

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

TINA ANN MUCKLOW, residence 7320 Cedar Avenue Apartment 302, Richfield, Minnesota, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. She identified herself as a hostess on Northwest Airlines Flight 305.

Shortly after takeoff from Portland, Oregon, en route to Seattle, Washington, in the afternoon hours of November 24, 1971, a male passenger on the flight, who was seated in seat 18-E, gave a note to Hostess FLORENCE SCHAFFNER. SCHAFFNER showed the note to Hostess MUCKLOW, who was also in the rear passenger compartment. The note indicated that the male individual was hijacking the plane and wanted the hostess to sit beside him. The note further indicated that he had a bomb and wanted \$200,000.00. Miss Mucklow stated she went back to the male passenger seated in 18-E with the note, at which time he indicated that he was hijacking the plane and was not kidding. He added that he wanted "no funny stuff". He had a black attache-type case in his lap, which case was partially open and he had his hand inside same. At this time Miss MUCKLOW sat down alongside the individual in seat 18-D and after lighting a cigarette for the passenger, she told him that they would cooperate. Her best recollection is that it was while he told her he wanted no kidding and no funny stuff that he first partially opened the attache case and permitted her to see the contents. She recalls the contents as approximately eight cylindrical objects about six to eight inches long with four of the items being placed on top of the others and banded together with some kind of tape. She also recalled some covered and uncovered wiring running from the cylindrical objects to a dry cell type battery which had terminals on one end. She could not recall whether the wires were connected to the terminals. The battery was described as approximately eight inches long and about two and one-half inches in diameter. She stated that she had the impression upon observing the contents of the attache case that it was

On 11/24/71 at Reno, Nevada File# LV 164-60

by SAC HAROLD E. CAMPBELL, JR., and
SA H. E. HINDERLITER, JR. (HEC:tlw) Date dictated 11/26/71

dynamite; however, she is unfamiliar with the appearance of dynamite and could only describe it as stated above, adding that it was of a reddish rusty color.

Miss MUCKLOW then advised the pilots compartment of the fact the plane was being hijacked via the intercom. She used the intercom while remaining in her seat inasmuch as it was close by and she could reach same from her seated position. It was with a pre-arranged signal of bells that she so advised the pilots compartment. SCHAFFNER at that time on a plain envelope wrote out the demands of the hijacker, listing that he wanted four parachutes including two back packs and two chest packs, \$200,000.00 in cash in small bills and that he wanted all this "by five o'clock". She recalls that Miss SCHAFFNER delivered this note to the pilots compartment inasmuch as the hijacker insisted that she be physically present alongside him at all times. She recalled that she sat with him almost the entire time of the flight.

Miss MUCKLOW recalled that during the flight from Portland to Seattle, all passengers were moved at least three rows forward from where the hijacker was seated. She stated that at one time he commented that "the bomb" he had was electrically fused and he certainly hoped the crew would not generate any electrical currents which would trigger it. In response to her query as to why he had chosen a Northwest airplane to hijack, she related his statement to the effect that he had "a grudge" but was not against Northwest Airlines, adding that the Northwest plane just happened to be in the right place at the right time. In response to her query at one time during their conversation as to where he came from, Miss MUCKLOW stated the hijacker was adamant in his refusal to answer and seemed somewhat provoked by the question. Miss MUCKLOW recalled that frequently during her conversation with the hijacker he kept reminding her that the crew should attempt nothing funny and each time she assured him that he would receive the full cooperation of the crew.

Sometime before going into the landing pattern at the Seattle - Tacoma Airport, the hijacker reiterated his previous instructions that all the items he had requested, including the money and the parachutes, must be available at the airport before he would permit the plane to land. He also instructed that upon landing, Miss MUCKLOW was to be his intermediary in not only delivering messages to the crew but also in transferring the items that he had requested from the ground to him in the aircraft. He specifically instructed that upon landing only one unmarked automobile should approach the aircraft and it should approach and park in such a position that the hijacker could observe it at all times. He also instructed that the pickup rig which delivers the exit stairway to the forward compartment of the aircraft be available immediately upon landing in order that Miss MUCKLOW could go out the forward door and contact the intermediary in the unmarked car to obtain the items he had requested. Additionally, he instructed that a fuel truck be available in the area upon landing and same fuel truck was to be manned by only one employee. He was insistent that every condition be met and that everything be available on the ground prior to the landing of the aircraft.

