

SEATTLE APPROACH CONTROL/NWA-305
NOVEMBER 24, 1971

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 2315 Greenwich November 24, 1971 to approximately 0011 Greenwich November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording. These communications were recorded on 119.5 MHz during the period NW Flight 305 was in communications with Seattle Approach Control. Time Period: 3:15 PM to 4:11 PM, PST.

Pilot (P): Northwest (NW) 305 descending 8.

Control (C): Northwest 305. Approach Control. .

continue present heading (unintel).

P. (Unintel).

C. Seattle Approach, . please enter at 418, Level

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P. Is there 418 approach to ident.? Flight 8340.

C. Yeah, there's one 47 turned up. 070.

C. NW 305, descend to 6,000. Turn left 340.

P. 340, I'll take to 6,000.

C. That's good.

C. NW 305, turn left 320.

P. Left 320,305.

C. Use 418, turn right 1305 miles from marker.

Clear now 16 left approach tower. 1.99.

P. (Unintel) 150 knots.

C. That's good. No, 305, reduce air speed to 200.

P. Verify 200.

C. Okay, that's good.

P. Approach 418. How far is the 747 in front of us?

C. Five miles.

P. Thank you.

P. (Unintel)

P. Ah. .Seattle Approach, NW 305. .

C. NW 305. .Go ahead.

P. Okay, we've got a bit of a problem up here.

We'd like to, .ah. . .have you give us some holding instructions or something where we can go out in a holding pattern where we're not going to be involved in your traffic. .ah. .

C. NW 305, turn left heading 300, verify altitude now.

P. Ah. .We'll level at 6,000 feet. We're turning left at 300.

C. Maintain (unintel) 300 heading.

P. Yeah, the 499 turned left (unintel).

C. NW 305, ah, we'll switch you to low power interception to hold on Seattle 307 radio at low fall, maintaining 6,000.

P. Okay, we'll clear the hold on the 307 degree radio. I'll let ah. .low fall interception on NW 305.

C. That's correct. Maintain 6,000. Intercept 307 setting.

P. Okay (Unintel).

P. NW 305's at low fall honoring hold at 6,000.

C. (Unintel).

P. Approach from NW 305. We find that your low fall interception's going to put us into ah. . .some overcast and some icing conditions here. We'd like to hold. . .ah. . .if we could hold at about. .ah. .20 PME 15-20. .something like that if that is not going to be in your approach pattern. We'd appreciate that.

P. NW 305. Should we start to climb a little higher also?

C. NW 305, turn left heading 130 and then you can talk about that altitude later.

P. Okay, we'd just as soon stay 6, if we can if it's smooth.

C. Okay, fine.

P. Seattle Approach. NW 305. We're still at 6 and. .ah. .we're about 22 PME out on 307 radio. Or ah, we'll be pulling back on the 307. Ah. .we could just find ourselves a place to hold out here somewhere in the 20 PME range would be okay. Looks like it'll keep us in the clear and smooth.

C. Okay, fine. If you want to hold on the 307 radio between 15 and 25 PME would be fine.

P. Okay, we'll. .ah. .we'll do that.

C. NW 305. Say altitude.

C. NW 305, verify altitude at 6,000.

P. Verified at 6.

C. Did you call 305.

P. 305. Negative.

P. Approach, NW 305, ah. .a little rain up over here. We'd like to hold it at about. .ah. .turn back on the radio now and go out to about, oh, 30 would be a little better.

C. It'll be okay.

P. NW 305. Seattle Approach. Roger.

C. NW 305, verify you're still at 6,000 please.

P. Holding at 6,000.

P. I don't know, I think it's free. .free to call us. .ah. .nobody's giving us any trouble up here. He's in the back.

C. We won't bother you unless we absolutely need to.

C. NW 305. Approach. Are you ah. . .in (unintel) conditions or what are your flight conditions now?

P. Well, we're ah. .we'll be up higher. .ah. . we're just about. .looks like the scattered layout here is about 5 to 55 variable.

C. Okay, if you get too far beyond low fall, it will be necessary to go up a little higher than 6,000 for a minimum terrain (unintel).

P. Okay fine. We. .ah. .plan not to take it

beyond low fall here, we get little bumps once in awhile.

This ends Reel #1 of the re-recording. Time at this point is approximately 0011 Greenwich.

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Time Period: 4:11 P.M. to 5:05 P.M., PST

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0011 Greenwich, November (24), 1971, to approximately 0105 Greenwich, November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording.

CONTROL: Northwest 305 Seattle approach, climb your turns to the right, this holding power if at all possible.

CONTROL: Northwest 305 traffic at twelve o'clock four miles southbound (unintelligible) slope.

Do you want to be bothered with this traffic advisor or would you rather skip it.

PILOT: No, that's fine. I've got visibility here. About good as (a daisy?).

CONTROL: It's eleven o'clock about three miles now, just don't fly on the slope.

CONTROL: Northwest 305 previous traffic no longer effective.

This ends the recorded reel number 2. Time at this point is approximately 0105 Greenwich. These communications were recorded on 119.5 megahertz during the period Northwest Airlines Flight 305 was in communication with Seattle approach control.

Time Period: 5:05 P.M. to 5:59 P.M., PST

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0105 Greenwich November 24, 1971, to approximately 0159 Greenwich, November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify that this is a true copy of the original recording.

CONTROL (C): Northwest 305 traffic twelve to one o'clock five miles northbound Western 720 out at 6,000 descending.

C: Northwest 305 traffic at one o'clock, six miles northbound Air Force CL 41 at 5,000 enroute to Paine.

PILOT (P): Northwest Air 305 roger, we've got some lights on for them, we're looking, we don't see them.

C: Seattle approach Northwest 305 put your (altimeter?) setting down and out.

P: (altimeter?) 2991.

C: 91, thank you.

P: Seattle approach Northwest 305, we're ready to make our approach now and understand that... oh, we're standing by for approach (unintelligible).

