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RECORDS RETENTION AND
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DEMANDE DE CONSERVATION ET
DE DISPOSITION DE DOSSIERS

TO - À

FROM - DE

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File No. - N° de dossier

Vol No.
N° de vol.

Subject - Sujet

Period - Période

5172-18-1

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Hijackings, Bombings, Sabotage, etc.
General.

From - De

To - À

1971

OCT 31
1973

Scheduled Retention Period - Durée de conservation prévue

Disposal Authority - Autorisation de disposition

5 yrs subject to Review
Consult Archives

TP-111

Security Classification - Classification de sécurité

Signature

Date

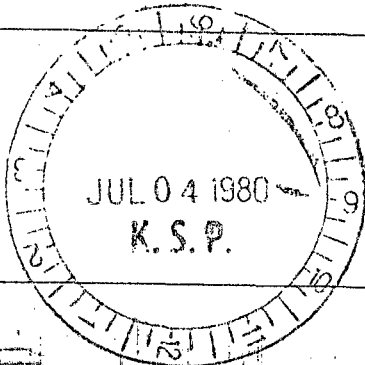
Pierre L. Gervais 4/7/80

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AFFIX TO TOP OF FILE — À METTRE SUR LE DOSSIER

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FOR SUBSEQUENT CORRESPONDENCE SEE — POUR CORRESPONDANCE ULTÉRIEURE VOIR

FILE NO. — DOSSIER N°

VOLUME

670-6-2
1

FAA

Office of Air Transportation Security

ROUTINE

October 31, 1973

426-8038

x

~~3 CAT~~
~~1 AOS~~
~~2 CAS~~
Fred V. Rapp

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1 Nov. 73 2158Z

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DIRNAVSERV
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. ALRGS-90

SECURITY SUMMARY(RIS: 7SE-1600-20) ASE-73-15

SUBJECT: SUCCESSFUL HIJACKING OF A PHILIPPINE AIRCRAFT ON OCTOBER 11

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS ONLY: ALL TIMES ARE STATED IN LOCAL TIME.

AT APPROXIMATELY 1400 HOURS, OCTOBER 11, FLIGHT 116 OF PHILIPPINE AIR
LINES (PAL), A BAC-111 CARRYING 54 PASSENGERS, WAS HIJACKED BY THREE
ARMED MALES WHILE ON A DOMESTIC FLIGHT BETWEEN DAVAO AND BACOLOD,
PHILIPPINES.

THE HIJACKERS WERE EACH ARMED WITH A PISTOL, AND ONE HAD A HAND GRENADE.
THEY HAD SUCCESSFULLY SMUGGLED THE WEAPONS THROUGH THE BAGGAGE AND
PERSONAL SEARCH PROCEDURES BY CARRYING THEM TAPED TO THEIR UPPER INNER
THIGHS. THE HIJACKING WAS INITIATED WHEN ONE OF THE HIJACKERS GRABBED A
STEWARDESS BY THE THROAT, PRESSED A PISTOL TO HER HEAD, AND THREATENED
TO KILL HER IF ANY RESISTANCE WAS GIVEN. ONE OF THE TWO PHILIPPINE AIR
FORCE SKY MARSHALS ON THE PLANE DREW HIS PISTOL, BUT ALONG

XXX

WITH THE OTHER SKY MARSHAL, RELINQUISHED IT WHEN ONE OF THE HIJACKERS THREATENED TO DETONATE A HAND GRENADE UNLESS THE WEAPONS WERE GIVEN UP. THE APPARENT REASON FOR THE HIJACKING WAS TO DRAW ATTENTION TO ALLEGED MILITARY ABUSES IN THE HIJACKERS' HOMETOWN.

BACOLOD AIRPORT PERSONNEL WERE UNAWARE THAT THE PLANE WAS BEING HIJACKED WHEN IT LANDED THERE AT APPROXIMATELY 1425 HOURS; HOWEVER, THE PILOT NOTIFIED MANILA AT 1415 HOURS THAT THE HIJACKING WAS IN PROGRESS. AFTER BEING REFUELED, THE AIRCRAFT DEPARTED BACOLOD AT APPROXIMATELY 1520 HOURS.