Miss MUCKLOW recalls that the aircraft went into a holding pattern for a period of time she estimated over one hour and she stated she felt this was because all of the items the hijacker had requested were not yet available on the ground.

After a period of time Miss MUCKLOW said the aircraft landed and an announcement was made from the cockpit rather than by a hostess in the cabin, as is the normal procedure, to the effect that some mechanical difficulty had been encountered and the passengers were all requested to remain in their seats with their seat belts fastened. Miss MUCKLOW recalls that the hijacker went to the nearby lavatory at this time stating he would return in a few minutes, at which time the stairway to the forward door should be ready. When he went to the lavatory, he closed the attache case and carried it with him. He came out of the lavatory in a matter of three or four minutes and again took the same seat he had occupied.

When the forward door stairway was attached, Miss MUCKLOW departed the aircraft through the forward door as soon as the stairs were put in place. She noted there was one car parked at approximately ten o' clock to the aircraft, the pickup rig was in the area and a fuel truck immediately went about attempting refueling of the aircraft. She stated she obtained a bag from an unknown male individual who got out of the car which was parked near the aircraft and although she is unable to recall the precise wording, she was told that the bag contained the money requested. She took the bag reportedly containing the money back to seat 18-E, which seat was still occupied by the hijacker. He opened the bag and inspected the contents which Miss MUCKLOW said she observed was money packed in small packages with bank-type bands around each package. Having inspected the money in a cursory fashion, the hijacker stated that "it looked okay" and then indicated to Miss MUCKLOW that the crew could now permit the passengers to deplane. She stated that she called the cockpit on the intercom with the message and an announcement was made from the cockpit that passengers could at that time disembark. Miss MUCKLOW recalled that she, in an attempt at being humorous, stated to the hijacker while the passengers were unloading that there was obviously a lot of money in the bag and she wondered if she could have some. The hijacker immediately agreed with her suggestion and took one package of the money, denominations unrecalled by Miss MUCKLOW, and handed it to her. She returned the money, stating to the hijacker that she was not permitted to accept gratuities or words to that effect. In this connection Miss MUCKLOW recalled that at one time during the flight the hijacker had pulled some single bills from his pocket and had attempted to tip all the girls on the crew. Again they declined in compliance with company policy.

After the passengers deplaned, Miss MUCKLOW stated that in accordance with instructions from the hijacker, she went out to get the parachutes he had requested. She brought back one large parachute (back pack) first, stating that she could only carry one parachute of this kind at a time. It was after she brought this first parachute into the aircraft that he told her to lower all the window shades in his section of the aircraft. After pulling down these shades, Miss MUCKLOW

then again left the aircraft and this time brought back the two smaller parachute packs (chest packs) and gave these to the hijacker. She made a last trip from the aircraft then to obtain another of the large parachute packs (another back pack). All of the parachutes were given to the hijacker and he was observed by Miss MUCKLOW to be looking them over as she left them with him. She also recalled that at this time all hostesses and male crew members were still aboard the aircraft.

At this point Miss MUCKLOW recalls discussing with the hijacker what the instructions were regarding future destination of the flight. Up to this point he had refused to tell her where he would order the flight to go. At this time, however, he told her not to worry, the flight was not going to Havana but it would go to a "pleasant place".

Miss MUCKLOW said that she obtained one of her pay sheets and by this time did have a pencil and took down the following instructions from the hijacker:

"Going to Mexico City -- or anyplace in Mexico -- nonstop -- gear down -- flaps down -- don't go over 10,000 feet altitude -- all cabin lights out -- do not again land in the States for fuel or any other reason -- no one behind the first class section".

Miss MUCKLOW forwarded this information to the cockpit and the hijacker also indicated that he wanted takeoff made with the rear door open and the stairs extended for takeoff. He had also indicated that in addition to the passengers, all of the hostesses would be allowed to exit the aircraft prior to their departure.

