

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, Trevoese, 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 Trevoese, 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.

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

FLORENCE SCHAFFNER, home address 1600 East 77th, Richfield, Minnesota, home phone No. 866-2704, advised that she is employed as a Stewardess by Northwest Orient Airlines (NWA) and was serving in that capacity on NWA Flight 305 on November 24, 1971. SCHAFFNER furnished the following information:

SCHAFFNER said that she was standing at the rear entrance to the plane, checking passengers onto NWA Flight 305 in Portland, Oregon. She said that the man, who she later learned was the hijacker, was next to the last person to board the plane. She said that the man did not appear suspicious and did not attract her attention.

SCHAFFNER said that after everyone had boarded the plane, she began serving refreshments, while the plane was still parked at the terminal area. She said that the hijacker was the first person she served. She said that he was sitting in Row 18, the last row of seats in the plane. She said that the hijacker sat on the righthand side of the plane in the middle seat of three seats on the righthand side.

SCHAFFNER said that she asked the man if he cared for anything to drink. She said the man replied that he would like Bourbon and 7-up. She fixed the drink for the man and was given a \$20 bill. She said that she asked the man if he had anything smaller, and he replied, "No, I'm sorry."

SCHAFFNER said that he was very polite, and she told him that she could not give him change, until she served the rest of the people in the section. He replied that it would be alright. She said that after serving the entire tourist section, she returned to the man and gave him change for his \$20 bill. She said that the man thanked her.

SCHAFFNER said that she then gave the routine oxygen mask usage and escape route demonstration. She said that the take-off announcement was then given, and she checked the passengers in the tourist section to be sure

On 11/24/71 at Seattle, Washington File# SE 164-81

by SA DANIEL S. JACOBS /kn Date dictated 11/26/71

SE 164-81

that their seatbelts were fastened. She then sat in the Stewardess seat located in the rear of the plane behind the hijacker's seat.

SCHAFFNER said that after she had been seated for about 30-seconds, and as the plane started taxiing toward the runway, the hijacker turned around and handed her an envelope. She said that at first she thought he was making a pass at her and did not open it immediately. She said the man turned around and looked at her several times, and she felt that he was indicating that he wanted her to open the envelope immediately.

SCHAFFNER said that she opened the envelope while the plane was still taxiing toward the runway. She said that the note inside the envelope was written in black felt-tip type pen and read as follows:

"MISS -

I have a bomb here and I would like you
to sit by me."

SCHAFFNER said that "MISS" was printed, but the remainder of the note was written in neat legible handwriting. She said that the envelope was a plain, white letter-type envelope with no writing on the outside. She said the note was written on plain white unlined paper.

SCHAFFNER said that she read the note twice, and then looked up at the man. She said he was looking directly at her, and she asked if he was kidding. She said that the man replied, "No, Miss, this is for real," in a serious but calm voice.

SCHAFFNER said that another Stewardess, TINA, came to the rear of the plane at this time. SCHAFFNER said that she stood up and handed the note to TINA as she moved up and sat in the aisle seat beside the hijacker. She said that TINA read the note and went to the phone in the rear of the plane.

SCHAFFNER said that after sitting beside the man,

SE 164-81

she looked at him and asked again if he was kidding. The man replied, "No Miss."

SCHAFFNER said that the man then took a brief case which was sitting in the window seat and placed it on his lap. She said that he opened the briefcase and showed her a bundle of red sticks, which she believed was dynamite. She said that the bundle consisted of six or eight reddish colored sticks, which were about six or eight inches long. She said that there was no writing on the outside of the red sticks, and she believed they were bundled as though they were taped together.

She said that there was a small wire leading from the bundle of sticks, which the man held in his hand, as if to indicate he could detonate the bomb by touching the bare end of the wire to a contact. She said that there was also a battery in the briefcase, which was cylindrical in shape and about eight-inches long. She said that she could not describe the battery, as she paid more attention to the dynamite sticks.

SCHAFFNER said that after she sat down, she asked the man what she should do. He replied, "Take this down." She said she reached into her purse and got a pen and note pad. She said that the man dictated the following request to her:

"I want \$200,000 by 5:00 PM in cash. Put it in a knapsack. I want two back parachutes and two front parachutes. When we land, I want a fuel truck ready to refuel. No funny stuff, or I'll do the job."

SCHAFFNER said that she stopped writing and looked at the man, and he calmly said, "No fuss." She said that she also wrote this down on the note, although she did not know if he had intended it to be part of the note. She replied, "Okay."

SE 164-81

She said that the hijacker replied, "After this, we'll take a little trip."

SCHAFFNER said that as the plane was taking off, she told the man that she would have to go to the cockpit, or she could not relay this information. He said, "All right, go ahead." She asked as she got up, "Sir, is this all you want?" He replied, "Yes."