THE PLANE PROCEEDED TO MANILA WHERE IT LANDED AT 1650 HOURS. BEFORE LANDING THE HIJACKERS DEMANDED FOOD AND FUEL FOR A TRIP TO HONG KONG (THEIR FIRST STOP EN ROUTE TO AN UNDISCLOSED MIDDLE EAST DESTINATION); NO SECURITY OR UNIFORMED PERSONNEL WITHIN SIGHT OF THE AIRCRAFT; A HONG KONG FLIGHT PLAN AND A PRIVATE COMMUNICATIONS LINK WITH MANILA AIRPORT AUTHORITIES. ALL DEMANDS WERE MET. FOLLOWING NEGOTIATIONS WITH THE PRESIDENT OF PAL, THE PASSENGERS WERE ALLOWED TO DEPLANE, AND THE PAL PRESIDENT BOARDED AS A HOSTAGE. AT 1745 THE AIRCRAFT DEPARTED MANILA CARRYING THE PRESIDENT OF PAL, THE SAFETY

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OFFICER OF PAL (AN EXPERIENCED PILOT), TWO OTHER FLIGHT CREWMEN, TWO STEWARDESSES, AND THE THREE HIJACKERS.

THEY LANDED AT HONG KONG AT 2034 HOURS AND DEMANDED TO BE REFUELED FOR A FLIGHT TO BANGKOK, THAILAND. THE HIJACKERS WERE TOLD THAT THAILAND WAS UNDER MARTIAL LAW, AND THEY WOULD STAND LITTLE CHANCE OF LANDING THERE. DURING SEVERAL HOURS OF NEGOTIATIONS, THE PRESIDENT OF PAL PROMISED TO INTERCEDE WITH THE PRESIDENT OF THE PHILIPPINES TO OBTAIN AMNESTY FOR THEM. THE HIJACKERS WHO WERE TIRED AND DISPIRITED BY THE DIFFICULTIES THEY HAD BEEN ENCOUNTERING, FINALLY ACCEPTED THE OFFER AND SURRENDERED. THE HIJACKED AIRCRAFT CARRYING THE HIJACKERS AND PHILIPPINE SECURITY PERSONNEL DEPARTED FOR MANILA AT 0015 HOURS, OCTOBER 12.

THE HIJACKERS HAVE BEEN IDENTIFIED AS LEO BASILIO MONTOSO, AGE 19; ARMANDO NAVAL (POSSIBLY NAVALTA), AGE 21; AND ROGER RIGA, AGE 21. ALL ARE PHILIPPINE CITIZENS.

ORIGINAL SIGNED BY

A. M. BUTLER

JAMES M. YONE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc: ASE-1(2), ASE-300/400, ASE-5DF&HJ
AAE-1, AAM-1, TES-60, AP, MOT, RCMP
ASE-5:PVRLP:ods:70/11/73

CAX
for filing

MDT

FAA

Office of Air Transportation Security

ROUTINE

1) ~~AOSS~~
2) ~~EAS~~ Information
3) ~~CAT~~

October 15, 1973

Fred Rapp

426-8210

X

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OCT 23 1973

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DIRNAVSERV
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. AIRCNS-90

SECURITY SUMMARY (RIS: SE-1600-20) ASE-73-13

SUBJECT: UNSUCCESSFUL HIJACKING OF A MEXICAN AIRCRAFT ON
OCTOBER 10.

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW
BASIS ONLY.

ON OCTOBER 10 AN ATTEMPT WAS MADE TO HIJACK MEXICANA DE AVIACION
(MEXICANA) FLIGHT 706 A B727 CARRYING 68 PASSENGERS AND 7 CREW PRIOR
TO TAKE-OFF FROM MEXICO CITY ON A DOMESTIC RUN TO MONTERREY, MEXICO.

REPORTEDLY THE HIJACK GRABBED A PISTOL FROM A MEMBER OF A CEREMONIAL
MILITARY DETACHMENT INSIDE THE AIR TERMINAL. HE THEN ENTERED THE
OPERATIONAL SIDE THROUGH A WINDOW AND BOARDED THE AIRCRAFT JUST
BEFORE THE STEPS WERE REMOVED.

FOR NEARLY AN HOUR HE HELD THE PASSENGERS AND STEWARDESSES HOSTAGE,
DEMANDING TO BE FLOWN TO VARIOUS LOCATIONS IN NORTHERN
MEXICO AND ONE TIME DEMANDED TO BE FLOWN

XXX

TO CHINA. ALLEGEDLY AN ARMED CUSTOMS INSPECTOR WHO WAS ONE OF THE PASSENGERS FIRED THREE SHOTS AT THE HIJACKER, WHO FIRED FIVE SHOTS IN RETURN. NO ONE WAS INJURED. A MEXICAN SECURITY OFFICER DISGUISED AS A CREW MEMBER MANAGED TO BOARD THE AIRCRAFT AND OVERPOWER THE HIJACKER. HE IS NOW IN CUSTODY.

THE HIJACKER HAS BEEN IDENTIFIED AS ROBERTO GARCIA PEREZ, AGE APPROXIMATELY 24 TO 27, A NATIVE OF MONTERREY WHO HOLDS A DIPLOMA IN MECHANICAL ENGINEERING AND WHO IS BELIEVED TO HAVE MENTAL PROBLEMS.