The crew, through Miss MUCKLOW, informed the hijacker that takeoff in that aircraft with the door open and stairs extended would be an impossibility, and it was finally agreed that takeoff would be made with the door closed, stairs retracted, and Miss MUCKLOW would remain on board to lower the door and stairs after the aircraft was airborne.

The hijacker further indicated to Miss MUCKLOW that as soon as this lowering of the door and stairs were accomplished in flight, she would be permitted to go to the pilot's compartment. During the period of furnishing these conditions, the hijacker became extremely annoyed over the time required to refuel the plane as he had ordered.

The hijacker displayed an extensive knowledge of the aircraft and seemed specifically well informed in refueling procedures to the point that the crew had difficulty in convincing him that only 96% of the required fuel was on board at the time he was protesting the fact that refueling had not been completed. It was also during this time (when he was upset concerning refueling) that he complained to Miss MUCKLOW also that he had requested the money be delivered to him in a knapsack and instead it was delivered in a cloth bank-type bag, which displeased him. It was at this time that Miss MUCKLOW recalls he stated that he would be forced to use one of the parachutes to rewrap the money since he had not been furnished a knapsack container. Miss MUCKLOW recalled that it was at about this time she observed a small green paper bag (contents unknown). She stated that she recalled no other packages or luggage belonging to the hijacker except for the attache case and this small green paper bag. She also recalls that it was at about this time she again offered to get him something to eat or drink, which offer he refused as he had several previous offers. She clearly recalled that he accepted no refreshments of any kind while he was on board the aircraft.

Miss MUCKLOW recalled that it was at this time that the hijacker requested that all notes, including the one he had furnished to Miss SCHAFFNER and those written by Miss MUCKLOW, to be returned to him. In this connection she also recalled that he was a chain smoker. At one time she lit a cigarette for him with the last match in the paper match folder. When she attempted to discard the empty card folder, the hijacker decisively took it from her and placed it into one of his

pockets, stating he did not want her to throw it away. She recalled that he smoked Raleigh filter tips. In commenting concerning the hijacker's actions in general, she stated that she recalled some conversation to the effect that the parachutes were coming from Mc Chord Air Force Base. The hijacker remarked that it was about 20 minutes from Mc Chord to the Seattle - Tacoma Airport. She also recalled that while they were in the holding pattern prior to landing, he at one time looked out the window and observed "We're over Tacoma now". Miss MUCKLOW indicated that there had been no announcement or no mention that the aircraft was over Tacoma and she accordingly concluded that the hijacker was familiar with the area.

After refueling was completed and takeoff appeared imminent, the crew called on the intercom and advised that after checking with appropriate authorities, they had been told that the fuel load would not permit them to fly nonstop to Mexico City, or anywhere in Mexico, in fact. They pointed out that the range of fuel was such that they recommended landing to refuel somewhere in the San Francisco, California area. The hijacker countered with Phoenix, Arizona, as an alternative landing for refueling. When the crew responded in the negative due to the distance to Phoenix, Arizona, he at that time stated the aircraft could make Yuma, Arizona or Reno, Nevada, and he preferred a landing in Reno, Nevada. The crew called back and stated they would proceed to Reno, Nevada.

Miss MUCKLOW stated that upon takeoff from Seattle, the hijacker was in seat 18-D or E (occupying both seats at various times) and she was seated across the aisle in 18-C. It was during this time, as she recalls it, that he was occupied with opening one of the parachute packs (recalling the color of the parachute as a bright pink-orange color) and attempting to in some way pack the money in a parachute container in order that he could in some way attach it to his body along with the regular parachute straps. Her recollections in this regard were vague, but she stated she clearly recalled his removing a small jack knife from his pocket and cutting some portion of either the outside container or the parachute in order to

secure the money in this rather than in the white bank-type bag which he had been furnished. Her recollection was that she did not see him tampering with the two large parachute containers other than to cursorily inspect them when she had brought them aboard.