C: Okay Northwest 305, would you have any objection to a right turn from your present position back on

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a base light with a turn on at about 16 miles.

P: That should not present any problem and we understand we'll be landing at 1608. Is that correct.

C: Correct. 16 right this'll be an ILS approach to the left and change over to land 16 right. Turn right heading 360. Maintain 6,000. I'll have a low altitude for you in just a moment.

P: I understand turning right to heading at 360 and maintaining 6. 305, and, okay.

C: Northwest 305 descend and maintain 4,000.

P: Northwest 305 out of 6 to 4.

C: Northwest 305 continue right to heading 070.

P: My times 070 and I'll approach 305.

C: Northwest 305 descend and maintain 3,000.

P: Okay, we're out of 5 thou we're descending to 3.

C: Alright.

C: Northwest 305 traffic at eleven o'clock, two miles southbound slow.

P: Northwest 305, no contact

C: Roger

C: Northwest 305, turn right heading 110.

P: Right turn 110, Northwest 305. We're out of 3,500.

C: You'll be intercepting final about 7 miles north of park.

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P: Understand.

C: That slow moving traffic southbound for 305 at twelve o'clock a mile, turn right heading 130, 9 miles from park, cleared for (the islands?). 16 left approach tower, park 119.

P: (unintell) 16 left approach, 130 on the heading. Negative contact traffic and 119.9 at park. Northwest 305.

C: Correct.

C: Northwest 305 is by the traffic now no longer effective.

P: Northwest 305, thank you.

C: Northwest 305, traffic at eleven o'clock, four miles northwest bound. Looks like possibly a light aircraft in the pattern east in Boeing on the down north first south landing.

P: Northwest 305, roger, we don't see him at the present.

C: Disregard that traffic, it's a skywatch airplane over the freeway, traffic slicer.

P: Understand.

This ends communications with Seattle approach control on 119.5 megahertz. The time at this point is approximately 0141 Greenwich.

The following recorded communications are between Northwest Airlines Flight 305 and the Seattle-Tacoma Tower. These communications were conducted on 119.9 megahertz and commence at approximately 0140 Greenwich time.

P(?): Seattle tower and approach. 305 is (unintell) and we'll break it off now for the right one.

C: (Unintell) 305 Seattle-Tacoma Tower 1196 of 8, ready to land when 130 degrees at 8 and then plan on keeping out on the runway if you wish. If you want some light we can turn the high intensity runway lights up after you land and they're pretty bright.

P: Okay, that'll be okay, we'll pick the lights as they are right now and will advise after we land. But we'll stay on the runway now.

C: (Unintell)

P: (Unintell)

P(?): Okay, you can turn the lights up if you like. Slowly, okay?

C(?): What do you think?

C: Northwest 305 ground control 121.7.

P: 1217, okay. Thanks for the help.

This ends communications with Seattle-Tacoma Tower on 119.9 megahertz. The time at this point is approximately 0143 Greenwich time.

The following recorded communications are between Northwest Airlines Flight 305 and Seattle-Tacoma Tower ground control position. These communications were conducted on 121.7 megahertz and commence at approximately 0143 Greenwich time.

P: 1217. Okay, thanks for the help.

P: Northwest 305 is on 1217.

C: 305 roger. Until the end the vehicles on the left and they'll start out as you return.

GROUND CONTROL (GC): 305, this is (A1?). Can you get (unintell). If you want to stay on the runway that's fine with us, we'll just (unintell).

P: Okay, we might pull off to the right side just a little bit of the runway, we'll stay out of there and we'll, ah we'll...

GC(?): You can stay there for just a half, for just a moment until we (get court made?) with our friend in the back. (Unintell).

P: Okay, thank you.

GC: 305, that runway is closed now, it's yours, if you want to stay on the runway.

P: Thank you.

GC: 305, do you want the runway lights on bright?

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P: Yeh, yeh it probably would be better. You could probably turn them down a step or two.

P: Okay, Al can you hear me?

GC: Yes sir.

P: Okay, he at the present time is in the lavatory and apparently desires to stay there at the present time. We have the aircraft shut down and we have the APU on and we ask that the fuel truck come out first and initiate fueling.

GC: Are you sure you want (unintell) or you want the fuel truck only?

P: (Unintell) we'll stand by to get the next word from him.

GC: And I'll stay right here. I'll go back and get the fuel truck started.

P: Okay, fine. You're on the first vehicle, is that correct?

GC: Yes sir, they have a portable radio and a dialer here and we can answer your questions if you have any.

P: Okay, fine. Okay, be sure to get the fuel out here right now.

P: Are you there, Al, or whomever?

GC: (Unintell)

P: Okay, now you can send the air stair, or the stair

truck up and pull it up into position and we'll initiate the door and so forth and advise the individuals not to get out of the vehicle.

GC: Okay, is it okay if I positioned it at your (unintell) position or do you want it out here?

P: Oh, that's fine. You can bring it up.

GC: Okay, I'll have to get out of the vehicle to get the pack out of the (truck, the chutes that we took?).

P: Okay, please wait until we request that you do so.

GC: Yup. I know (unintell).

P: Okay, we'll wait for the stairs now.

GC: Okay, we're bringing the stairs up now.

P: Understand

C: We're going to position (unintell).

P(?): Okay.

C: I've already got 305 parked, 337.

GC: 305, this is Al.

P: Go ahead Al.

GC: These passengers are coming off (to do refueling, right??)

P: The passengers will begin coming off the aircraft right now, Al, and after they have completely... I might suggest that you come out of the automobile

now if you will and direct the passengers to gather behind the automobile where they have been so directed to go, just to make sure that they all stand clear and as far back as possible.

GC: Okay, I'll get them all behind the automobile and, you're going to leave them all off now or...

P: At the affirmative and, we're going to try to allow him to let the girls go, but we're going to work on that later. Right now, we're just allowing the passengers to come off. Once they have all gotten off the aircraft, we'll get the chutes.

