

2307 - 305 OUT OF PDX 2253/2258 ETA SEA 2336

2313 - PSGR ADV IS HIJACKING

2320 - PSGR BOARDED AT PDX

0137 - 5 MIN OUT ON FINAL

0141 - ON THE GROUND

1741

0328 - READY FOR TAXI

0335 - CLEARED FOR T/O

0338 - OFF GROUND

1938

0703
~~0703~~ - TERMINATED AT RENO NO PSGR NO DAMAGE

Robinson

CH 36578

Soderlund adv (from FBI) that
Highlander is believed to be

TED MAY FILED

PARACHUTE
SCHOOL

NEAR DONMUD, ORE.

CONTACT SEA TWR Lockwood 250755Z
CTR Becker 250759Z

MR [unclear] Chief
OAK ~~STO~~ CTR Foothill 250802Z
RNO [unclear] 250814Z

762-784-5582

TAPE RECORDINGS

0336 T/O

0340 7000' 14 DME U23

0344 7000' 19 DME U23

0347 160K IAS → 160K IAS → 10000

0349 ~~155~~ 155 IAS

0400 10,000 LEVEL 170 IAS

0402 NO MAX IND. TAT -7°C

0405 LAST CONTACT WITH WILCOCK

0411 CABIN FLUCTUATING 2A

0422 23 M S OF PDX (DME 10,000) 165 IAS

0452 EUGENE VORT 10,000' -7°C 170 IAS

0530 MFR 10,000 -5°C IAS 170

0538 → 11000

0550 RCA 11000 -1°C

0554 58 DME 325 R RBL 11000

0638 ↓

0651 HDG AT MARKER

0655 INBOUND ON APCH

0700 4m, out on FINAL

Bob Lowenthal CH2-5106

say altitude - 6000'

2344 Z 1544 305 - were standing by.

not in the cockpit - nervous, but not uptight.
(has stick with bomb with electrical detonator

2355
1555

2 back pack parachutes }
2 chest packs " } Prq 8:00 PM Sea
\$200,000 any denominations } (0100Z)

no "funny stuff"
park on inactive runway
front loading bus stairs

(no other vehicles with rotating beacon) pilot request
passengers will be released when money &
chutes delivered.

ultimate destination will be revealed after money.

6'-1" black hair 175# 50-60 yr old white

0503

(305) were VFR. not planning beyond to fall
sticks of dynamite (thought to be) by stew
& crew

0012
1614

written request: fueling on shutdown 2.1
money bearer ident, leave with them, not board
then parson disembark - then parachutes, on board

0024Z

Hochbrunn:

all reports will be handed at 17.00h.

1624

All fuel will be carried, him and fueller only. maybe also a stair driver, can at 10 to 11 o'clock from cockpit.

0030Z

black raincoat black briefcase 175#
black hair

0033Z

121.9 ok frequency?

121.7

121.7 - will standby on that 3rd or 4th request for fuelling to begin as soon as aircraft stops.

0039Z

Do not have uniform on

0040Z

only one person boarding arrested for drunkenness. when? -!

0044Z

0050Z

1650

Nyrop advised police & FBI no action to be taken -

request lights if possible going to land

0056

1656

0101

asking man where fuellers to park. Pass off after fuelling completed. Then when aisle are clear crew will go off for parachutes we'll hold until everything set.

0107
1707

→ money here, short 2 chutes
OK. standing by

0115

305 - charts available - CRAF maps too

0124

305 Request altimeter setting

0125

1725

chart packs not here. Will man go for
getting chart packs in about 10 mins?
will check his calling now

0128

his fully aware M^cCord is 20 miles away
and... standby.

0130

We understand everything's set and
will begin our descent.

0132

We're at 6000 we haven't started down yet.

0132

ATC - 305 cleared to 4000 - Roger

0133

ATC - H turn 070 - R

0134

ATC - dis 3000 - out of 5 for 3

0135

ATC H 110 - R out of 3500

ATC - you will be intercepting about 7 miles
9 mi N of Park tower at Park - Roger

0137 -

0138 -

5 out on final.

0141

Park involved cleared to land
Will advise - will stay on runway.