After the plane was airborne, there was conversation between Miss MUCKLOW and the hijacker regarding her opening the rear door and extending the stairway. She told him that she was fearful of being sucked out of the airplane and, accordingly, wanted to tie an emergency safety rope around her waist and attach it to a seat in order to prevent being sucked out of the door when she opened it. He told her at that time it would not be necessary for her to use the emergency safety rope inasmuch as he would cut one of the parachute shroud lines for her to insure her safety when she opened the door. It was at this time that he was still working with the parachute to in some way secure the money to his body. Shortly thereafter he asked her to demonstrate to him the procedure for opening the rear door and extending the stairway. She did this and was under the impression that he understood how to do it. She commented that it occurred to her at this time that this was the only function of the aircraft which she had discussed with the hijacker during the time she had been with him which he did not seem to be fully aware of. She stated that as a matter of fact, he had even shown a knowledge of where the oxygen bottles were located at an earlier time, which information she felt is normally known only to air crew personnel. While she could not recall specifically, she stated there were several other comments he made which indicated to her that he had an extensive technical knowledge of this particular type of aircraft and perhaps aircraft and flying in general. She also commented that he appeared to be completely familiar with the parachutes which had been furnished to him.

It was estimated by Miss MUCKLOW that in less than five minutes after takeoff, the hijacker suddenly told her to go forward of the aft compartment, to close the curtain behind her and not to return to the rear compartment again. She

quickly complied with this request, going to the first class cabin, closing the curtain behind her, then proceeding to the cockpit and closing and locking the cockpit door behind her. She did not thereafter leave the pilot's compartment and had no further conversation with the hijacker face to face or via the intercom.

Miss MUCKLOW furnished the following physical description of the unknown subject, it being noted that Miss MUCKLOW is approximately 5'8" in height and she observed the hijacker in a seated position except for the brief period when he went to the lavatory. She also commented that at no time did he remove the dark glasses he was wearing and consequently, she was unable to observe his eyes or eyebrows:

Race	White
Sex	Male
Age	Mid 40's
Height	5' 10" to 6'
Weight	180 to 190 pounds
Build	Medium, well built
Hair	Dark brown, had sideburns partially past ears, hair parted and combed back
Complexion	Medium, smooth
Characteristic	Wore dark rimmed wrap-around glasses with black frames, concealed eyes entire time; Had no accent, possibly from West or Midwest; Had low voice
Clothing	Dark top coat, brown suit, brown shoes, and noted black tie and tie tack found on plane was possibly his.

FEDERAL BUREAU OF INVESTIGATION

Date December 3, 1971

Miss TINA MUCKLOW, residing at the home of her mother, 176 Clearview, Trevose, PA., provided the following information:

On November 24, 1971, while employed as a stewardess for Northwest Airlines, she flew on Flight 305 which originated in Washington, D. C., arrived at Minneapolis, Minn., about 10 a.m., and she boarded shortly thereafter. She said the crew for her flight were Pilot WILLIAM SCOTT, Co-Pilot WILLIAM RATA CZAK, Second Officer HAROLD ANDERSON, Senior Stewardess ALICE HANCOCK, B Stewardess FLORENCE SCHAFFNER, and C Stewardess TINA MUCKLOW.

Miss Mucklow advised that her flight departed Minneapolis, Minn., at 10:35 Central Standard Time, with a light load, less than half, and flew to Great Falls, Montana, then to Missoula, Montana, then to Spokane, Washington, and Portland, Oregon. She said that the aircraft departed Portland, Oregon at 2:53 Pacific Time, and arrived two hours and fifty-three minutes later at Seattle which is normally a 36 minute flight.

Just before the Second Officer gave the word for take off from Portland, FLO SCHAFFNER took a beverage form to the aft jump seat. There was a man in seat 18 E, middle right aft passenger seat, and as she, TINA, faced the barrier strip, she observed FLORENCE dropping a note, stand up, and unfasten the barrier strip and sit down next to the man in Seat 18 E. FLORENCE appeared emotional in that she was trying to speak to her, was moving her lips, but other than "TINA", no other words came out.

TINA picked up the note laying at her feet and read it which, to the best of her recollection, is as follows:

"Miss, I am hijacking this plane. I have a bomb. Sit next to me."