She said that when she got up, she went to the rear of the plane, where TINA was talking on the phone and took the note which the hijacker had initially given to her and went forward to the cockpit.

She said that she gave the Captain the information, and was told by the Captain to stay in the cockpit. She said that she remained in the cockpit until shortly before the plane landed. She said that the pilot instructed her to go to the tourist section and make sure that no one walked back into the area where the hijacker was sitting.

She said that after the plane landed, TINA, who was then sitting in the aisle seat next to the hijacker, stood up and walked to the forward exit of the plane. She said that all the passengers remained seated, and TINA returned to the plane carrying a large bag, which SCHAFFNER assumed was the \$200,000. She said that TINA went to the rear of the plane and gave the money to the hijacker.

SCHAFFNER said that the passengers began to de-board, and she remained standing at the entrance to the tourist section.

SCHAFFNER said that after all the passengers had deboarded the plane, she, TINA and ALICE, the other Stewardess on the flight, began talking to the man. He instructed TINA to go out again and pick up the parachutes. She said that while TINA made several trips to bring in all four parachutes, she conversed with the hijacker.

She said that the hijacker talked about how heavy the money was and asked her to lift it. She said that she picked up the bag of money and remarked as to how heavy it was.

She said that at this point, she felt as though the hijacker was acting very childish. She said that she felt as though she was humoring him. She said that the man offered her, and the other stewardesses on the flight, money which was change from the \$20 bill he had given her for the drink. She told him that they did not accept tips. She said that he did not appear to resent this and said no more about it.

SCHAFFNER said that the man spoke of going to Mexico City, Phoenix or San Francisco. She said that he did not appear to know exactly where he was destined for. She said that she asked the man if they were going to go with him, but he did not reply. She said that she asked if the stewardesses could leave the plane, and the man replied, "Sure go ahead," in a calm, uninterested manner.

SCHAFFNER said that by this time the man had begun putting on one of the back parachutes, and at some-time during their conversation had put on a pair of sunglasses.

SCHAFFNER said that she and ALICE turned and walked toward the forward exit of the plane. She said that TINA went to the rear of the plane and picked up the telephone. She said that as she was walking out of the plane, she recalled that she had left her purse on the stewardess seat on the rear of the plane. She said that she returned to the plane, and when she approached the hijacker, said, "Sir, I forgot my purse." She said that he smiled and told her she could go ahead and get it. She said that after getting her purse, she left the plane while TINA was still talking on the phone.

SCHAFFNER described the hijacker as follows:

Race	White
Sex	Male
Age	Mid-40's
Height	6' 0"
Weight	170 - 175 lbs
Build	Average
Eyes	Brown

SE 164-81

Hair	Black, medium length, straight, parted on left side
Complexion	Olive-type
Clothing	Black business suit, white shirt, thin black tie, black overcoat, black shoes. Subject was carrying a black businessman's type briefcase, described as ordinary. Had a pair of dark-framed sunglasses with dark brown lenses.

SCHAFFNER said that the man appeared to be Latin descent. She said that there were no distinguished characteristics, such as scars, marks or tattoos. She said that the man had no mustache or beard and spoke in a normal calm voice. She said that she did not recall the man wearing any rings.

SCHAFFNER said that after she delivered the demand note the hijacker had written, and the note she had written at his direction to the cabin, the Captain instructed her to remain seated in the cockpit of the plane. SCHAFFNER said that she began taking notes concerning the events that transpired during the remainder of the flight.

SCHAFFNER said that after she delivered the demand notes to the Captain, and had been seated in the cockpit for a few minutes, Stewardess TINA advised by telephone that the hijacker wanted both the note he had written and the note SCHAFFNER had written at his direction returned to him. SCHAFFNER said she took both notes back to him.

SCHAFFNER furnished 13 pages of notes which she took during the course of the flight.

FEDERAL BUREAU OF INVESTIGATION

Date 12/7/71

Mrs. Alice Garley Hancock, a stewardess aboard Northwest Airlines Flight #305, provided the following information:

On November 24, 1971, Mrs. Hancock stated that the individual who hijacked Northwest Airlines Flight #305, a Boeing 727, initially boarded the aircraft in Portland, Oregon, and at the time he boarded the aircraft he was carrying a briefcase which measured about 12 inches by 18 inches and was dark brown or black in color. She stated that the hijacker handed another stewardess on board the flight by the name of FLORENCE a ransom note demanding \$200,000 in cash. Mrs. Hancock believes that the note was handed to FLORENCE very shortly after takeoff from Portland. She advised that the hijacker's demands were communicated to the Captain of the aircraft via the aircraft's intercom system by another stewardess named TINA MUCKLOW.