0143

(305) OK you can turn up the lights
now slowly.

0143

305 in on ~~you~~ 121.7

0144

will stay on Runway - rt side

0145

RWY closed you can stay on if you like

0145

Do you want like write OK

305 in aft low. wants to stay there
want fuel truck only

0146

1744

→ He says get fuel out here right now.

0147

~~stair~~ want stair truck now. driver
stay in

0149

bring stairs up now.

0150

stairs in position

0155
1755 → Pass coming out now. All coming out now and put passengers behind car. Have maps and parachuting method. Stew coming to get charts.

0156 One passenger coming back in! please monitor people

0157 Pass. go now - headlights off. Keep pass away

0158
1758 → Another full truck + 1 standby - not able to fuel for some reason

0200 Want pass on other side of vehicle. Gpd - are you free to listen - aff. Gd Request 7700 of (ld lites) 30 sec blink.

0202 Fuel trucks on the way.

0205
1805 → Money on board

0207 move people back - stew saw red eye with wires resembling dynamite.

WV

0211 Al - how does that look now?
0213 he was talking about Mexico City.
what about the girls
People ok

0215 start passengers walking across Rwy
1815 Fuel Driver not sure of directions

Max got on flight 15 inside line
out no landing in U.S. no crew aft
of 1st class aisle curtain aft ~~door~~
door open aft stair lowered in flight.

0224 → all passengers on bus
1824

0225 all to make Phoenix?
questionable

0237 2 girls can leave

0244 only 1 girl on now

0249 — meals on board more fuel ready
1849

0250 fuel truck needs green light.
0251 2 truck crossing. ok

0254 MSP no control problems

0258 MUCKLOW - Stew on board

0322 stair away fuel away
1922
Gd. Mea 15,000

0325 wire going to start now

0327 He wants us to stay below 10,000
What about alt routing south then west.

0328 Ready for taxi Cleared to PDX V23
M13
Sac M 100 V23 3100 crn

0335 Cleared for T.O. Steps up
1935

0338 Over to Dep. Com 1242

0340

7000 14 DME V23

slowing to marked bug
cockpit door closed stew in cockpit
no contact. aft stair light on

0344

7000 19 DME V23 air stair light.

0347

160 ind IAS 5 ab flap bug FF 4500 ea

going to 170 k 2 of 3 on Or
leaving 7000 for 10000 150 IAS slow
climb.

0349 Z

going to 15° flaps 155 IAS

0352 Z

Stew says he has backpack on planning
to jump. Think he's going to leave any
time. We want to give him as much
time as possible.

0356 Z

Describe case contents: Stew - brief case
left corner 8 sticks like big fire crackers
8" x 1" 2 roll 4 each wire out of it.
Battery 1 like flashlight) about as thick as
my arm & 5" long

0358

~~about~~ Rusty red red plastic covered wire
He keeps holding onto the wire he ~~had~~ held
wire near the things that stick up on
the battery.

0400

10 000 level 170 IAS FF 4000 - 12
15° Flaps, gear down.

0402

No Mach. TAT - 7°C

0404

above 12500 might get mask drop.

0405

attempted 2 times to contact. just responded
he said everything ok.

0411

Reno looks good (weather). ³⁰⁵ At the present
cabin is fluctuating playing with air stair
food cabin lit on

0422

23 DME S. of POX 10,000 F.O.B 40,000 # FF 4000
165 IAS

0425

Reno looks good (WX)

0430

love stew communicate with man.

0435 MSP - ARINC - MSP have Al see get United

0438 Route plan PP → MDF → RBL → RNO - Roger

0447 MSP - SEA YUMA for second T.O. if necessary
Route needed. RNO → OAL → BTY → BLH
→ YUMA

0448 Next frequency will be ^(SFO ARINC) 130.6 - Roger

0452 Over Eugene VOR 10,000' 4000 FF FOB 3350
TAT - 7 170 IAS Gear down 15° Flaps

0500 No contact with back for 55 minutes will try again
near Reno.

0514 MSP - ARINC - being taped - affirm.

0515 Rdo check. (305)

0523 FBI feels you should communicate as much as
possible. - Roger
Crew feels he is not receptive to communications
will call before descent and ask what he sees
the stairs.