Original signed by
James M. Yone

JAMES M. YONE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ASE-5

ASE-5:FRAPP:bg:10/15/73

ASE-1(2)

ASE-300/400

ARS-1

TES-60

HAM-1

AP, MOI, RCMP

FAA
Office of Air Transportation Security

ROUTINE

September 10, 1973

A. J. Casucci

426-8210

XX

11/173 20212

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ATTN: DS-6A

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DIRNAVSERV
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. ALRGNS-90. (~~ECENT-EU~~)

SECURITY BULLETIN ^{Summary} (RIS: SE-1600-19) ASE-73-24²⁰

SUBJECT: ARABS ARRESTED IN PLOT TO DOWN EL AL AIRCRAFT.

ACCORDING TO A PRESS REPORT, FIVE ARABS WERE ARRESTED IN ROME BY
THE ITALIAN NATIONAL POLICE (INP) FOR PLOTTING TO SHOOT-DOWN ONE
OF EL AL'S THREE DAILY FLIGHTS AT ^{Rome} ROME AIRPORT. THE ATTACK
WAS TO TAKE PLACE EITHER ON LANDING OR TAKEOFF.

REPORTEDLY, THE ARABS HAD CONCEALED TWO SOVIET-BUILT ROCKET
LAUNCHERS IN AN APARTMENT ABOUT FOUR MILES FROM FIUMICINO
AIRPORT. THE WEAPONS WERE DESCRIBED AS SHOULDER-TYPE, HEAT-SEEKING
ROCKET LAUNCHERS OF MODERN DESIGN. THE INP INDICATED THE FIVE
MEN MADE UP A COMANDO SQUAD AND HAD BEEN IN ROME APPROXIMATELY ONE
WEEK WHEN ARRESTED. THE FIVE MEN, IN THEIR EARLY 20'S, WERE FROM
LEBANON, LIBYA, ALGERIA, IRAQ AND SYRIA.

FAA COMMENT: THE ARREST OF THE FIVE TERRORIST MAY HAVE ⁰ FAILED
THE ARABS' PLANS TO ^{Commemorate} CELEBRATE THE 3RD
ANNIVERSARY OF THE DAWSON FIELD HAVOC

Romp report
8 miles from
Fiumicino.

TELEGRAPHIC MESSAGE

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ACCOUNTING CLASSIFICATION	DATE PREPARED	TYPE OF MESSAGE <input type="checkbox"/> SINGLE <input type="checkbox"/> BOOK <input type="checkbox"/> MULTIPLE-ADDRESS
FOR INFORMATION CALL		
NAME	PHONE NUMBER	
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MESSAGE TO BE TRANSMITTED (Use double spacing and all capital letters)

TOX WHICH TOOK PLACE OVER THE LABOR DAY WEEKEND, SEPTEMBER 1970. SINCE THE
ROCKETS HAVE BEEN IDENTIFIED AS HEAT-SEEKING, AND ASSUMING THAT
IDENTITY TO BE CORRECT, THE TERRORIST HAD EVERY INTENTION TO
DESTROY AN AIRCRAFT IN EITHER ITS LANDING APPROACH, CLIMB-OUT
OR WHILE IT WAITED TO TAKE OFF AS COMPARED TO A EMPTY, PARKED AIRCRAFT.

THE POSSIBILITY OF SUCH AN ATTACK HAS BEEN REPORTED IN FAA BULLETIN
73-1 DATED 162103Z JANUARY 73, SUBJECT: ATTACK AGAINST INTERNATIONAL
AIRLINES; BULLETIN 39-72 DATED 082100Z SEPTEMBER 72, SUBJECT: FEDAYEEN
PLANS FOR BAZOOKA ATTACK AGAINST EL AL PLANE; BULLETIN 36-72 DATED
242058Z AUGUST 72 AND, MOST RECENTLY, FAA SECURITY ALERT 73-3
DATED 291337Z AUGUST 73, SUBJECT: ARAB TERRORISTS OPERATIONS PLANNED
AT UNIDENTIFIED NON-ARAB AIRPORT.

FOR ATA: PLEASE PASS TO ALL MEMBER AIRLINES.

FOR STATE DEPARTMENT: PLEASE PASS TO ALL BATSI, POST OVERSEAS FOR
FURTHER DISSEMINATION TO HOST GOVERNMENTS.

