The Washington Post _____
 Washington Star-News _____
 Daily News (New York) 93
 The New York Times _____
 The Wall Street Journal _____
 The National Observer _____
 The Los Angeles Times _____

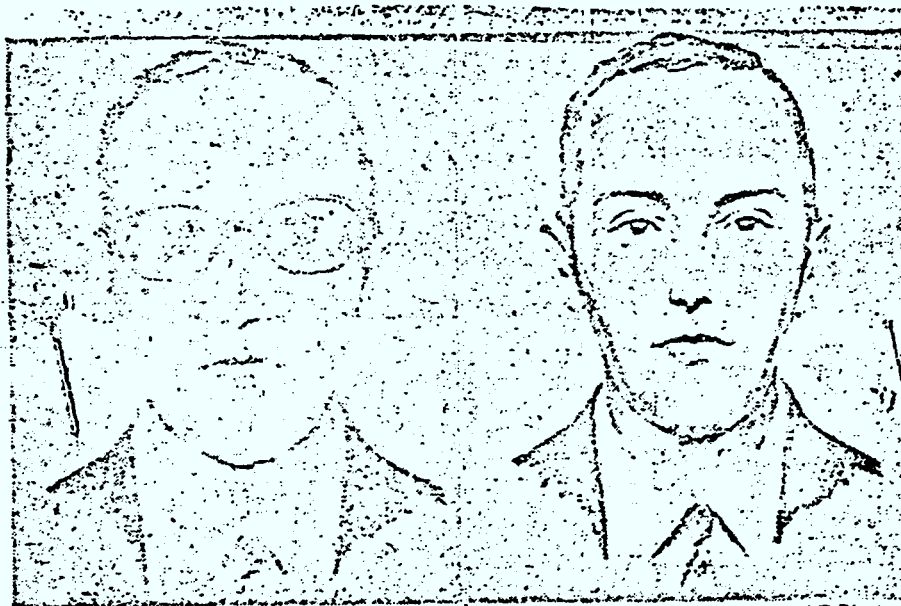
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(Mount Clipping in Space Below)

Is hijacker Dan Cooper alive and wealthy? Or dead in chu



—AP Photos

These are composite sketches of hijacker Dan Cooper, based on recollections of the passengers and crew on the plane from which he escaped with \$200,000.

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

THE MILWAUKEE
JOURNAL

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BUR 164-2111 SE 164-81

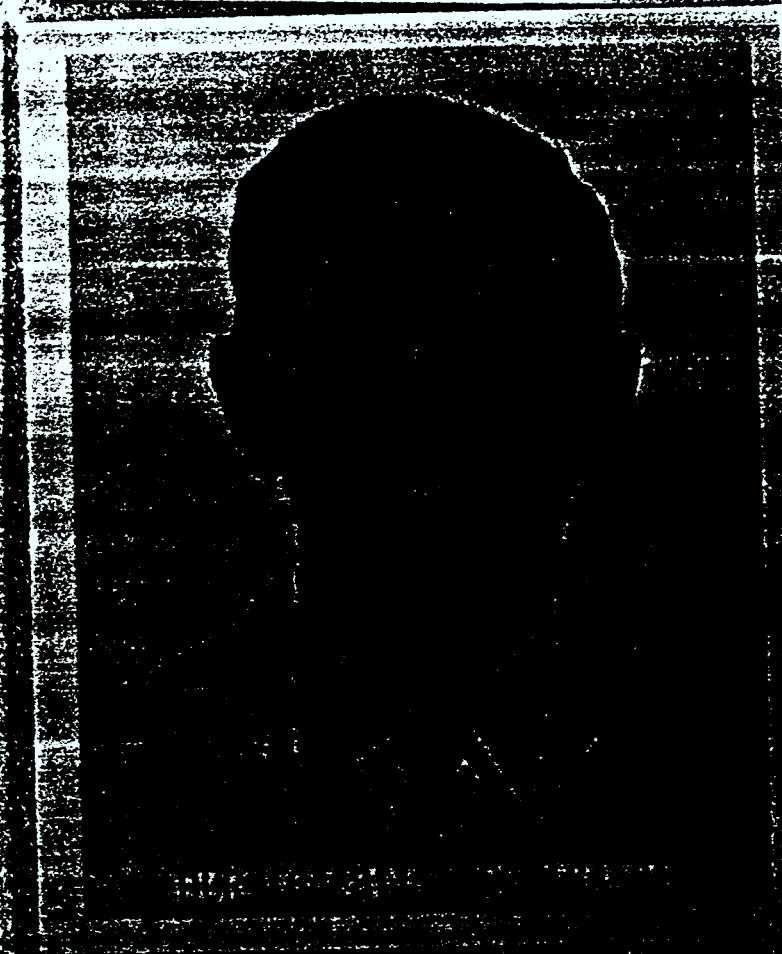
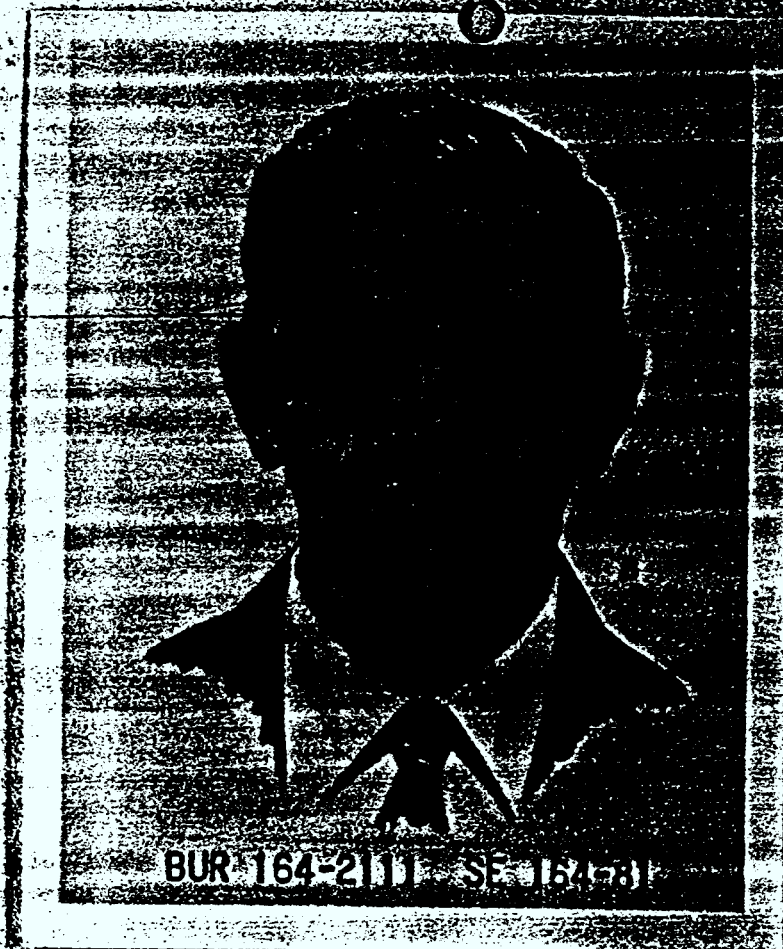