MFR

0530 Over ~~MDF~~ 10,000 TAT - 5 IAS 170 Flaps 15 Gear down
icing throughout and icing on Wing A1 on

occasionally, $\frac{3}{8}$ " on window 1" to 3" on wing. F.O.B 27,500 FF 4000 pph

0534 Stay on 131.8 until RBL then 130.6

0535 Try to negotiate clean A/C to Mexico City
B.O. 32000 at F.350 LRC

0538 Recd 11000' RBL \rightarrow RNO slowly lower cabin
Temp. slowly. cabin temp 60° at present

0540 Cool cabin appreciably will slow bar reflexes
Roger.

0542 (United 4331 relay) Suggest slow climb to 11000 ASA.
Roger have started the climb.

0550 Rdo ck OK level at 11,000 in the clear. losing
ice - off windshield TAT - 1.

0554 58 DME 325° R RBL 10000 FOIS 22000

• Ctl will provide vectors RBL \rightarrow RNO
(MIP) Big Problems if you land in Mexico other than Mex
Yoma ok perhaps

0559 10 aft door lite on - Affirm. entry & airstair

- 1
- 0602 Try to negotiate
Will guarantee safe delivery with clean A/C
Roger
- 0607 (MSP) to ARINC
Need time to arrange phone patch plz give
5-10 minutes notice. ARINC - Roger
- 0611 RNO - MXC FL 350 just under 4 hrs 33,000 BO at N
with 10 HW
- 0615 plan to change freq to 130.6 at 0630 z
the A/C will be half way between RBL & RNO
- 0618 (MSP) please call MSP to establish Rdo after freq
change. - Wilco
- 0619 (315) Have you a Zero fuel weight for ldy nos.?
17300 FOB
add 90000 + FOB for landing weight.
use 10000 # lgh. est. 115,000 lbs.
Roger 90000 + FOB
- 0626 ARINC-MSP Rdo check standing by for freq change
- 0630 ARINC - FIT going over, standing by
- 0631 everyone on 130.6

0635 Attempting contact not reading so well

0636 305 Rdo count 1-5-1

0638 coman being recorded - yes,
305 began descent 2 mins attempted call man
call button and P.A no contact, starting down
MSP - landing with ~~some~~ stair ~~down~~ ^{loose} OK will
extend after ldy but will be ok.

0641 (MSP) jely advy ~~when~~ on approach & TWR
aft entry & airstair lite on, will try contact
again.

0646 (MSP) advise man that with gear & flaps down next
stop YUMA. From YUMA to MXC must be clear
(305) tried call again no contact.

0651 (305) Holding at MKR

0655 (305) inbound - beginning approach, next call
on the ground. ^(MSP) because they speed by 10K

0700 4 mi out on final

0707 no smoke no contact with back
shut engines down now, advised back

that we are waiting for fuel trucks - awaiting instructions from back now.

0710 (305) checking A/C no pass no briefcase had TWR observe landings with binoc.

0712 ~~1122~~ (305) requesting shutdown, seal area, have experts search area.

0713 (305) now leaving A/C.

0728 FAA ~~Reg of~~ ~~Wash DC~~ + LAX ~~Boeing~~ ~~night~~

2315 DWG-UNABLE 301/3

2312 - PG ADVERT.

IMMOL

2315 - EARL CALLED GARY

2318 - HAGEN ON WAY

2310 - POS - TUR -

36 PSGRS
→

2320 - AL LBE

2324 - FBI BY DWS

2326 - ED GEMMER FAA.

2330 - SWITCHBOARD NOTIFIED.

ASKED TO NOTIFY RENCE/SNECK/ETC.

2335 - C/S ADVISED.

2335 - CHUTES ARRVG FROM TCM
BY CAB. PER HARRISON

2338 - ASKED PO TO CK ON Q FOR ^{RAMSEY.} 2463.

2344 - USE 735 ON 2463 IF NR
ANDY

C/S / 2345

484 - FBI ON LINE

2348 - BACK PACKS ON WAY
TO JOE MAY.