Mrs. Hancock stated that the note which the hijacker handed to FLORENCE stated that the hijacker had a bomb in the briefcase that he was carrying and that he wanted \$200,000 and absolutely no trickery or he would explode the bomb that he had in his briefcase. In addition, Mrs. Hancock advised that the hijacker requested four parachutes. After these demands were stated, the stewardess named FLORENCE went to the cockpit of the aircraft to advise the captain of the situation and remained in the cockpit until just before landing in Seattle. Meanwhile the hijacker remained in his seat and had another stewardess by the name of TINA MUCKLOW next to him.

Mrs. Hancock stated that the hijacker wanted the stewardess named TINA to go to get off the plane in Seattle and to get the money that he demanded and then after she got the money, she was to go off the aircraft again to get the four parachutes that he demanded. In addition to the parachutes and the money the hijacker also requested four crew meals. Mrs. Hancock advised that TINA had told her that the hijacker wanted to go to Mexico and was very concerned throughout the flight about sky marshals being on board the

On 11/24/71 at Seattle, Washington File# SE 164-81

by SA Patrick K. Murphy:bfr Date dictated 12/1/71

aircraft. She stated that the hijacker made his demands known in this order:

- 1) He wanted the money first
- 2) He wanted the people off the aircraft after the money was on board
- 3) He wanted parachutes and four crew meals
- 4) He wanted the plane completely re-fueled
- 5) He wanted maps

Mrs. Hancock could not remember what kind of maps the hijacker had requested.

During the flight, Mrs. Hancock advised that the hijacker wanted continued re-assurance that nothing was going to go wrong. After the plane landed and the passengers dis-embarked, TINA MUCKLOW was on the telephone relaying the hijacker's demands to the captain of the aircraft.

Mrs. Hancock stated that the hijacker was good-natured during the flight.

The hijacker then informed TINA MUCKLOW to tell the other stewardesses and crew to remain on board. At this point, Mrs. Hancock stated that the pilots of the aircraft wanted the stewardesses to leave the plane. Once the stewardesses had successfully left the aircraft, Mrs. Hancock stated that the pilots had planned to get off the plane by jumping out through the cockpit. However, none of them did deplane because the hijacker could see them and they feared that he would set off the bomb that he had in his briefcase.

Then Mrs. Hancock went to the back of the plane and asked the hijacker if the stewardesses could go and he said "Whatever you girls would like." Then she and FLORENCE, another stewardess on board, left the aircraft.

Mrs. Hancock described the hijacker as a male Caucasian, olive complexion, age 38 to 45, 6' 1", 170 to 175 pounds, slim build, black hair, wavy, short and trimmed in the back. He wore no hat, and wore dark sunglasses with plastic frames which looked like prescription sunglasses. He wore a black trench-coat, white shirt and tie, and dark slacks. He wore no gloves and was soft-spoken and had no accent. He had no visible scars or marks.

Mrs. Hancock advised that the briefcase which the hijacker carried on board with him was in the window seat next to him and that he was sitting in the middle seat with the stewardess, TINA MUCKLOW on his left. She stated that he had his right hand inside the briefcase at all times. At one point during the hijacking Mrs. Hancock noticed that one of the parachutes that had been brought on board had been unpacked and she asked the hijacker if he had taken the parachute apart and he replied Yes.

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

WILLIAM A. SCOTT, residence 262 Peninsula Road, Minneapolis, Minnesota, telephone Liberty 5-5524, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971, and early morning hours of November 25, 1971. He advised that he was the captain on Northwest Airlines Flight 305.

Captain SCOTT advised that he was present during the interview of all of his crew members and that events, as supplied by them, were correct to the best of his recollection and he had no pertinent additional information to provide at this time. He added that he personally had no direct contact or observation of the hijacker and was, therefore, unable to provide a physical description.

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

by SAC HAROLD E. CAMPBELL, JR., and
SA H. E. HINDERLITER, JR. HEH/skh Date dictated 11/30/71

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

WILLIAM JOHN (BILL) RATA CZAK, residence 3407 Selman Drive, Burnsville, 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. He identified himself as the third officer on Northwest Airlines Flight 305.

RATA CZAK advised that according to some notes he had made concerning the incident, it was at 2759 Zulu time or 3:59 p.m. Pacific Standard Time that he received an emergency signal from hostess TINA MUCKLOW on the intercom with a series of bells signaling that they had trouble on board. They had a pre-arranged flight signal for such emergencies and he made a notation in his book of the time of this notification.

Almost immediately thereafter, he received a note from TINA MUCKLOW advising she thought they were being hijacked and added she was not kidding.