The aircraft lifted off the run way at 2:58 and TINA used the interphone to advise the pilot the ship was being

On 12/1-2/71 at Trevose, PA File# Philadelphia 164-133

by SA JOSEPH PATRICK KELLY
SA JOHN WILLIAM CULPEPPER JWC/ss Date dictated 12/3/71

hijacked. She said, "We're being hijacked, he's got a bomb and this is no joke." She replaced the phone and leaned down in the aisle near FLO and saw her writing something on an envelope. After FLO finished writing, she said to the man next to her that she would take the note to the cockpit. TINA asked FLO if she wanted her to take the note and she said no. TINA said, "Do you want me to stay here?" and the man replied, "yes." FLO took the note and entered the cockpit.

TINA sat next to the man and shortly thereafter he opened a black cheap appearing imitation leather attache case and showed her a device with eight red cylinders and a wire running from the cylinders towards a large 6" x 8" x 2" in diameter battery. The wire had a red plastic coating around it, all with the exception of the last inch which was bare and which the man held in between his fingers. He told her it was an electronic device and suggested the aircraft radio be used as little as possible. He said he didn't think radio transmissions would bother it, but wanted to let the crew know.

She then called the pilot over the interphone and advised him of the device and from that point on she acted as a communications media between the hijacker and the pilot through the interphone. During one message to the pilot, he specified that all of the previous requested items be at the airport when they landed. She later learned that the note which FLO had carried to the pilot contained a list of demands. He later told TINA that he wanted \$200,000 in circulated U. S. currency, two back and two front parachutes, and fuel trucks to meet the plane when it landed at Seattle. One of the specific demands that he made was that the fuel truck is to come first and start fueling the plane immediately. Everyone in the plane was to remain in their seat and he indicated that TINA was to be a liaison and the one to get the money. After fueling is completed and the money is aboard, he indicated that the passengers would be released, and the last item to be brought aboard the aircraft would be the chutes, and at that time only the crew members were to be aboard and they must stay out of the aisle and remain in their seats.

During the flight from Portland to Seattle, she had light conversation with the hijacker. For example, she asked him where he was from and he became upset and said he didn't want to answer that. She somehow brought up that they would be going to Cuba and mentioned that personnel were advised to warn passengers against buying any Cuban rum or cigars because U. S. Customs would confiscate them when they returned to the United States.

The hijacker laughed and said that they weren't going to Cuba, but that she would like where they were going. He asked her where she was from and she told him that she was from Pennsylvania, but was living in Minneapolis, Minn. He indicated that Minneapolis, Minn., was very nice country.

She asked him why he picked Northwest Airlines to hijack and he laughed and said, "It's not because I have a grudge against your airlines, it's just because I have a grudge." He paused and said that the flight suited his time, place, and plans. Other conversation centered around personal habits such as smoking and he asked her if she did and she said she used to but had quit and he offered her a cigarette which she took and smoked. She asked if he wanted any food or drink and he refused everything.

During the flight from Portland to Seattle, a male customer started aft down the aisle and she met him at approximately Row 14 where she asked him what he wanted and he indicated he was looking for a sports magazine. They went to the aft section of the plane immediately behind the hijacker where they looked and finally he accepted a New Yorker Magazine and returned to his seat. After he was seated and TINA returned to seat 18 D, next to the hijacker, he said, "If that is a Sky Marshal I don't want any more of that," and she reassured him that it wasn't and further, that there were no sky marshals on that flight.

A short while after that, the pilot called her and asked her to determine from the hijacker if he wanted the pilot to inform the passengers of the situation, and the hijacker said, "no." The pilot said that he would make up another excuse to cover the extension of the flight way beyond the normal 36 minutes. It was at this point the hijacker instructed her to tell the pilot that he wanted the note and envelope back that he had given to the other stewardess. He also wanted the empty matchbook cover from which he had been lighting his cigarettes and had thrown into the back pouch of the seat in front as she said she would normally do with trash. She indicated that he had another book of matches the cover of which was blue and said, "Sky Chef" from which she had pulled matches to light his cigarettes. He retained this book of matches.