GC: You know, I got the maps here and I have a deal from Boeing on how to jump out of that thing if you have to get out, if somebody wants to get out.

P: They understand in the back now that the passengers will be deplaned first, then (Peg, a stewardess?) will come down and begin picking the chutes up one at a time and she'll direct you once she gets down there. He will not allow anyone else but her to bring the chutes on. She will make four trips. He understands that, this is his request.

GC: Yeh, but one thing I want to say now is I have the chutes in the trunk of this car and I'll go ahead and open up the trunk of the car.

P: Okay, we've got a lot of conversation going on here.

GC(?): So long.

P: Al, we've got to have somebody at the bottom of the steps. We've had a passenger who just came back up the aircraft. Please come to the bottom of the steps and monitor the unloading of the passengers.

GC: Repeat (did not read that?)

P: Alright. Is this Al?

GC: Yeh.

P: Okay, please go stand by the bottom of the stairs and secure that area. We just had a passenger that came back up the steps because he forgot a bag. We just had to literally push him back off the steps.

P: Okay, all the passengers are now off the aircraft. We re-emphasize that you can turn your headlights off. We can better see the passengers and keep an eye on them and we want to make sure that they're (curtained off?) and that no one will make any attempt to come towards the aircraft. The aisles have to remain cleared. No one is to come near the aircraft.

GC(?): Seattle ground from 305.

C: (Unintell).

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P: Okay, we want as rapidly as possible another fuel truck and a third fuel truck to stand by. We've got some difficulty in pumping at the present time and we're not able to take on fuel. We need another fuel truck and a third fuel truck to stand by in case of another backup. Understand?

GC: Certainly (unintell). Third vehicle on ground. Fourth vehicle on ground. Over.

GC: Did you call gate control maintainance to send out another fuel truck?

P(?): Two fuel trucks, and get them out there as fast as you can.

GC: Well listen, can I take the car and go back and get them and bring them back out again. Listen ground control, 305, this is Al.

GC: Right Al.

GC: Yeh. You take and call gate 31 9, you know our company, and tell them to get two more fuel trucks out here.

GC(?): Yeh, we're working on it. They've been alerted to it. We have one more request. We asked the passengers to go back on the taxi strip (unintell) there's no reason for them to be standing there. They're only going to create confusion and some

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apprehension, so please direct those passengers to move back about 200 yards onto the common taxiway, please.

?: Roger.

This ends reel number 3 and the time at this point is approximately 0159 Greenwich. The aircraft, Northwest Airlines Flight 305 is in communications with the Seattle-Tacoma Tower Ground Radar position on this portion of the recording.

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Time Period: 5:59 P.M. to 6:59 P.M. PST

This is re-recording Reel #4. The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0159 Greenwich, November 24, 1971 to approximately 0259 Greenwich, November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording. The following conversation is between Northwest Airlines Flight 305 and the Seattle-Tacoma Tower ground radar position with other conversations recorded at the ground radar position during this period of time.

Ground Control (GC): Ground Control - Flight 305 this is AL.

Pilot (P): Right AL.

(GC): You take and call gate 319 in our company and tell them to get two more fuel trucks out here.

(P): Yeh, we're working on it. They've been alerted to it. We have one more request, we ask those passengers to go back on the taxi strip and clear the runway. There's no reason for them to be standing there. They're only going to create confusion and some apprehension so please direct those passengers to move back about 200 yards onto the common taxiway please.

(GC): Roger.

(P): No, we want them to go the other direction - the other direction! Advise them right now -- the other direction, behind the automobile.

(GC): 305 ground, are you free to listen?

(P): Affirmative, go ahead. Go ahead ground, 305 listening.

(GC): I didn't think you were getting the message. 305 request after you depart when the passenger or person bails out squak 77 emergency for 30 seconds then flash your landing lights at the time he bails.

(P): Okay, after he bails you want 7700 and flash the landing lights 30 seconds after?

(GC): No, no. Squak 7700 for 30 seconds and blink at the time he goes out. Blink everything you've got.

(P): Okay, I understand. You want me to squak emergency 7700 for 30 seconds after he goes out along with flashing the lights, is that correct?

(GC): That's correct. Thank-you.

(P): Thank-you; we'll try it.

(GC): Okay, we'll keep an eye open.

(GC): AL for one

(GC): Yeh, ground

(GC): AL for one, roger

(GC): Do you have the request that he wanted two more fuel trucks over here as fast as he can get them.

(GC): I understand they're already on the way.

(GC): Okay, BILL, and you've got people on that runway and now the ground control.

(GC): We commute any of the passengers they want back over towards the runway. We need to know if there's any individual on that runway who were using it for jet traveling.

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(GC): No, no. They're on the taxiway right off on the left side of this end of one six.

(P): Okay, real good. Do you mind telling them all to stay off that runway because we're going to have jets taking off and landing.

(GC): Yes sir.

(P): Ground from 305

(GC): 305 go ahead.

(P): Okay is this the other fuel truck now with the flashing headlights.

(GC): Just a minute

(GC): No there's a school bus running around there with flashing amber lights

(P): They're probably over by the Alaska hangar with flashing amber lights, you better, probably better alert him and get those things off

(GC) AL to Two will you hit the button and tell him to turn off the blinking lights.

(P): AL put your (UNINTEL)

(GC): Ground 305 do you have the money on board

(P): Say it again.

(GC): Do you have the money on board?

(P): Affirm.

(GC): Then advise when you get the parachutes and everything up.

(P): I'll keep you posted.

(GC): 305 as long as you're free to talk, can you give me any more information and type of device or anything about it that you can talk now, when you can talk freely.

(P): Ground stand by.

(GC): Still holding on.

(P): Ground we want to emphasize again that any vehicles that come out approach slowly; we don't want any vehicles, first of all, unless we request them; but we want this one fuel, second fuel truck and a third one to stand by as a reserve, but he doesn't have to, the third one does not have to be out here. But, under any circumstances we don't want any flashing lights of any sort, only those necessary to get them out here.