Original signed by:

V. L. KROHN

SEP 11 1973

JAMES M. YOHE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

SECURITY CLASSIFICATION

PAGE NO.	NO. OF PGS.
3	3

for over Incident file

FAA
Office of Air Transportation Security

ROUTINE

August 28, 1973

Fred M. Page

421-1110

X

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22 Aug 73 19512-

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NATIONAL SECURITY AGENCY
ATTN: M-5

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DIRMAVSERV,
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. AIRGNS-90 AAC-90

SECURITY SUMMARY (RIS: SE 1600-20) ASE-73-9

SUBJECT: SUCCESSFUL HIJACKING OF LEBANESE AIRCRAFT ON AUGUST 16, 1973.

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED - TO -
KNOW BASIS ONLY:

ON AUGUST 16, 1973, FLIGHT NUMBER 501 OF MIDDLE EAST AIRLINES AIR
LIBAN, A LEBANESE COMPANY, WAS HIJACKED WHILE ENROUTE FROM BENGHAZI,
LIBYA TO DEIRUT, LEBANON. THE B707 CARRIED APPROXIMATELY 116
PASSENGERS INCLUDING THE LONE MALE HIJACKER.

THE AIRCRAFT DEPARTED BENGHAZI AT APPROXIMATELY 1415 HOURS LOCAL TIME.
WHEN NEAR NICOSIA, CYPRUS THE HIJACKER LEFT HIS SEAT AND MADE HIS WAY
TO THE COCKPIT, WHERE HE PRODUCED TWO PISTOLS AND DEMANDED THE
AIRCRAFT BE DIVERTED TO TEL AVIV, ISRAEL. IN ADDITION TO THE PISTOLS,
HE CARRIED A SMALL HAND BAG WHICH HE CLAIMED CONTAINED EXPLOSIVES AND
HE THREATENED HE WOULD BLOW UP THE PLANE UNLESS HE WAS
TAKEN TO ISRAEL. HE ALLEGEDLY SPOKE

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ENGLISH THROUGHOUT THE HIJACKING.

NEAR ISRAEL AIRPORT, THE AIRCRAFT WAS INTERCEPTED BY ISRAELI AIR FORCE
PLANES WHICH ESCORTED IT TO TEL AVIV AIRPORT. AFTER HOLDING FOR
APPROXIMATELY 10 MINUTES OVER THE AIRPORT, THE AIRCRAFT WAS ALLOWED TO
LAND. REPORTEDLY DURING THIS HOLDING PERIOD THE PIJACKER AGAIN
THREATENED TO BLOW UP THE AIRCRAFT, AND AFTER LANDING HE FIRED ONE
SHOT IN THE PASSENGER COMPARTMENT INJURING NO ONE.

THE AIRCRAFT WAS CORDONED OFF BY ISRAELI SECURITY PERSONNEL AND THE HIJACKER ALLOWED THE WOMEN AND CHILDREN PASSENGERS TO DEPLANE ABOUT ONE HOUR AFTER THE PLANE LANDED, AS THE HIJACKER STOOD IN A DOORWAY OF THE AIRCRAFT TALKING TO A GROUP OF ISRAELI SECURITY PERSONNEL, ANOTHER GROUP ENTERED THE AIRCRAFT THROUGH AN EMERGENCY EXIT ON THE OTHER SIDE OF THE PLANE AND CAPTURED THE HIJACKER.

THE HIJACKER HAS BEEN IDENTIFIED AS HANANED ¹⁸⁰~~SMITH~~, DPOB: 1935, ZENTAN, LIBYA. HE HAS A REPORTED HISTORY OF MENTAL DISORDER. HE

CONSUMED A CONSIDERABLE AMOUNT OF ALCOHOLIC BEVERAGE DURING THE FLIGHT
AND WAS DESCRIBED AS A DISTURBED DRUNKARD.

Original signed by
James M. Yohe

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY

CC:

ACC-1/300/400

44S-1-ASE-210, AIA-132, TES-⁶⁹~~22~~, AAM-1

AP, MCT, RCMP

ACE-5

A 3-5FRAPP:bg:8/22/73

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Office of Air Transportation Security

ROUTINE

670-6-2
(3) CAX
(1) Aoss Bm
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Fred V. Rapp

426-8210

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30 JUL 73 1606Z

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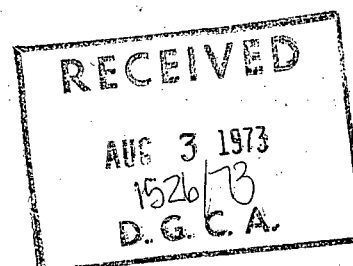
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~~XXX~~ DIRNAVSERV,
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. AIRGNS-90. AAC-90

SECURITY SUMMARY (RIS: SE 1600-20) ASE-73-8

SUBJECT: SUCCESFUL HIJACKING OF A JAPAN AIR LINES AIRCRAFT ON
JULY 20, 1973.