Subsequently, hostess FLORENCE SCHAFFNER brought a note on what appeared to be a standard 6 x 9 tablet written with a felt pen as well as an envelope that had notations also containing the figure \$200,000, two back parachutes, two chest packs and under it a time of 5:00 p.m.

Hostess MUCKLOW then went back to the compartment and sat with the hijacker at which time he insisted that all of the above items be physically present and waiting for them at the Seattle Airport upon their arrival and prior to their landing.

RATA CZAK received the impression that the above hijacking had been carefully thought out in advance in that the hijacker specified that the money was to be furnished in a knapsack and even insisted that a discarded match cover be returned to him. He also insisted on the return of the original note and the envelope and appeared especially careful to see that nothing of his was left behind.

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

by SAC HAROLD E. CAMPBELL, JR., and
SA H. E. HINDERLITER, JR. HEH/skh Date dictated 11/30/71

RATACZAK stated that as soon as they verified the intentions of the hijacker, they immediately contacted the company via their radio connections concerning the situation but they did not alert the passengers nor did they press the emergency transponder code button signaling a hijacking to the control towers due to the hijacker's insistence of "no funny stuff".

They subsequently radioed the Seattle approach control tower and requested holding instructions in order they could remain airborne for the approximate 1 1/2 hours which was estimated to be required in order that all of the items requested by the hijacker could be obtained.

RATACZAK noted that all of the demands of the hijacker were forwarded to the cockpit through hostess MUCKLOW and at no time did he have occasion to personally observe or have any direct contact with him.

Inasmuch as Seattle was the destination and actual termination point for that flight, an announcement from the cockpit was made to the passengers that they were burning off excess fuel which helped put the other passengers at ease. In addition, the hostesses were instructed not to serve any additional drinks to any of the passengers.

It was further established that hostess MUCKLOW was to act as intermediary between the hijacker and the individuals meeting the plane to supply his demands. The chief pilot for Northwest Airlines and one other individual were to be in the first vehicle with the money, the second vehicle was to carry the stairs so that the hostess could exit from the front of the plane with only one driver designated for that vehicle, with a third vehicle being a fuel truck, containing a driver only which was to remain in a 10 or 11 o'clock position from the plane in order that all would be in full view of the hijacker at all times.

After the plane had landed and the initial delivery made of the money and parachutes, the hijacker then forwarded through hostess MUCKLOW the following instructions which he also listed: (1) They were going to Mexico City non-stop

or if they could not reach Mexico City, anywhere in Mexico; (2) they would fly with landing gear down and flaps down; (3) they would not fly above 10,000 feet; (4) they would fly with the lights out in the cabin; (5) they were not to land in the U. S. for fuel or for any other reason; (6) there was to be no one aft of the first class curtain; (7) he indicated that after taking off, hostess MUCKLOW would be allowed to visit the cockpit; (8) he wanted the rear door open and the stairs extended for taking off.

RATACZAK noted that at this point they informed him that it would be impossible to make a take-off with that aircraft in that position and the hijacker subsequently agreed to having the door closed with the stipulation that hostess MUCKLOW could lower the stairs after the plane was airborne. RATACZAK noted that all of the above instructions were given on the ground at Seattle orally by the hijacker through TINA during the period she was carrying on the parachutes.

After the release of the passengers, and during the period of re-fueling, the hijacker became considerably annoyed at the delay in re-fueling and at the point where 96 per cent of the fuel was on board, he implied that the procedure was being deliberately delayed. The hijacker displayed a specific knowledge of flying and aircraft in general and that one in particular and they were finally able to convince him that the time being utilized was entirely necessary.

They subsequently informed the hijacker that under the operating conditions that he had stipulated it would be impossible for them to reach Mexico City and he thereafter countered with the possible destination of Phoenix. Each point that he mentioned would be considered and rejected with the cities of Yuma; Sacramento and Reno being mentioned and a final agreement reached whereby the plane would fly to Reno, Nevada, as its initial destination.

RATACZAK stated that after take-off they flew at an indicated air speed of 170 knots which would have provided an estimated ground speed of 205 miles per hour.

The hijacker was questioned concerning his intentions with regard to the bomb package and he responded through MUCKLOW that he would either take it with him or disarm it at the time of his departure. Upon their departure from Seattle, they followed a course known as "Victor 23", which is a standard low altitude routing to Portland, and received clearance from Sacramento tower for Victor 23 at 10,000 feet.

RATACZAK recalled that initially after receiving descriptive data from hostess MUCKLOW, they radioed the company for any likely suspects or modus operandi and the company furnished the name of R. SIMMONS who had previously been arrested for being intoxicated and was suspected as a possibility of being the hijacker.