(GC): Roger.

(GC): This is AL again.

(P): Yes, AL.

(GC): Yeh, the fuel truck should be on the way and you only want one out here and then the other one to stand by, by the people, is that okay with you?

(P): That's okay, we're having a problem you understand with this truck over here. He's got a vapor lock or something and we are not taking fuel on board.

(GC): Yeh, well okay, we'll get this other truck out here as soon as possible.

(P): Okay.

(GC): Did you say you wanted us to turn off our rotating beacon too?

(P): AL, I think those people could still move back. We've

(P): been able to confirm he, according to the stewardess that has been with him, she saw red (UNINTEL) dynamite sticks and the battery and wires in his briefcase so if this thing goes, those people are far too close for, okay shouldn't they really get back out there a few yards or so.

(GC): Would you ask him if we could get a bus out here to get these people out of here. How does that sound?

(P): Yeh, as soon as we get a chance to make contact with him. He's writing down his instructions right now.

(GC): (UNINTEL) well I'll move them back some more then but I don't want to get them too flustered (UNINTEL) over there (UNINTEL)

(P): We understand but I tell you what to do if you'd like you could move your vehicle back. He's on the other side of the aircraft and he's not watching anything but if you want to move your vehicle back with the people, that would be alright and is the man who operates the stairs still on the truck?

(GC) Yes sir. Are you going to let those girls out?

(P): Well that's what we're working on now. What we're trying to figure out is someway that we can get everybody up here and down those stairs and we're kept still on the backend.

(GC): Well how many girls you got trained?

(P): A good bunch.

(GC): That one that came down here, she's pretty sharp; get her and then make a mass exodus and leave this parachutist go.

(P): Right now that's our

(GC): He's just hanging out there on the edge

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(P): That's why we want everybody back here

(GC): Do you want a ride

(P): So that we're the last ones to go if the situation arises, bail themselves

(GC): Seattle-Tacoma Tower now for one - stand by fuel truck just crossed in front of Northwest hangar.

(GC): Alpha 2 go on.

(GC): Stand by

(P): Go ahead ground.

(GC): Can you check over here AL at 2 gate and see how long that fuel truck's going to take and give me a time on it.

(GC): Okay, ten-four.

(P): Well we'd like to park right in front of you there

(GC): Alpha 2 ground

(GC): Yeh, what did he say now

(P): (?) He was giving instructions there. He was talking about Mexico City. He isn't watching those people and then when we can get them away from the airplane that would give us a chance if we have to, if we can't get this thing fueled, we're all going to have to make a run for it so could you get those people over on the other side of the runway, then I think that he wouldn't notice anybody picking them up, over on the other side of the west runway.

(GC): (UNINTEL) the girls, are they in the cabin yet?

(GC) (?): No we're kind of getting them the word (UNINTEL)

(P) (?): We're closing this out so this thing is 3500 feet of the runway. South 35 is closed.

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(GC): If we can get the people out of here well then we wouldn't have to worry about them

(GC): Well the people are all out in front there now. I think they're out of danger okay.

(GC): Alpha 2 go on.

(GC): This is Alpha 2 I'm approaching bravo concourse over

(GC): There's a fuel truck that just pulled up at the end of bravo there it looks like he's waiting you might hit him and find out if that's the one and if it is tell him when he goes to cross to go very slow and approach the aircraft slowly.

(GC): Ten-four

(GC): And do it by himself no other vehicle with him

(GC) Ten-Four

(P) BILL, would you feel better with these passengers on the other side of one six, on the other side of the runway?

(GC): Well I just saw a bus come out so wait a minute

(GC) No, we haven't ordered a bus yet, BILL. I can get one out here though.

(GC): Right away ground. 305 we've closed south 3500 feet of the other runway. You can tell those people to walk across the runway. We've got airplanes clear of it. They'll be not using that southend.

(P) (?): Tell them to walk straight toward the hangar there and then to the left they'll be okay, huh. We'll send a car down there to pick them up.

(GC): They can walk straight across and when they get on each side of the two white lines they can wait there and a bus will pick them up. We'll have something there to pick them up.

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(P): Okay

(GC): You can start them over there now that runway is closed that southend.

(GC): Will do

(GC): This is Alpha 2

(GC): Alpha 2 go.

(GC): I have the gas tank here and the driver is not certain of the direction. He will require an escort at least part of the way, is this possible, over.

Okay part of the way. You can take him on the north-south taxiway down to that taxiway and then head him straight for the airplane and it's a straight shot over there and he can go straight out and you can drop him there.

(GC): Okay, ten-four.

(P) (?): And tell him to watch out for passengers. They're waling across there now in the dark.

(GC): Ten-four.

(P) (?): 305 did you count the fuel trucks on the way

(P): Are you there AL?

(GC): I hear you, we got the whole thing

(P): Are you there AL?

(P): Okay, we better advise that the passengers will be allowed to take a bus to the terminal and you can advise AL if he doesn't know already that they should run fast back there and wait for ground transportation.

(GC): We have word that they'll move across the double white line (UNINTEL)

(P): That's okay. Okay, fine. Alright we're going to

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(P): leave you for a moment.

(GC): Alpha 2 can you stop there now and direct him to go straight across to the aircraft?

(GC): Okay, will do.

(GC): Alpha 2 ground, Alpha 2 ground.

(P): We're just getting out of your way here.

(GC): Alpha 2 ground.

(GC): This is Alpha 2.

(GC): Why don't you wait right there. The passengers are arriving there off your nose. Why don't you get them all in a group and maybe flag down a bus and bring them back to the terminal.

(GC): Greyhound this is Alpha 3. I have a bus here and we're going to take it over right next to one six left and they can board there.

(GC): Alpha 3, and they're all there on the left side of the runway, or the east side.