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-
KNOW BASIS ONLY:

ON JULY 20, 1973, JAPAN AIR LINES (JAL) FLIGHT 404, A B-747 WAS
HIJACKED AT APPROXIMATELY 1520 GMT SHORTLY AFTER TAKE OFF FROM
AMSTERDAM, NEITHERLANDS EN ROUTE TO ANCHORAGE, ALASKA. IN ADDITION
TO THE HIJACKER GROUP, CONSISTING OF FOUR MEN AND ONE WOMAN, THERE WERE
118 OTHER PASSENGERS AND 22 CREW ABOARD.

THE HIJACKING WAS INITIATED SHORTLY AFTER THE FEMALE HIJACKER WAS
KILLED IN THE APPARENT ACCIDENTAL EXPLOSION. AN EXPLOSIVE DEVICE WAS
HIDDEN ON THE WOMAN'S PERSON AND EXPLODED WHILE THE PURSER WAS SHOWING
HER HOW TO ADJUST HER SEAT IN THE FIRST CLASS UPPER LOUNGE. THE
PURSER WAS WOUNDED IN THE EXPLOSION. THE HIJACKERS ARMED WITH PISTOLS
AND HAND GREENADES REPORTEDLY SEARCHED THE

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PASSENGERS AND REQUIRED THEM TO PUT THEIR BELONGINGS INCLUDING THEIR PASSPORTS INTO THE AISLE AND TO MOVE TO THE REAR OF THE AIRCRAFT. A STEWARDESS COLLECTED THE ITEMS AND MOVED THEM FORWARD. THE PASSENGERS REPORTEDLY WERE NOT MISTREATED ~~THROUGHOUT~~ THE HIJACKING BUT WERE REQUIRED TO HOLD THEIR HANDS BEHIND THEIR HEADS FOR EXTENDED PERIODS AT VARIOUS TIMES.

THE AIRCRAFT LANDED IN DUBAI, UNITED ARAB EMIRATES (UAE) AT APPROXIMATELY 2130 GMT. A FORKLIFT WAS ALLOWED TO APPROACH THE AIRCRAFT, AND THE BODY OF THE DEAD WOMAN AND THE WOUNDED PURSER WERE RELEASED. THE HIJACKERS DEMANDED AND RECEIVED FOOD, WATER, AND THE CONNECTION OF A GROUND AIR CONDITIONING UNIT. MOST OF THE COMMUNICATIONS BETWEEN THE TOWER AND THE HIJACKERS WERE CONDUCTED IN THE ARABIC LANGUAGE. DURING THE TIME THE AIRCRAFT REMAINED AT DUBAI, THE MINISTER OF DEFENSE UAE BOARDED THE AIRCRAFT AND ATTEMPTED TO SECURE THE RELEASE OF THE WOMEN AND CHILDREN PASSENGERS. ADDITIONALLY, JAPANESE AUTHORITIES OFFERED THEMSELVES AS HOSTAGES FOR RELEASE OF THE PASSENGERS.

THERE WERE UNCONFIRMED REPORTS THAT THE HIJACKERS HAD DEMANDED FIVE MILLION DOLLARS RANSOM AND THE RELEASE OF A JAPANESE

~~XXXX~~ MAN IMPRISONED IN ISRAEL FOR HIS PART IN THE MAY 1972 LOD AIRPORT ISRAEL TERRORIST ATTACK; HOWEVER, OTHER THAN REQUESTS FOR FUEL, FOOD, WATER, AND COMFORT ITEMS THE HIJACKERS MADE NO OFFICIAL OR POLITICAL DEMANDS. THE HIJACKERS CLAIMED TO BE REPRESENTATIVES OF "THE SONS OF THE OCCUPIED TERRITORY ORGANIZATION" AND THE "JAPANESE RED ARMY". WHEN ASKED WHAT THEY WANTED, THEIR ONLY REPLY WAS THAT THEY WERE WAITING INSTRUCTIONS FROM THEIR HEADQUARTERS (NOT FURTHER IDENTIFIED). STARTING AT APPROXIMATELY 1745 GMT JULY 22, 1973, VARIOUS CODED RADIO MESSAGES WERE MONITORED AND A TELEGRAPHIC MESSAGE WAS PASSED TO THE HIJACKERS.

ON THE EVENING OF JULY 23, 1973, THE AIRCRAFT RECEIVED A FULL FUEL LOAD, ADDITIONAL FOOD AND A COFFIN CONTAINING THE BODY OF THE DEAD WOMAN HIJACKER. THE HIJACKERS DEMANDED THAT THE WOUNDED PURSER BE RETURNED TO THE AIRCRAFT, BUT THIS DEMAND WAS FIRMLY REFUSED. AFTER RELEASING ONE ELDERLY MAN AND WOMAN THE AIRCRAFT DEPARTED DUBAI AT 2010 GMT JULY 23, 1973.