RATACZAK stated that departure from Seattle was made at 7:36 p.m. and at approximately 8:05 p.m. he called the hijacker on the intercom, inquired whether he could hear and whether there was anything they could do for him. The hijacker responded in the negative and the crew then decided that the hijacker was on board for the duration and they decided against any more tests or contacts with him until after they arrived at Reno, Nevada. Upon approaching Reno Airport, they tried to contact the hijacker with no response and they notified their company of same.

RATACZAK stated that approximately 5 to 10 minutes after the last contact with subject at 8:05 p.m., they heard and felt an oscillation of the aircraft and commented at the time that the hijacker could have departed, causing the unusual vibration since there had been no change in flight altitude, speed or any other external force which would account for this sudden oscillation. They telephoned the company representative, PAUL SODERLIND, in Minneapolis shortly thereafter, and stated that the oscillation, which could have been the hijacker's departure, would have occurred between 8:05 p.m. and their call to SODERLIND 5 or 10 minutes later, the exact time which would be recorded in the company log.

RATACZAK stated that they had not yet reached Portland proper but were definitely in the suburbs or immediate vicinity thereof.

RATACZAK added that the stipulations made for the reception of the aircraft at Reno, Nevada, were based on the same instructions that the hijacker had previously furnished prior to the landing at Seattle and no member of the crew departed from the cockpit to check on the presence of the hijacker following the arrival in the compartment of hostess MUCKLOW who had locked the door behind her.

RATACZAK added that it had not occurred to them at the time, but they could have pinpointed their exact location at the time the oscillation was felt and admitted that the crew had emergency exits from the pilot's compartment via the windshields and a rope ladder. Conceivably, following the departure of the passengers and during one of the periods that hostess MUCKLOW was off the plane obtaining the parachutes, the remainder of the crew could have vacated the aircraft leaving the hijacker on board alone.

FEDERAL BUREAU OF INVESTIGATION

Date 12/1/71

HAROLD E. ANDERSON, residence RR 27 Murray St., Shorewood, Minnesota, telephone Liberty 4-88, was interviewed at the Reno Airport, Reno, Nevada, on the late evening of November 24, 1971 and early morning hours of November 25, 1971. He advised that he was the flight engineer on Northwest Airlines Flight 305.

ANDERSON noted that he was present during the interviews of hostess MUCKLOW and third officer WILLIAM RATA CZAK and concurred with the information as supplied by them. He recalled that the hijacker had indicated the bomb had an electrical fuse and instructed the hostess that radio transmissions be limited as much as possible so that they would not set it off.

He advised that the landing at Seattle was made at 5:45 P.M., Pacific Standard Time, and that the hijacker had indicated that once the money and parachutes were brought on board and that re-fueling was simultaneously taking place, the passengers would be permitted to depart.

ANDERSON also stated that there was a delay on the ground in securing the chest-type parachutes and when they did not arrive as quickly as had been hoped for, the crew, through hostess MUCKLOW, requested permission to land anyway without them and the hijacker refused permission for same. At some point in negotiations with the hijacker, he indicated an awareness that parachutes would be obtained from McChord Air Force Base and indicated that it was only 20 miles away from the Seattle Airport.

ANDERSON added that after take-off at 7:36 P.M., they received a call from the hijacker around 7:42 P.M., at which time he indicated that he was unable to get the stairs lowered in flight. They then slowed down the aircraft air speed and subsequently observed the cockpit signal light that the rear stairs were down. At that time the Captain instructed the hijacker to sound the bell on the intercom in the event he wished to make any further contact with them, which he agreed to do. ANDERSON added that at no time did he have any direct contact or observation of the hijacker and, therefore, could furnish no physical description.

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

by SAC HAROLD E. CAMPBELL, JR., and SA H. E. HINDERLITER, JR. HEH/skh Date dictated 11/30/71

FEDERAL BUREAU OF INVESTIGATION

Date 12/8/71

DENNIS EUGENE LYSNE, Ticket Agent, Northwest Orient Airlines, was interviewed by SA KARL B. MCLEOD and SA JOHN J. HEIDTKE and furnished the following information.

At approximately 2:00 p.m., November 24, 1971, a white male came up to him in regular rotation in a long line of customers and said something to the effect, "Can I get on your flight to Seattle?" LYSNE noticed no nervousness or fidgeting. LYSNE asked if he wanted one way coach and he said "Yes". The white male paid with a \$20 bill, probably using his right hand in paying for the fare. The source of money from his pockets was not noted. When asked his name the white male said "COOPER, DAN COOPER". When asked if he had baggage, he said "No." It was not noticed whether or not he was carrying anything. After receiving instructions to the flight area, the white male departed from the ticket counter area, his direction was unnoticed. LYSNE said he has never seen the male since.