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BUR 164-2111 11-27-71



IN THE UNITED STATES DISTRICT COURT
FOR THE DISTRICT OF OREGON

UNITED STATES OF AMERICA,

Plaintiff,

v.

JOHN DOE, also known as
DAN COOPER, and more
particularly described
below,

Defendant.

CR 76-_____

I N D I C T M E N T

(49 U.S.C. §1301(15) and (34),
§1472(i) and 18 U.S.C. §1951)

THE GRAND JURY CHARGES:

COUNT I

On or about the 24th day of November, 1971, in the District
of Oregon, JOHN DOE, also known as DAN COOPER, a male Caucasian, age
mid-Forties; height 5'10"-6'; weight 170-180 lbs.; physical build aver-
age to well built; complexion olive, medium smooth; hair dark brown or
black, parted on left, combed back, of greasy appearance; sideburns at
low ear level; eyes brown or dark; voice low without particular accent
using an intelligent vocabulary; and a heavy smoker of cigarettes,
defendant, did knowingly commit and attempt to commit aircraft piracy.

within the special aircraft jurisdiction of the United States by seizing and exercising control by force and violence and by threats of force and violence and with wrongful intent, of a civil aircraft of the United States while such aircraft was in flight, that is, a civil aircraft then being operated by Northwest Orient Airlines as Flight No. 305 between Portland, Oregon, in the District of Oregon, and Seattle-Tacoma International Airport in the Western District of Washington, all in violation of Section 902(i) of the Federal Aviation Act of 1958, 49 U.S.C. §1301(15) and (34) and §1472(i).

COUNT II

On or about the 24th day of November, 1971, in the District of Oregon, JOHN DOE, also known as DAN COOPER, a male Caucasian, age mid-Forties; height 5'10"-6'; weight 170-180 lbs.; physical build average to well built; complexion olive, medium smooth; hair dark brown or black, parted on left, combed back, of greasy appearance; sideburns at low ear level; eyes brown or dark; voice low without particular accent; using an intelligent vocabulary; and a heavy smoker of cigarettes, defendant, did knowingly and wilfully attempt to obstruct, delay and affect commerce and the movement of articles and commodities in commerce, that is, a Boeing 727 three engine jet airliner, aircraft passengers, their baggage, freight and U.S. Mail, known as and included within Northwest Orient Airlines Flight No. 305 between Portland, Oregon, in the District of Oregon, and Seattle-Tacoma International Airport in the Western District of Washington, by extortion, that is to say, defendant attempted to obtain and did obtain the sum of \$200,000 in the form of United States currency from and with the consent of

Northwest Orient Airlines, such consent induced by a wrongful use of actual and threatened force, violence and fear in that defendant did, while on board the aircraft, display to members of the aircraft crew a device claimed by defendant to be a bomb coupled with defendant's demand that the sum of \$200,000 be delivered to him in order to assure the continued safety of the aircraft and its contents, all in violation of 18 U.S.C. §1951.

Dated this _____ day of November, 1976.

A TRUE BILL.

Foreman.

SIDNEY I. LEZAK
United States Attorney
District of Oregon

JACK G. COLLINS
First Assistant United States Attorney