AFTER ATTEMPTING TO SECURE PERMISSION TO LAND IN OTHER AREAS, PERMISSION TO LAND TO REFUEL WAS GRANTED AT DAMASCUS, SYRIA. THE AIRCRAFT LANDED AT 2345 GMT AND WAS REFUELED. SYRIAN

XXX OFFICIALS REPORTEDLY UNSUCCESSFULLY APPEALED TO THE HIJACKERS TO
RELEASE THEIR HOSTAGES IN EXCHANGE FOR SAFE CONDUCT TO ANY LOCATION.
THEY REMAINED IN DAMASCUS ABOUT THREE HOURS AND THEN FLEW TO
BENGHAZI, LIBYA WHERE THEY LANDED AT APPROXIMATELY 0600 GMT
JULY 24, 1973. THE HIJACKERS ALLOWED THE PASSENGERS AND CREW
TO DEPLANE USING EMERGENCY ESCAPE CHUTES. AT ABOUT 0605 GMT, AN
EXPLOSION BLEW UP THE COCKPIT AND SUBSEQUENT EXPLOSIONS DESTROYED
THE ENTIRE AIRCRAFT. THE HIJACKERS REPORTEDLY PLACED EXPLOSIVES
AROUND THE BODY OF THEIR DEAD WOMAN ACCOMPLICE BEFORE THEY SET OFF
THE EXPLOSION.

THE FOUR HIJACKERS WERE ARRESTED BY LIBYAN AUTHORITIES. NONE
OF THE HIJACKERS HAVE BEEN POSITIVELY IDENTIFIED; HOWEVER, THEY
HAVE BEEN DESCRIBED AS THREE ARABS AND ONE JAPANESE ALL OF WHOM
APPEARED TO BE WELL EDUCATED.

ORIGINAL SIGNED BY JUL 27 1973

JAMES T. MURPHY

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ASE-1/300/400

AHQp10, AIA-132, TES-62, AAM-1

AP, MOT, RCMP

ASE-5

ASE-5:FVRAPP:bg:7/27/73

FAA
Office of Air Transportation Security

ROUTINE

① CAS. ARJ.
② AOS. *un*
③ CAT - *SL*
x ↗

Fred V. Rapp

426-8210

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

18 JUL 73 2015Z

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASKTO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-3

WHITE HOUSE SITUATION ROOM

COMUSACIDC
WASHINGTON, D.C./CIDC-M

DEFENSE INTELLIGENCE AGENCY
ATTN: DL-1A

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JUL 31 1973
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D. G. C. A.

RECEIVED IN CAS

JUL 26 1973

XXX DIRNAVSERV
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. ALCMS-90. AAC-90.

SECURITY SUMMARY (RIS: SE 1600-20) ASE-73-7

SUBJECT: SUCCESSFUL HIJACKING OF A CHARTERED HELICOPTER ON JULY 11, 1973

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-
KNOW BASIS ONLY:

ON JULY 11, 1973, DANIEL CLARK, A MEMBER OF THE U.S. AIR FORCE STATIONED
AT SHEPPARD AIR FORCE BASE, WICHITA FALLS, TEXAS, CHARTERED A BELL
47-G5 HELICOPTER WITH A PILOT FROM THE JOJ FLYING SERVICE, INC.,
GAINESVILLE, TEXAS. CLARK CARRIED TWO CAMERAS, ONE A 35 MM AND THE
OTHER A POLAROID. HE SAID HE HAD BEEN HIRED BY A COMPANY TO TAKE
AERIAL AND GROUND PHOTOS OF POSSIBLE LOCATIONS FOR A NEW LODGE.

THEY TOOK OFF AT APPROXIMATELY 2030 CDT AND PROCEEDED TO MARLETTA,
OKLAHOMA, WHERE CLARK TOOK AERIAL PHOTOS WHILE FOUR MILES NORTH OF THE
CITY AND AGAIN WHILE TWELVE MILES WEST OF THE CITY. THEY LANDED
TWELVE MILES WEST AND AGAIN THIRTEEN MILES WEST OF THE CITY WHERE
CLARK TOOK POLAROID PHOTOS ON THE GROUND. CLARK THEN ASKED

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TO BE FLOWN TO THE NEXT TOWN WEST, BUT HE COULD NOT RECALL THE NAME.

THE PILOT FLEW OVER TWO TOWNS BUT CLARK SAID THESE WERE NOT THE TOWNS.

DURING THIS PERIOD THE HELICOPTER EXPERIENCED FAILURE IN THE ELECTRICAL SYSTEM.