(GC): Alpha 3, we've closed the airport now. You can advise when you get all the passengers clear and then we'll start running a little more traffic.

(GC): Alpha 3, Roger.

(GC): And 305 the fuel truck is on its way now, coming up to you.

(P)(?): (UNINTEL).

(GC): Alpha 2, when the second fuel truck comes up will you stop him and just tell him to wait there until they need it. They don't want the second fuel truck over there.

(GC): Alpha 3, out. - 169 -

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(GC): Go ahead

(GC): Could you stop that bus and tell him to turn off his blinkers.

(GC): Yeh will do.

(GC): Alpha 3 go on.

(P): No, let's make it two, Alpha 2 go on.

(GC): Two here.

(GC): Can you verify when all the passengers are clear of that runway and when we can start using it again. Right now the airport's closed.

(GC): Alright, ten-four.

(GC): Ground control this is Alpha 2, all passengers are now loaded on the bus and enroute to Bravo 2. The runway is clear.

(GC): Alpha 2 understand runway is clear and we're reopening then with one six left.

(GC): That's affirmative, all the passengers. I have no knowledge of other vehicles on that side at this time. All passengers have left the area and is now boarded on the bus, over.

(GC): Okay, looks like the fuel truck is going to head back toward us.

(GC): Alpha 2 go on.

(GC): Alpha 2

(GC): Did you stir up a second fuel truck for reserve. He wanted another one standing by in case he needs it.

(GC): Ten-four. We have that information. I'll confirm that with the Northwest Operations, over.

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(GC): Why don't you dig it up and see if they can get it out there where if they need it they can get it right there.

(P): Get that other one to stand by in case we have to use it.

(GC): Ground this is Alpha 2. The third truck is standing by. Will be used on your request, over.

(P): Alpha 2 check with operations and let us know now can we start using one six left as far as the ports concerned, are they opening in the runway again?

(GC): Affirmative, you may use it now

(GC): Okay, we'll consider one six left open.

(GC): That's affirmative.

(GC): Don't know that's a 3-1 Victor.

(GC): 3-1 Victor turn off the strobes and your rotating beacon and contact Tower 919 for taxi.

(GC): 3-1 Victor.

(GC): Control Tower take it 3-1 Victor.

(GC): 3-1 Victor taxi intersects one six left

(GC): 3-1 Victor

(GC): Steady course on 695 hold it to gate and we'll give you a call the airport's closed at this time.

(GC): Roger.

(P): Northwest 305 ground.

(P): Northwest 305 ground.

(GC): 305 just a minute

(GC) Northwest 305 if you can hear ground can you blink your nav light

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(P): Ground disregard

(GC): 305, are you on?

(P): Disregard

(GC): Was it 305?

(P): That's okay, we're going to talk to the company for just a minute here.

(GC): 305 ground

(GC): Northwest 305 ground

(GC): Northwest 305 ground

(P): Go ahead ground

(GC): 305 the airport's closed and we have planes holding and we need to get a few off. Would it be alright with you to put an unlighted vehicle on each side of one six left at that taxiway so we can be sure there's no people on that runway or we can have lights on whatever but just to check the runway and there'll be radio control on this frequency.

(P): Stand by one

(GC): (UNINTEL) down here 305

(P): Yes sir, I will not

(GC): Okay, all the passengers are out. There's nobody between us and the rear. It's clean down in this area.

(GC): Well the ports closed and they say they won't open it unless they can get a radio vehicle on each side to be sure nobody gets out there heading towards the airplane.

(GC): Well yeh, okay let's, but I'm standing here now looking straight across towards our hangar and Alaska's. They're pumping out here right now (UNINTEL).

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(GC): Ground are you on?

(GC): Yes.

(P): Did he say it looked like there was somebody trying to sneak across there?

(GC): No, the port I guess just doesn't want to open unless we get a radio vehicle out there to be sure no

(P): Here's the deal now, will you ask that LEE and that portable radio, if he will agree to control eastbound traffic from there

(GC): Okay, any vehicles coming this way?

(P): Yes.

(P): And on the other side. They've got them stopped on the other side.

(GC): Alpha 2 ground

(GC) Alpha 2

(GC): Do you want to head that other fuel truck out there and hold him on the taxiway. They need the second fuel truck.

(GC): Alright, ten-four.

(GC): (UNINTEL)

(GC): LEE ground

(GC): Yes sir, go ahead

(P): Can you control the fuel trucks leaving there and the vehicles leaving there coming toward the terminal, if you can let us know when they're coming, we can run the aircraft if you control the vehicles.

(GC): Well I can control anything that's leaving here, the airplane can.

Okay, good and you can let me know. It looks like a fuel truck is going to start across now towards you.

(GC) (UNINTEL)

(GC): Okay, you control that and let us know and we'll control everything from this side and we're going to start rolling airplanes.

(P): Ground is that other fuel truck on its way?

(GC): Affirmative, it looks like it.

(P): Do you know what we can use to pump it

(GC): Yeh, there's one coming right now; he's about to come across one six left.

(P): Alright.

(GC): Alpha 2 if that's okay with you tell him to go ahead across and you stay on this side

(GC): Stand by

(GC): 305 can you tell us how many pounds the first truck put on

(GC): Ground this is Alpha 2. This is the third fuel truck and he's on his way. Over.

(GC): Okay. Alpha 2 remain where you are.

(GC) 305 ground if you comp. we need the pounds of fuel you got off that last truck

(GC)(?): We got around 3000

(GC) 3000 Roger

(GC): Alpha 2 we're opening up the runway now after that fuel truck crosses, so you're going to stay there and watch for vehicles going westbound? - 174 -

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(GC): That's affirmative, Roger.

(GC): We've got 23,000 on board now.

(GC): 23,000 on board. Thank-you.

(GC): 305 ground on that destination you gave earlier, there's a full flight flying on board if you need it.

(P): Okay, AL. I'm trying to figure out what figuration he wants to fly it in, it's going to limit us.