The white male was described as follows:

Race	White
Sex	Male
Nationality	American
Age	Mid 30's, possibly older
Height	5'10" or 5'11"
Weight	180 pounds
Build	Medium
Characteristics	Soft voice, not noted wearing glasses
Complexion	Slightly darker, possibly Olive
Hair	Dark, no gray noted
Clothing	Dark clothing, but only recalled what he believed to be a casual jacket, headwear was unnoticed
Overall Impression	Laboring type man as opposed to office worker.

LYSNE was unsure if he would recognize the man again as this man was one of many he handled that day. The \$20 bill was co-mingled and unavailable.

On 11/24/71 at Portland, Oregon File# PD 164-41

by SA KARL B. MC LEOD and SA JOHN J. HEIDTKE KBM; tam Date dictated 12/1/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

HAL V. WILLIAMS, clerk, Northwest Orient Airlines, Portland International Airport, residence 5933 NE 24th Ave., Portland, telephone 281-8696, furnished the following information concerning the events prior to the hijacking of Northwest Flight 305 from Portland, Oregon, to Seattle, Washington, on November 24, 1971:

He was on duty at the boarding gate for Flight 305 on November 24, 1971. He could not recognize any of the passengers by name, as he handles on a daily basis thousands of names. However, he remembers one particular individual who stood out in his mind. It was raining at the airport that date and all the passengers were making comments and jokingly stating they were going to have to run through a great deal of rain in order to board Flight 305 to Seattle. The only individual who was not mixing with other passengers and joking about the rain was a man whom he described as a white male, age 50, height 6'1" plus, 175 to 180 lbs, slender build, with black wavy hair, smartly dressed, wearing a black raincoat and carrying a black attache case.

WILLIAMS stated he has a habit of noticing individuals dressed in black and this was the reason he remembers the above-described individual. The man described above had a "blah" attitude and was quite unaffected by the inclement weather conditions prevailing at the time, which noticeably bothered the rest of the passengers.

WILLIAMS is not sure whether he would recognize the individual described above if he were to see him again.

On 11/24/71 at Portland, Oregon File# PD 164-41

by SA THOMAS C. BROEMMEL/djl Date dictated 11/26/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/29/71

On November 24, 1971 Mr. ROBERT B. GREGORY, Rt. 1, Box 576, Sumner, Washington, telephone TH 5-1891, was interviewed in Lounge 102, Concourse B, Seattle-Tacoma International Airport, Seattle, Washington. He stated he is part owner and vice-president of the Cowman-Campbell Paint Company, 5221 Ballard Avenue NW, Seattle, Washington, telephone SU 3-8835.

GREGORY boarded Northwest Airlines Flight 305 at Portland, Oregon on November 24, 1971 at approximately 2:45 p.m. He was late and believes he was the last passenger to board the aircraft. He believed he had seat 18 which was an aisle seat on the port (left) side of the aircraft in the rear.

He stated that he did not realize that this aircraft was being hijacked until it landed at the Seattle-Tacoma Airport, Seattle, at approximately 5:50 p.m., to the best of his recollection. He recalled that when the aircraft first approached Seattle the pilot announced that there would be a delay in landing due to some mechanical difficulty and that he would have to circle the field to burn up the fuel. This would take about half an hour. However, the aircraft circled for a much longer period and while Mr. GREGORY felt that something was amiss, he did not consider that the aircraft was being hijacked.

During the flight he had noticed a man seated in a window seat on the starboard (right) side of the aircraft to his (GREGORY's) rear. A brown haired stewardess, name unknown, was seated by this man all the time. The stewardess had the aisle seat. Mr. GREGORY thought this was strange. The stewardess said not to look at the man, but Mr. GREGORY said he managed to turn back and look at the man twice, who stayed slouched down in his seat. He never saw the man stand and never heard him speak. He did not see that the man had any packages with him. The name of this stewardess is unknown to him.

At about ten minutes before the announcement was

On 11/24/71 at Seattle, Washington File# SE 164-81

by SA CHARLES L. GIESE :kdl Date dictated 11/26/71

SE 164-81

made that there would be a delay in landing at the Seattle-Tacoma Airport, Mr. GREGORY rose to go to the bathroom and started toward the one on the starboard side, but the stewardess, above, told him to use the one on the port side which he did. After the aircraft landed, the passengers in the rear of the aircraft were told to move forward, but since Mr. GREGORY was already forward of the above man, he stayed in his seat. Mr. GREGORY said he was the closest person to this man, except for the stewardess.

After the landing he noticed a blonde stewardess, one of the in flight stewardesses, carrying a money bag about two feet tall. He did not see her give it to the man. Mr. GREGORY said there were three stewardesses on the flight, the one blonde and two brunettes. When the passengers got off the aircraft by the forward door, the above man stayed on board. Mr. GREGORY said he had not seen this man board the aircraft but remarked that he, GREGORY, was the last passenger on board at Portland.