The hijacker made a comment while the aircraft was in a holding pattern north of the airport that it is 5:15 and he is still waiting, and this is something that he had wanted by 5 p.m. She called the pilot on the phone and he said that they were waiting for the front pack chutes to arrive at the

airport from McCord. The hijacker said, "McCord is only 20 minutes from Tacoma; it doesn't take that long." She called the cockpit back over the interphone and they said that the chutes were en route and the cockpit requested permission from the hijacker to start their descent without the chutes being present at the airport. The hijacker said yes, provided they don't have to wait for the chutes after the fueling was completed. A few minutes later, the pilot called TINA back on the interphone and advised the chutes were there and he was going down.

The flight landed at Seattle International Airport at 5:46 Pacific time. Prior to landing, the captain wanted permission from the hijacker to park his aircraft away from the terminal and the hijacker said okay. The pilot said he would park the aircraft in a semi-lighted runway not being used and this pleased the hijacker. While the aircraft was being taxied to the area at which the aircraft would be parked, she asked the hijacker's permission to move five passengers away from the immediate area of his seat which he approved of and she did.

Stewardess FLO SCHAFFNER stood at Row 15 in the middle of the isle to be certain that no one came aft. When the aircraft stopped, the pilot got permission from the hijacker to let the fuel trucks approach the plane and begin refueling. The truck stairs came to the front door and TINA left by way of the front door, went to a car carrying the money, chutes, food, maps, and radio for cockpit communications. At this point, he got up with the attache case and headed towards the aft lavatory. When she returned, he was back in his seat. She dragged a white canvas money bag down the isle to where the hijacker was sitting and placed it on seat 18 D next to him. He looked through the bag and said that it was alright for the passengers to get off the plane. TINA phoned the pilot and told him and he told the passengers over the intercom system that they could leave the aircraft.

After the passengers left, she asked if he wanted her to get other items and he said yes but wanted the other crew members to remain seated. She first brought in the big parachute and he told her to pull the window shades which she did. She then went and brought back the small chutes and carried them on the ship. Her next trip she got the big chute and placed it with the others on Row 18. At this point, she gave him a paper sheet giving instructions on how to jump and he said he didn't need that. Prior to this, she asked the hijacker if

he wouldn't rather have one of the cockpit crew get the chutes and he told her that they weren't that heavy and she wouldn't have any trouble.

When she returned to the plane with the last chute, she saw he had one chute cut open and nylon cords out and he was cutting them with his pocket knife. He took the nylon cord and wrapped it around the neck of the money bag numerous times and then he wrapped it a few times from top to bottom, and with the same piece made a loop like a handle at the top. This nylon cord was pinkish in color. He appeared irritated because they didn't give him a knapsack for the money which he had initially requested, and after trying to put the money in an unfolded parachute, he decided to leave it in the canvas bag.

She told him that they had crew meals and maps, and requested permission to go get them. He said, "yes," and she did, returning the items and taking a seat next to him.

He said, "We're going to Mexico City, gear down, flaps down, you can trim the flaps to 15, you can stop anywhere in Mexico to refuel, but nowhere in the United States. The aft door must be open and the stairs to be down. The altitude under 10,000 feet, they know they can't go over that. Cabin lights out and everyone is to be forward of the first class curtain." TINA related these instructions to the pilot. ALICE came back to where the hijacker was seated and asked if she could get her purse and he said that she should come on back, he wouldn't bite her. Then she asked if the stewardesses could get off and he said, "yes."

About one hour had passed since landing, and TINA was taking information for the hijacker from the pilot and she told the other stewardesses to go ahead and she would be with them in a second and they went forward to the cockpit. She told the hijacker that the plane couldn't take off with the ladder down and he said in a low tone, "Yes they can, but the cockpit can put it down after they get airborne." She told him that the stairs had to be let down from the rear and at this point he appeared disturbed because of the duration of time of refueling and he told her to stay.

Just prior to take off, he became very excited because they had been on the ground over an hour and she related this to the cockpit and they answered that they had only 1500 pounds of fuel to be put on and this was about one quarter of their capacity. She explained this to him and he calmed down.