WHEN THE PILOT STARTED BACK TOWARDS MARIETTA, CLARK POINTED AN AUTOMATIC PISTOL AT THE PILOT'S HEAD AND TOLD HIM TO FLY WEST. ACCORDING TO THE PILOT, WHILE FLYING TOWARDS WICHITA FALLS, TEXAS, CLARK FLEW THE HELICOPTER PART OF THE TIME AND WHEN THE HELICOPTER LIGHTS WENT OUT, THEY USED MATCHES TO SEE THE INSTRUMENTS. THEY REACHED THE WICHITA FALLS AREA AT APPROXIMATELY 0030 CDT, JULY 12, 1973, AND CLARK INSTRUCTED THE PILOT TO LAND IN A PASTURE NORTH OF WICHITA FALLS, IN THE AREA WEST OF SHEPPARD AIR FORCE BASE.

AFTER LANDING, THEY WALKED APPROXIMATELY TWO MILES TO A RESTAURANT. WHILE IN THE RESTAURANT, THE PILOT APPARENTLY TRIED TO ALERT RESTAURANT PERSONNEL THAT HE WAS BEING HELD HOSTAGE BUT WAS NOT TAKEN SERIOUSLY. CLARK MADE A TELEPHONE CALL, AND A LITTLE LATER A YOUNG MAN ENTERED THE RESTAURANT AND TALKED TO CLARK. CLARK ATTEMPTED THROUGH THREAT TO GET THE PILOT TO LEAVE THE RESTAURANT WITH HIM AND THE YOUNG

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MAN. WHEN THE PILOT REFUSED, CLARK AND THE YOUNG MAN LEFT. THE PILOT
THEN NOTIFIED LAW ENFORCEMENT AUTHORITIES OF THE INCIDENT.

CLARK WAS APPREHENDED BY THE FBI ON THE NIGHT OF JULY 13, 1973. HE HAS
BEEN CHARGED WITH AERIAL PIRACY AND IS CURRENTLY IN CUSTODY. BOND HAS
BEEN SET AT \$50,000.

CLARK HAS BEEN DESCRIBED AS A WHITE MALE: DPOB: MAY 26, 1953, CALIFORNIA;
HEIGHT: 5'9"; WEIGHT: 150 LBS., HAIR: BLACK.

Original signed by JUL 18 1973
James M. Yoha
JAMES M. YOH
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
ASE-1/300/400
ASE-210, AIA-132, TES-62, AAM-1
AP, MOT, RCMP
ASE-5
ASE-5:FVRAPP:sds:7/18/73

670-6-2

FAA
Office of Air Transportation Security

ROUTINE

17 July 73
23/7/73
12/25/73
10 CAT
2005
3 AOS
Fred V. Rapp

July 11, 1973

426-8210

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

11 JUL 73 2027Z

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FEDERAL BUREAU OF INVESTIGATION
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SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

COMUSACIDC
WASHINGTON, D.C./CIDC-M

DEFENSE INTELLIGENCE AGENCY
ATTN: DS6A

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JUL 18 1973

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XXX DIRNAVSERV
ALEXANDRIA, VIRGINIA

AFOSI, WASHINGTON, D.C. (IV)

UNCLAS. ALRGNS-90. AAC-90.

SECURITY SUMMARY (RIS: SE 1600-20) ASE-73-6

SUBJECT: SUCCESSFUL HIJACKING OF ARGENTINE AIRCRAFT ON JULY 4, 1973

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW
BASIS ONLY:

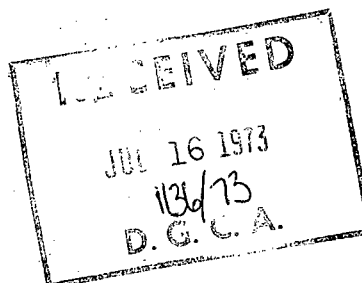
ON JULY 4, 1973, AN AEROLINEAS ARGENTINE (ARGENTINA AIRLINES) B-737 WITH
74 PASSENGERS AND 6 CREW, AFTER DEPARTING BUENOS AIRES SHORTLY AFTER
1200 HOURS LOCAL TIME, WAS HIJACKED WHILE EN ROUTE ON A DOMESTIC FLIGHT
TO JUJUY. THE FLIGHT WAS FORCED TO FLY TO MENDOZA, ARGENTINA. AFTER
BEING DENIED FUEL, THEY AGAIN TOOK OFF, FLEW OVER THE ANDES MOUNTAINS
AND LANDED AT SANTIAGO, CHILE, WHERE 49 PASSENGERS WERE RELEASED AND
FOOD AND FUEL WERE TAKEN ON. THE AIRCRAFT NEXT LANDED AT LIMA, PERU,
WHERE THEY AGAIN REFUELED, AND SIX ADDITIONAL PASSENGERS WERE RELEASED.
A PILOT WHO WAS FAMILIAR WITH THE AIR ROUTE TO PANAMA WAS ALLOWED TO
BOARD AT LIMA. AFTER LANDING AT PANAMA CITY, PANAMA, THE PLANE WAS
AGAIN REFUELED AND TOOK OFF FOR HAVANA, CUBA, AT APPROXIMATELY
0420 EDT, JULY 5, 1973. THE AIRCRAFT LANDED AT HAVANA AT
0630 EDT.