(GC): Roger

(GC): 305 ground can you affirm the, confirm the two stewardesses are off or are they still on?

(P): The stewardesses are off and the fuel truck can come on up and fuel and you better get another one to stand by too.

(GC): Okay, Alpha 2 you comp., they're going to need a fourth fuel truck.

(GC): Ten-four I comp. I don't have sight of those stews here.

(P): The stewardesses are in the automobile. Don't worry about them. Just get over here and start pumping gas.

(GC): Well, LEE, can you flag that fuel truck up, I can't get him to move, he doesn't have a radio.

(P)(?): He's at the fuel truck.

(GC): Okay.

(GC): Ground this is Alpha 2 did they give you the exact position of those stewardesses, over.

(GC): They're in the car, don't worry about the stewardesses. They need the fuel truck.

(GC): Ten-four.

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(P): We have two of the three stewardesses in the car. We have one remaining with the individual and he's not going to let her leave the aircraft at this time.

(GC): Roger.

(P): We do want the fuel truck to come up and if they're

(GC): Yeh, there he comes

(GC): Alright

(GC): Alpha 3 ground, can you work on another fuel truck?

(GC): A fourth truck is standing by.

(GC): Okay, he only wants an ounce

(P): I hope that thing is full. If it isn't, you'd better get another truck out here so we can maintain continuity of filling this aircraft up. He's getting awfully (antcy)

(GC): Roger

(GC): Okay, gray patrol this is LEE

(GC): Go ahead LEE

(GC): Would you get ahold of Operations and have them round up another truck?

(GC): We're working on it.

(GC): Truck is ready, over.

(P): AL, we had one further request that so far we haven't seen it. We requested meals and we haven't seen; what's the status of that?

(GC): The meals are on board.

(P): The meals are on board?

(GC): Yes sir. There was food brought out.

(P): How did it get on board?

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(GC): TINA brought them on board with first class. They're in cardboard boxes.

(P): Thank-you.

(GC): Alpha 1 ground

(GC): Alpha 1

(GC): Are you checking with Company and digging up fuel trucks from somewhere

(GC): Affirmative, the fourth truck is standing by ready to move on your request. Over.

(GC): Okay. Why don't you put him up there by Alpha 2 so when they need him they can get him across.

(GC): You want him out here on the taxiway with Alpha 2 over.

(GC): That's correct. Why don't you put him out by Alpha 2 so they can get him over there when they want him.

(GC): Affirmative.

(GC): Ground this is LEE again.

(GC): LEE go ahead

(GC): Would you give that fuel truck that's sitting by the aircraft here that's eastbound give him a green light when he crosses the runway.

(GC): Yeh, we'll get him over here.

(GC): The fourth gas truck will be coming out. Over.

(GC): Thank-you.

(GC): Can you clear that fuel truck across now?

(GC): We're coming across.

(GC): Okay, there he goes.

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(GC): Okay ground, this is LEE again. Has there ever been a fuel truck on their way up?

(GC): Yeh, it's going to be on this side of the runway and when you want him holler.

(GC): Very good, thank-you.

(GC): 305 this is AL.

(GC): 305 this is AL.

(P): Go ahead AL.

(GC): I just talked to the stews here and if you'll call back there and tell him everything is under control and is fueling then he'll let this other one off too.

(P): Whose word is that? Whose idea is that?

(GC): This is the two stews that got off that were saying the guy don't really care if she stays on or not, but they suggested to call back and tell him everything is under control and that he'll let that third stew off.

(P): That's contrary to what's going on up here AL. He's not going to let her come off right now and we're trying to work out a way that we can get her up here somehow before we go. Right now he wants her to sit back there with him during takeoff and not to go forward of the tourist class section.

(GC): Okay, I was just wondering, you know. About the fuel, how much fuel do want on board or how much more can you take?

(P): Well we got a long way to go and he's getting antsy and that's our problem right now.

(GC): Well how much fuel have we got left to put on? What have we got on now?

(P): Well we've only got 26 grand, we're just half done with the refueling. We want to insure that we've got trucks, continuity of trucks coming out here so that we can maintain this fueling. Stand by we're going to talk to the company (UNINTEL).

(GC): Okay, well we've got another truck standing by when this guy empties it.

(P): Right.

(GC): This is Alpha 2 ground control, we have a fourth truck standing by here.

(GC): Alpha 2 why don't you ask him to check how many pounds he's got on it.

(GC): Okay, stand by.

(GC): Ground, Alpha 2 - 15,000 pounds on this fourth truck. Over.

(GC): 15,000?

(GC): Negative - 50,000. Over.

(GC): 50,000 or 5,000?

(GC): That's five zero thousand

(GC): Five Zero Thousand, okay.

(GC): Hello LEE is it possible to have him come over and have two trucks pumping fuel at the same time?

(GC): Hello LEE, I'll say it again; can two pump at the same time?

(GC) (?): Negative.

(GC): You know that aircraft that's landing now, we'd like to clear this other fuel truck over here and bring it over here behind this and we'll have him stand by then.

(GC): Okay, he can go over now. Alpha 2 you can start the fuel truck over to the airplane.

(GC): Okay, Alpha 2.

(GC): Do I have to turn off the rotating beacon?

(GC): (UNINTEL) shut off the rotating beacon

(P):(?) 305 this is LEE again.

(GC): He's on company frequency AL. He should be off in a minute.

(GC): Thank-you.

(P): Go ahead AL.

(P): This fueling truck we go on here now it isn't putting on anything, we're not getting anything aboard. You got another one coming up there?

(GC): We're going to switch trucks and send that other truck up right away. This guy's going on.

(GC): Okay.

(GC): 305 ground, that other truck has 50,000 pounds will that do it, he he can pump?

(P): Yeh, 50,000 will be enough.

(GC): Okay, that other truck has it, so if he can't pump let us know and we'll get another one up there.

(P): Okay, thank-you.