Mr. GREGORY described the above man as follows:

Name:	Unknown
Race:	Caucasian, believed to be of Mexican-American descent with possibly some American Indian blood
Sex:	Male
Age:	About 35 years
Complexion:	Swarthy
Hair:	Jet black, wavy, marcelled, greasy patent leather sheen, combed back at slight angle to the right, slight part on left, combed closed to the head, slightly receding in front
Eyes:	Unknown; man wore dark glasses with very dark horn rims
Height:	Man remained seated; believed to be short, maybe 5'9"
Weight:	165 lbs. (estimate)
Clothing:	Reddish brown suit coat with wide lapels, color was unusual, more of a russet color; light or neutral colored shirt; contrasting necktie, medium to dark color; other items of clothing unknown.

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

Mrs. NANCY HOUSE, 10926 Southeast 10th Place, Bellevue, Washington, telephone GL 4-2444, provided the following information:

She was a passenger on Northwest Airlines, Flight 305, boarding the flight in Portland, Oregon and sitting on the plane three seats in front of the hijacker on the right side of the plane, looking forward.

House advised that a few minutes out of Portland, she observed one of the stewardesses conversing with the hijacker. She stated that this stewardess sat beside this man throughout most of the flight and that she did talk on the intercom apparently to the captain at various times through the flight. She advised that she recalled this man was sitting in the middle seat of the right rear row with the stewardess sitting next to him on the aisle side.

She advised that upon landing in Seattle, the hijacker got up from his seat and went into the restroom at the rear of the plane. He remained there for about one minute and then returned to the same seat which he had occupied throughout the flight.

House advised that the hijacker was wearing large sunglasses and an overcoat. She advised that he had dark hair and a narrow face. She advised that when he exited the restroom and returned to his seat, he was carrying a dark colored attache case on its side in both arms. She stated that on top of this case was a package which appeared to be a yellow paper bag. She described this bag as being approximately four inches high and being about two inches shorter than the width of the attache case.

HOUSE advised that she was quite certain she could not identify the hijacker if she saw him again as she did not get a good look at his face.

On 11/24/71 at Seattle, Washington File# SE 164-81

by SA ROBERT L. FUHRIMAN (A)/jlb Date dictated 11/26/71

FEDERAL BUREAU OF INVESTIGATION

Date 12/3/71

Mrs. NANCY HOUSE, 10926 S.E. 10th Place, Bellevue, Washington, phone GL 4-24444, a passenger on Northwest flight 305 on November 24, 1971, provided the following information:

After the airplane landed in Seattle, she observed the hijacker leave the seat in which he was seated and proceed to the restroom at the rear of the plane. He remained there for about a minute. When he returned from the restroom, she observed the hijacker carrying a dark colored attache case in both of his arms. The case was on its side. On top of the case was a bag.

HOUSE described this bag as follows:

Approximately 4" deep, width and height approximately the same as the width and height of the attache case. The bag was of cloth composition, possibly manila or burlap. The bag was of a light color, possibly very light yellow and possibly with a very light pink tinge. HOUSE stated that she thinks the bag was fairly smooth on the side which was up. HOUSE stated she did not, at anytime, see what was in the bag. She has no idea what was in the bag.

On 12/2/71 at Seattle, Washington File# SE 164-81

by SA ROBERT L. FUHRIMAN/slb Date dictated 12/3/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/27/71

GEORGE R. LABISSONIERE, residence - 15625 Maple Wild Southwest, Seattle, telephone number CH 4-4334, office - 1424 Washington Building, Attorney-At-Law, Seattle, telephone number MA 4-5224, provided the following information:

LABISSONIERE advised that he boarded Northwest (NW) Flight #305 at Portland, Oregon, destination Seattle, Washington, on November 24, 1971. About ten minutes out of Portland, LABISSONIERE observed a male seated on the last row, left side, middle seat, who he described as follows:

Sex:	Male
Race:	Caucasian
Hair:	Dark
Complexion:	Dark
Age:	Approximately 35
Height:	5'10"
Weight:	150 pounds
Build:	Medium
Characteristics:	Average facial features no mustache or beard
Clothing:	Wearing a dark jacket like a blazer and a sporty vest beneath

LABISSONIERE stated that he became suspicious of this individual shortly after takeoff because of his continual contact with a stewardess named TINA (Last Name Unknown). TINA talked on the phone much of the time and frequently conferred with the hijacker. Shortly after takeoff an announcement was made that everyone was to remain in their seats due to a mechanical problem which would require some time to correct.