0038 ADV 2 RED

0038 Called Sales/Reclor will call

0110 Reception Desk reopened.

0130Z

TWR ADVZ WASH. D.C. REQS IF HIJACKER JUMPS
THEY WANT PILOT TO TURN LNDR LITES ON AND
SQUAWK EMERG FOR 30 SECS.

Delivered by Tower at 0200Z ~~OK~~

0235Z 2 girls released.

H.I. wants one girl to lower stairs.

Admiral requests stairs locked at TO.

PO ^{340C/354} ~~537~~ ^{possible} crew and asst to follow 467,

0244 Bud Jones / FAA advz their people say late off
with stairs down catastrophic ~~OK~~

0249 2 Stews in cab. Hall not at
other one go.

0250 Hijacker getting itchy re fueling.
Ad Lee / meals one on board.

0254 He wants stew with him on TO.

0259 Discussion re tying down stew.

0303 Mr. Robinson Air Marshall's office
offers to put on coveralls 319
and Replace stew to let cool down

Paul
0304 Range with fuel down 1000 miles max
SEA/PHX very doubtful

KN

0307 FAA/DCA Blue 228 chutes for stew.

0310 Whidbey / Helicopter 140K
min 50 mile Range
Coordinated with TC17 for continuation.

0322 Agreed to takeoff with stairs up.

0325 Al Jones / BAC / talked to Solari's
aboard en route.

0325 Helicopter pilot to his left.

HI wants to stay below 100/
0328 ³⁰⁵ ~~old~~ for TO - to ~~TO~~ ^{SAC} V-23 100/

0333 Paul / Tail Rump must be attached for landing.

0337 AIRINC ^{131.8} ~~130.4~~ After Company.

0339 537 Stopping out at PDX.

0342 He is trying to get stairs
down.

0356 Stew Report / Brief case / Left case
about 8 sticks dynamite, 6 in long x 1 inch
wide and battery.

0358 Stew report continued
Red cloth around D.

0400 100/ FF 4000[#] ^{PHI program} gear down flaps 15

0402 No RBL to RNO.

0405 No answer on interphone.
Response on PA.

TOM Baseops 984-5611

0418 23 DME PDX 100/
FOB 40000[#] FF 4000[#] 165

Off 0336 Z

0430 Paul/Suggest Stew is talking with me
in back.

If 2nd Takeoff from RNO
to Yuma shortest dist.
RNO DRCT OAL BTY BLH YUMA
Contact Center

0445 130.6 Call Aoda London 2913

0450 ^{over} EUG 100 4000# per eng, ^{TAT-7}
Gear down/flaps 15° IAS 170
FUEL REMAINING 33,500

(Bob Lowenthal)

0500 ³⁰⁵ No comms with rear.
Last contact ⁰⁴⁴⁵ 55" ago. Have decided
not to contact him till near Reno.

0514 Is this being taped/affirmative

0515 Radio Check

0520 FBI suggest communicating as much
as pbl. All crew decided no.
Communications have not been good.
His objective is Mexico City. Will
ask him to save stars to be
at Reno.

0526 3/8 to 1/2 top, 1 to 3 inches
1 to 3 inches. 27500 FR/FF 4000#

0530 Radio Check Assigned 130.6
Wait till Re Bluff to try 130.6
via wood.

0532 Paul
Suggest negotiate Clean Acft
out RNO To Mexico City.
LRC BO 32000# 40,000# MIN 4/00 HRS

0535 (305) Paul
Recommend 11000 RDB DRCT RNO,
Consider slightly lowering cabin temp.

0540 - REC COOLING CABIN TO SLOW REFLEXES.

0541 - FLT CUTTING OUT SOME.

0545 - RLA BY WAL → 110 AS SOON AS
PRACTICABLE.

0548 at 110 on 130.6

0549 RDO ch / In clear / wing stopped

0552 58 ^{NORTH} DME ^{OF} from RBL.

0600Z Linda will be back on flightboard soon

0610Z RNO/MEX. 33000 BO @ NC fuel to do 4/00
FLT LEVEL 350/with 10 KNOT HWD!

0617 130.6 @ 0630Z

0619 FOB 17,300

Add 90,000 to fuel aboard. Use 10,000 high
in case some unknown load aboard.

Put in a fuel load of 115,000