(GC): Ground, Alpha 2, do you want another truck standing by?

(GC): You might, Alpha 2 that other one didn't pump a thing. Why don't you stir up another one?

(GC): Okay.

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This ends re-recording reel #4. The time at this point is approximately 0259 Greenwich.

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Time Period: 6:59 P.M. to 7:41 P.M., PST

Re-recording Reel #5. The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0259 Greenwich, November 24, 1971 to approximately 0341 Greenwich, November 24, 1971. The following conversation is between Northwest Flight 305 and the Seattle-Tacoma Tower ground radar position with other various transmissions being received also at this position. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording.

Ground Control (GC): This one's got 50,000 pounds of fuel on it.

Pilot (P): Now what was that again, AL.

(GC): 305 this truck that just came out now has got 50,000 pounds.

(P): Okay, well we've got about 23 on right now so if we could just get one to pump it on then we'll do okay.

(GC): Yeh, well okay.

(GC): 305 ground, if you can, is there only one individual involved?

(P): Affirm

(GC): Roger

(GC): 695 shut off the rotating beacon

(GC): LEE ground, if you need to send that other truck across I gave him a light, but he didn't acknowledge

(GC): Okay, I'm going to put a couple passengers on that truck taking it up there to the ramp and then let's make sure its given a green light and then you'll put it over there, okay?

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(GC): Okay, fine.

(GC): Okay, you want to give him a green light

(P): 305 ground is that truck pumping alright?

(GC): Affirm

(GC)(?): LEE ground

(GC): Yeh LEE, go ahead

(GC) 305 on also?

(GC): Affirmative

(GC): Ground LEE go ahead

(P): Guess the guy's in the back of the airplane

(GC) 305 ground

(GC): 305 is the individual in the back; he can't hear.

(GC): What did he say

(GC) You can have all the conversation you want.

(GC): Okay.

(GC): 305 did you hear the message. FFA from Washington, D.C., from the FFA Chief Psychiatrist, he believes the second parachute is for the stewardess to use with him to go out, and after he leaves the airplane will be blown up.

(P): AL, I kind of figured someday to get her out, I'd kind of like to get her out we're ready to go.

(CG): Okay, you got the message. That's what we needed to forward.

(CG): BILL, this is AL here

(CG): Yeh.

(CG): Have you been able to get in the back end of that cockpit or won't he come out?

(P): He doesn't want any of us in the aisle. The only one he negotiates with is the stewardess and he doesn't want anybody beyond that first curtain. We've never left the cockpit.

(GC): Did you get the maps I sent out there?

(P): Yeh, we got all that stuff.

(GC): And you got that deal from Boeing on how to get out of there?

(P): Yeh we got that.

(GC): He's got that himself maybe. I don't know whatever you elect to do.

(P): We're in a rut. Well he seems to want those back steps down. Well we've kind of convinced him now we can't take off with them in ground position, but he want them down when we get airborne, fly with it down and then so he can bail out at any time, I don't know.

(GC): What's he want down?

(P): Back steps.

(GC): No, no you can't do that.

(P): We're talking to PAUL and he says we got a plan how we can get them down.

(GC): No, I don't know, maybe PAUL does.

(P): We're going to have to go unpressurized and of course he wants the rear down for some reason and he wants the flaps down to 15, I think. He seems to know a little bit about an airplane. He says we'll have to go unpressurized, though; he seems to - I don't know where he picked that up. He said we'll have to go below 10,000. If we could get the gal out, well we

(P): could make tracks ourselves but that's where we can't take and lose her.

(GC): Yeh.

(GC): Is it possible to commute with her to have her come forward to get food?

(P): No, we tried that.

(GC): (UNINTEL)

(P): No, we don't want to try that kind of stuff.

(GC): Ground control this is LEE again.

(GC): Go ahead LEE.

(GC): Do you have another gas truck standing by over there?

(GC): I have a report to brew one up. Alpha 2 are you getting us another gas truck?

(GC): Stand by LEE.

(GC): Well, we're getting up there, AL. I think we've got about 1500 pounds here so.

(GC): Did he want another gas truck. Over.

(GC): Just have one stand by in case that he

(GC): Alpha 2 have one stand by.

(GC): Ten-four

(GC): 305 let us know when he unplugs and you have your fuel.

(P): We're just about full.

(GC): 305 ground

(GC): Go ahead.

(P): About the (UNINTEL) I gave to you a little while ago it is a possibility that this is the same thing that was used in

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(P): confirmation on it.

(GC): I see.

(GC): Northwest 305 ground.

(GC): 305 ground.

(GC): Northwest 305 ground.

(P): AL

(GC): Can you give me an ETD roughly?

(P): AL, we're ready to have the stairs removed if you want to advise the individual. We'll see if we can get it detached from here.

(GC): Okay. You call me back when you want your stairs towed away, okay?

(P): Alright we're going to try to give an official signal. We're ready to have the stairs removed right now.

(GC): Okay, I'll go up and get them.

(P)(?): Okay, AL, I think he's got the message there.

(GC): 305 this is AL again.

(GC): Northwest 305 ground

(GC): 305 go ahead

(GC)(?): AL, we checked on altitude here in Reno and the minimum obstruction altitude is 15,000.

(P): AL, okay, it's 15,000, huh?

(GC): Yeh, that's what we show here. The first league is 15,000 going J-5.

(P): Well we may have to go down the coast and come in from another route possibly. Let us check with the company here. We're about ready to crank if we can get some, he says let's get the show on the road so we're ready to crank up here and we want to, we'll

(P): have to pick a flight plan in the air. You get us headed the general direction; put us southerly out over the, somewhat along the coast.

(GC): Okay, we'll start you out here heading toward Portland and then we'll get your clearance cornered.

(P): Okay, fine and we've got the company working on the clearance so, or excuse me, on the flight plan so if we don't answer you right away we're trying to work a couple of free frequencies; the company, you and our friend in the aft end here.

