

## **Transcription of handwritten (cursive) notes 5/13/08**

Taken apparently by Flo?, or multiple parties?. Handwriting does appear consistent though, so assuming single writer. Note some letters are written multiple ways. “s” “p” “g” determination sometimes problematic. There are references to Tina and the pilot/co-pilot, so writer = Flo is best guess?

Italics used for text apparently updated after initial writing. In some areas, words are added above or to the side of the notepad, suggesting the initial writing was expanded upon.

There are typed page numbers on the notes seem correct for sequence. These may have been typed after the hijack. In addition, there are cursive initials (DSJ) and a date on each page (11/24/71). Probably part of the evidence handling afterwards, rather than written during the flight?

In some spots, there may have been an erasure, or if the instrument was a pen, places where the pen was jiggled to get ink flowing? Would be good to know if pen or pencil was used. It appears two different pens were used, from the ink weight/thickness.

Note that two different time references are apparently used in the notes (local time & GMT?)

Long words sometimes have incorrect or varying abbreviations. “Passenger”, for instance.

There are a small number of crossouts that are not included here because they didn’t seem to have extra info. The crossouts included below seem interesting because it means the replacement was probably considered important by the writer.

A number of interesting details exist, for instance height estimate here of 6’ 1”, “in his 50’s” and mention of “chest” for a chute type. The very last sentence is interesting too, as it seems to indicate that Cooper really wanted a chest chute. The chest chute seemed important (in addition to the back rig?). He was willing to say, effectively, well, get me one at least. (My reading of the note).

Other interesting points are where the writer captures her impression of the priorities of Cooper’s various requests.

An underlying theme of minimizing time on the ground runs throughout the notes, and gives clues to Cooper’s thinking. (in my opinion). 1700 is mentioned as an important completion time for ground events (by Cooper?). A interesting offer? to “disconnect the bomb” is in there also.

bold question marks are used to bracket words that are unintelligible, i.e. ?guess?

The fragmentation of words on each line matches the notes.

**page 1**

Nov. 24/71 *Flight #305*

*From Portland – Seattle*

Man with briefcase with  
a bomb – request \$200,000 by 1700

As I ~~went~~ *sat* down the stewardess pat. handed me a note

-----  
and wrote down his request.

2340 – Tina he doesn't want to wait – brought  
money as far as to the stairs

-----  
one more request he  
wants the notes back  
he will let everybody  
off as soon as  
he get his request  
& a fuel

**page 2**

Note says:

miss –

I have a bomb in  
my briefcase + want  
you to sit by me.

He told me to  
write it in a  
piece of paper upon  
his requests

**[Ed. notes written upside down here]**

He requested

Tina

like money first  
then pasegr. can go.

**page 3**

He's got black hair  
*wearing black raincoat*

He is in his 50's

*black suit*

around 175 lbs.

-----  
6'1"

Seating – row 18 in  
the middle seat very  
back of the aircraft

**page 4**

2259 – T. called plane  
being hijacked  
no joke.

2202 [sic. really 2302?] – Flo in cockpit with  
note

2305 – 2<sup>nd</sup> call from  
Tina concerning

?prser.? has bomb  
with a

2310 – wants money in  
negotiable currency  
to be passed ?+? a  
crew member

2320 – wants everything  
ready before  
landing

**page 5**

2325 – wants to hold out  
without passenger  
knowing if possible

2326z - people can leave  
A/C after complete  
fueling

2330z – holding NW sea  
6000 18,00. ?+? fuel remaining

2343 – call from company  
standing by

2345 –sit ?hap? to msp  
ops.

Tina called would like  
let the ~~people~~ other girl stay  
back with him he said  
no.

**page 6**

tina

his first concern was  
people going back of the  
aircraft – he think its  
sky marshall

0000 – PA. to passengers  
telling them we have  
mechanical trouble

-----  
he will reassure not  
trying anything – did  
not want to scare her  
if their was attempt  
he will disconnect the  
bomb.

-----  
he requested fuel truck  
\$200, 000 2 chest pack

**page 7**

Tina – Bill talking –  
telling her the  
money secured  
available for him  
by 5  
He wants tina to  
go down stairs and  
get the money – people  
seated until Tina  
return. Have a  
Truck in stairs.  
extra car – with money.  
money brought it by  
truck. He doesn't care  
when many trucks  
get there – All he cares

**page 8**

- 1) money first
- 2) Passenger off
- 3) then Chutes
- 4) fueling commence  
upon landing

An hour 18 min.  
circling

-----

Capt. Bill  
Co-pilot – Bill Raticheck  
2<sup>nd</sup> officer –

**page 9**

(Tina called) – He said.

areas w??ed all fine.

fine – redstick

?large? battery and

a wire

Hijacker

getting anxious –

-----

looking two chutes <sup>chest types</sup> – 10 min.

everything at airport.

nobodycomesback

Row 15

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Flo set in fr. Seat

of T.C/ ?section? – [ed. First Class section?]

reve??e – [ed. revise?]

People to sit down until they are ?free? the

advise to get seated

Tell him to sit down

until Capt. to advise

then to

get out of their seats [ed. this written vertically on edge of paper]

**page 10**

Tina – wants to know  
 (“Hijacker”) why climbing –  
 -still waiting –  
 for 2 parachutes  
 money + gas on the  
 way.  
 “He” said why it took  
 money + chutes long time  
 -Chutes came from  
 McCord air force base.

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He does wants to  
 wait for the chutes  
 before we land.  
 5 to 10 min.

**page 11**

Hurry up the chutes  
 Hijacker advises Tina.  
 getting very impatient  
 of the chutes  
 2 bag packs  
 have money

---

money first  
 Tina – asking again  
 heard of a chute  
 one suggestion <sup>allowed</sup> to land.  
 He doesn't <sup>want</sup> to wait  
 at all. In order to  
 fuel aircraft. 10 to 20

**page 12**

no funny stuffs happening

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Name –

Tina called as soon  
as we completely  
stop – refueling as  
soon as possible

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Al – tan trench coat  
on.

-----  
PDX – man prescription  
P.A. – 0045 advicing  
was not g???e  
mechanical problem  
exist and to ??? reasured  
passenger fuel burn off will  
???? landing 13 to 18 minutes

**page 13**

no action

Tina nobody in  
the aisle  
money at control  
go out in field  
with money –

Tina – people stay on  
board while the  
plane is being  
fueled – After  
being fuel – people  
can get off –  
Tina get the  
money.

**page 14**

Bill – n??k approach

advise him going

to airport

money – available

chutes

want to keep the

aircraft from the

ramp + find an

area that is lighted

area partially lighted

1) making approach

2) ~~none~~ request available

Hijacker – says fine.

**page 15**

~~If sac? stop refueling~~

If the case waiting

for one <sup>chest</sup> chute go

ahead + go down