During the time the plane circled Sea-Tac Airport LABISSONIERE, who was seated about six rows in front of the hijacker, went to the restroom in the rear compartment several times. Upon emerging from the restroom on one occasion, LABISSONIERE found himself blocked in the aisle.

LABISSONIERE was blocked by TINA and a male wearing a cowboy hat. The cowboy was "hassling" TINA for information

On 11/24/71 at Seattle, Washington File# SE 164-81

by SA LOUIS M. HARRIS, JR./rmh Date dictated 11/26/71

SE 164-81

about the mechanical difficulties and generally being a nuisance. The hijacker seemed to enjoy the situation at first but became irritated and told the cowboy to go to his seat. The cowboy paid no notice of the hijacker and continued hassling TINA. Finally, LABISSONIERE talked the cowboy into returning to his seat.

LABISSONIERE observed the hijacker a number of times during the flight but did not see a gun, bomb, suitcase, or baggage in his possession, nor did LABISSONIERE observe the hijacker threaten TINA or any passenger at any time. LABISSONIERE only heard the hijacker when he spoke to the cowboy but did not feel that the hijacker's speech had any particular characteristics.

FEDERAL BUREAU OF INVESTIGATION

Date 11/30/71

WILLIAM W. MITCHELL, 3200 West Lake Sammamish North, Redmond, Washington, was interviewed at Seattle-Tacoma International Airport immediately after he deplaned. He advised that he boarded the plane in Portland, Oregon and sat in the very back seat on the left side of the aircraft. The subject sat across the aisle from him in the middle seat. The subject was not noticed until he spilled a drink. Immediately after the drink was spilled, a dark haired stewardess talked to the subject and it appeared that they filled out a form. Later in flight, a blonde haired stewardess sat with the subject and talked to him. The subject boarded after MITCHELL left Portland, Oregon.

MITCHELL described the subject as follows:

Sex:	Male
Race:	White
Hair:	Dark (no gray hair)
Characteristic:	Sagging chin
Height:	5'9" - 10"
Build:	Medium
Apparel	Black raincoat, brown shoes, dark pants

The subject had a sack and a briefcase which he kept putting his left hand in and out of. The subject appeared to be cool and casual.

On 11/24/71 at Seattle, Washington File# SE 164-81

by SA MICHAEL M. NAKAMURA :kdl Date dictated 11/30/71

FEDERAL BUREAU OF INVESTIGATION

Date 11/26/71

CORD HARMS ZRIM SPRECKEL, home address Route 2, Box 738, Vashon Island, Washington, home phone EL-2589, furnished the following information:

SPRECKEL stated that he boarded Northwest Flight #305 at Portland, Oregon. He said that he sat on the left-hand side of the plane in the row of seats second from the rear of the plane. He said that the man who he believes was the hijacker of the plane was sitting on the right-hand side of the plane in the last row of seats.

SPRECKEL said that he first was aware of some problem about ten minutes after takeoff. He said at that time a dark-haired stewardess came from the front of the plane and handed a note to a blonde-haired stewardess who was sitting in the seat next to the hijacker. He said that the dark-haired stewardess then returned to the front of the plane and the blonde stewardess got up and went to the phone at the rear of the plane.

SPRECKEL said that while in flight the pilot made several announcements that they were experiencing mechanical difficulty. He said that he was suspicious when the plane circled over Seattle for about two hours. He said that during this time the blonde-haired stewardess who was seated next to the hijacker, made numerous phone calls from the rear of the plane. He said that during the period when the plane was circling Seattle he left his seat and moved to a seat several rows forward.

SPRECKEL said that when the plane made its landing approach, the pilot announced that they were about to land and due to mechanical problems it was "emphatic" that the passengers remain in their seats with seat belts fastened until the pilot advised otherwise.

SPRECKEL said that after the plane landed the blonde stewardess, who had been sitting next to the hijacker, got up and went forward and out of the forward exit of the plane. He said she returned through the same door after several minutes carrying a package which was made of off-white canvas. He said

On 11/24/71 at Seattle, Washington File# SE-164-81-54

by SA DANIEL S. JACOBS/rmh/klb Date dictated 11/26/71

SE 164-81

that the package was about two feet by one foot by one and one-half feet in dimensions. He said that the stewardess took the package back to the hijacker and then the passengers were instructed to deboard.

SPRECKEL said that sometime during the flight the hijacker put on a pair of dark sunglasses.

SPRECKEL described the hijacker as follows:

Race:	White
Sex:	Male
Age:	50 years old
Height:	5'10"
Build:	Medium-heavy
Hair:	Dark brown or black hair parted on left side
Facial Characteristics	Square jawline
Dress:	Dark suit and tie, wearing no hat; wore dark sunglasses

SPRECKEL said that he could recognize the hijacker again.