She then told him it would be a few minutes longer while they filed a flight plan and he said, "Never mind, they can do that over the radio once we get up. "Let's get the show on the road."

The cockpit called and told her to use the escape rope to secure herself when they found out that she was going to lower the ladder once the aircraft is airborne. She related this to the hijacker and he said, "no," he didn't want her to go up front or them to come back. She asked if the second officer could shut the front door and he said yes. She opened the aft door and locked it open and the pilot started the engines and taxied towards the runway. During the taxi, she said, "You know we have oxygen", and he said, "Yes, I know where it is, if I need it I will get it." She asked him to cut some nylon cord from the parachute for her to use as a safety line when she opened the rear ladder and the hijacker said, "Never mind," that he would do it. She showed him where the panel was and the controls and how to do it, and reminded him to be sure to put the ladder up before they land or the aircraft would be so damaged in landing that it could not take off again. She returned to seat 18 C, he to 18 E, the money was in 18 D, and the bomb in 18 F. The plane took off and she held her ears because the noise was so loud from the engines. Approximately four minutes after take off, he stood up, told her to go to the cockpit and close the first class curtains, and for no one to come out from behind the curtains. The lights were out in the rear compartment and she went forward, faced the curtain, and the last time she saw him he had a nylon cord tied around his waist and was standing in the aisle. Before she finished securing the curtain, she pleaded with him to take the bomb with him and he said he would take it with him or disarm it before he leaves.

After securing the curtain, she entered the cockpit and approximately ten minutes after that, one of the officers received an interphone call from the hijacker advising that he could not get the rear stairs down. The pilot informed him that he would level the craft off and reduce the air speed. She recalls that a short time after that, she observed the red indicator light go on the second officer's panel indicating that the stairs had been lowered and approximately five minutes after the first call, one of the officers received another call from the hijacker which was the last communication that anyone in the plane had with the hijacker.

Before descending at Reno, Nev., she called repeatedly over the intercom system to the hijacker to cooperate, that the aircraft must land. The last message was, "Sir, we are going to land now, please put up the stairs. We are going to land anyway, but the aircraft may be structurally damaged and

we may not be able to take off after we've landed." The pilot landed the aircraft and parked it away from the terminal. She and the pilot entered the cabin and he called to the hijacker a number of times to cooperate and asked for instructions. When they received no answer, they went behind the curtain. She went to the galley, did not see the man, and simultaneously flipped on all of the cabin lights and there was no one there. The captain and her ran to the rear of the ship and they looked for the bomb. She looked in the aft lavatory and checked the oxygen bussels, then began crawling up the isle looking under seats for the bomb. While she was doing this, the first officer was coming down the isle from the cockpit on his knees with a flashlight looking under the seats for the bomb. After a few minutes, the co-pilot told her to get off of the ship which she did. She walked two blue lights down the taxiway away from the aircraft. It was dark. She recalls that upon entering the aft section of the ship, she observed the one chute that had been cut open and another chute. One was on Row 17, the other on Row 18, both left side of ship.

She said that about five minutes after she left the aircraft, three cars came to the nose of the plane.

Miss TINA MUCKLOW described the hijacker as follows:

Sex	Male
Race	White
Age	44-46
Height	6'
Weight	190-190 pounds
Complexion	Medium to dark
Build	Medium
Hair	Dark, flat, straight sideburns narrow, mid ear
Eyes	Not observed
Characteristics	Wore sunglasses, dark plastic wrap-around frames
Clothing	Dark brown suit, possibly with a thin black stripe, brown socks, brown ankle length pebble grain shoes, not tie type shoes.

The man impressed her as being an executive by his dress, special mannerisms, and consideration that he exhibited for her while he was on the aircraft.

She did not have recollection of any rings or unusual facial scars, marks, or tattoos.

PH 164-133

The only time she can recall any actual threat to her life was during the flight from Portland to Seattle he mentioned to her to impress upon everybody that the device he had he would use, that he would not be taken off the plane. She could not detect an accent in his voice.

Miss MUCKLOW advised that her recollection of the flight from the Seattle International Airport was that the weather was extremely murky and that the ground could not be seen.