(GC): That's okay. We'll listen to your company freak too so we can tell when you're busy.

(P): Roger, appreciate it, thank-you. We're going to leave you for just a minute now; we'll let the company know.

(GC): Yeh say, this is AL again. I'm down here in a car

(P): Yeh, AL, we're all set you can head on back if you'd like and we appreciate your assistance in this thing, and we're going to crank the engines so you've probably heard me say he's indicated that he wants the show on the road so we're going to get her cranked up here and pick our clearance in the air.

(GC): Or maybe you can get him into down towards Portland he might get homesick and want to land there again, I don't know.

(P): Well we'll hope for something to happen here that's a; well we're going to, you go ahead and pull out. We're going to get cranked up here now. So we'll see you later.

(GC): Yes sir, thank-you very much and best of luck.

(P): Yeh.

(GC): Now, LEE, if you're coming across you're clear to cross now.

(GC): Okay, we're coming across.

(GC): Coming across, overhead downstairs? He's starting now and we're going to have to show him direct Portland.

(GC): Okay.

(GC): On his planning does it look like he's going north?

(GC): No, he's going south, we'll get him on south (unintel).

(CG): Northwest 305 I hear you on company frequency. Taxi on six right, you can do a one eighty and taxi back, and refer to Portland Vector 23, maintain 10,000 and remain in this freak until advised and transfer under 3100 until the other codes advises. Out.

(P): Okay, Northwest 305 will taxi back up three four left and will clear to Portland by Vector 23, maintain 10,000 and 3100 transponder code.

(GC): That's correct and checking the maps all the way down, and 305 checking on the maps Vector 23 all the way south the highest mountain is 10,000 that looks about like the best to get you down and that goes all the way into Sacramento at 10 or less.

(P): Okay, fine. We've advised the company that this may be the best approach to go. We haven't really had time to check it out but of course somewhere along the coast would be best. Our company indicates to us that, well you probably heard PAUL saying that it wouldn't add appreciably to our Reno way by going doglegging it.

(GC): Yeh, Vector 23 you're over the valley most of the way. It's populated most of the way so it might be Vector 23 all the

(GC): way down. It looks to us like the best.

(P): Okay, fine that's alright as long as we got the (UNINTEL) that's all that matters.

(GC): And 305 ground if enroute there's any problem on communications why don't we just clear you to Sacramento that looks a little bit longer than Reno not much. Let's clear you to Sacramento to maintain 10,000.

(P): Okay, clear to Sacramento and maintain 10,000. How about re-routing Vector 23. We haven't got the maps out here and haven't really had a chance to look at it.

(GC): That'll be Vector 23 all the way to Sacramento.

(P): Okay, that's easy enough and ground no force on 305 be advised that I will be trying to make her up to altitude any way we can here now before going the, if possible the said or any other restrictions that may be imposed upon us.

(GC): No restrictions at all. You fly in the best way you can do her.

(P): Thank-you.

(GC): And 305 there'll be people with you all the way down.

(P): I would certainly appreciate it. Thanks alot.

(GC): And that goes for many others of us too.

(GC): Roger.

(GC): Hello Northwest 305 when departure sends you over to center, the frequency of center will be 121.2.

(P): Okay, the Seattle center will be 121.2 Thank-you sir.

(GC): That's correct.

(GC): The report is seven here altimeters can be missed at least 4,000 feet if it would help you at all.

(P): I'm sorry say it again please.

(GC): Altimeter can be missed at least 4,000 feet if it will help you.

(P): Okay.

(GC): And 305 another suggestion if you do get on top of 10,000 let center know because there's going to be people behind you and probably be trailing along with you.

(P): Ground Northwest 305 we didn't answer you, we were talking with the company.

(GC): Okay, you're going to have people following you all the way down so if you do get on top or where the visibility is good, you might advise center about it.

(P): Okay, we will do that. Thank-you sir.

(P): (UNINTEL) that's quite alright. It'll give us a chance to make a double check. We're not quite sure what our procedure is.

(GC): Everybody except Northwest 305 clear the frequency and 305 you're cleared for takeoff when you're ready and the wind is 180 degrees, one zero, and the altimeter is 2991.

(P): Okay 2991 do you want us on the right or left?

(GC): The right one's fine. If you'd rather have the long one, the left one's fine. You can have it, it's your choice.

(P): Okay, we'd just as soon take the long one.

(GC): Okay, one six left declared for takeoff.

(P): Roger, understand. Do you want us to stay with you on departure?

(GC): This will be fine.

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(P): Thank-you.

(GC): And 305 you are clear from configuration as far as the back steps?

(P): That's affirm.

(GC): Roger

(GC): Northwest 305, he wants to go to altitude as fast as he can go, so don't restrict him.

(GC): Okay.

(GC): And he's cleared to Sacramento. I don't know he may deviate on his own, he said he didn't know what, but he would go one way or the other to do whatever he needs.

(GC): Okay.

(GC): And if you got (UNINTEL) he may change altimeter to give him an extra program.

(GC): 31 we're going to go straight to center with him.

(GC): Northwest 305 are you going to go (UNINTEL). Okay and if it looks good, good luck on it and contact center 121.2 Squak (UNINTEL).

(GC): AL, LEE's off and running.

(GC): Three you might tell center he's dirty, he's got gear hanging and flaps down.

(GC): Roger Alpha 3.

(GC): Alpha 3 ground.

(GC): Off the end of the concourse let's cross one six left and go over and go over and check the end of one six right for any debris or anything that might be there.

(GC): Three go to the runway one six left and halt traffic

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(GC): over the touching down.

(GC): Roger.

(GC): Alpha 3 when vehicles cross over, go on to one six right.

(GC): Alpha 3 roger.

This ends re-recording Reel #5. The time at this point is approximately 0341 Greenwich. This concludes the reproduction of this recording pertaining to the alleged hijacking of Northwest Airlines Flight 305 on the 24th of November, 1971, at Seattle, Washington.