XXX
THE HIJACKER WHO HAS BEEN TENTATIVELY IDENTIFIED AS BASILIO JOSE MAZO WAS REPORTEDLY ARMED WITH A SHOTGUN AND HAND GRENADES. HE INITIALLY DEMANDED \$200,000 IN GOVERNMENT GRANTS TO A CHILDREN'S HOSPITAL AND TO BLOOD DISEASE RESEARCH IN EXCHANGE FOR RELEASE OF THE PASSENGERS. THESE DEMANDS WERE LATER LOWERED TO \$100,000 AND THEN TO \$80,000. THE ARGENTINE GOVERNMENT REFUSED TO PAY ANY RANSOM. SEVEN MILLION ARGENTINIAN PESOS (APPROXIMATELY \$700,000) WERE ABOARD THE HIJACKED AIRCRAFT BEING TRANSPORTED BY ARGENTINA'S BANK OF THE NATION FROM BUENOS AIRES TO JUJUY. APPARENTLY, THE HIJACKER WAS NOT AWARE THAT THE MONEY WAS ABOARD SINCE IT WAS STILL ABOARD WHEN THE AIRCRAFT RETURNED TO BUENOS AIRES FROM HAVANA.

Original signed by
James M. Yohe JUL 11 1973

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
ASE-1/300/400
ASE-210, AIA-132, TES-62, AAM-1
AP, MOT, RCMP
ASE-5
ASE-5:FVRAPP:sds:7/11/73



For Information - MOT

FAA
Office of Air Transportation Security

ROUTINE

June 6, 1973

Fred V. Rapp

426-3698

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4 CAT - J

7 Jun 73 2010Z

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ATTN: MR. S. YOUNG

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (IS)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOS

NATIONAL SECURITY AGENCY
ATTN: X-5

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U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

COMMAGCIB
WASHINGTON, D.C./CIBC-H

RECEIVED IN CAS

JUN 19 1973

NY DEFENSE INTELLIGENCE AGENCY
ATTN: DESA

UNCIAN. AIRCNS-90. AAC-90.

SECURITY SUMMARY (DIS: SE 1600-20) ASX-73-A

SUBJECT: SUCCESSFUL HIJACKING COLOMBIAN AIRCRAFT ON MAY 30, 1973

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW
BASIS ONLY:

AT APPROXIMATELY 1435 EDT, MAY 30, 1973, A FLIGHT 692 OF ECOTEMAD
AERONAUTICA DE MEDELLIN CONSOLIDADA S.A. (EAM), A COLOMBIAN COMPANY
WAS HIJACKED WHILE EN ROUTE ON A DOMESTIC FLIGHT FROM PEREIRA TO
MEDELLIN. THE FOUR ENGINE TURBOPROP ELECTRA HAD APPROXIMATELY SIX
CREW AND 83 PASSENGERS INCLUDING THE TWO MALE HIJACKERS.

THE HIJACKERS, WHO REPORTEDLY WORE MASKS DURING THE ENTIRE COURSE OF
THE HIJACKING AND WERE ARMED WITH PISTOLS AND SUBMACHINE GUNS, PURCHASED
TICKETS UNDER THE NAMES OF GILBERTO RIVERA AND AARON ORARIO HOWARDS.
RIVERA BOARDED AT CALI AND HOWARDS AT PEREIRA. THEIR ORIGINAL DEMANDS
WERE REPORTEDLY FOR THE RELEASE OF 140 COLOMBIAN PRISONERS, 200,000
DOLLARS RANSOM AND FLIGHT TO GERA. THIS LATER WAS REPORTED
AS 47 PRISONERS AND 200,000 DOLLARS. THE
HIJACKERS THREATENED TO BLOW UP THE PLANE

HE WITH BOMBS THEY CLAIMED TO HAVE IN A SUITCASE. ADDITIONALLY THEY REPORTEDLY THREATENED TO KILL THE PASSENGERS ONE BY ONE IF THEIR DEMANDS WERE NOT MET.

THE AIRCRAFT INITIALLY LANDED AT MEDELLIN, WAS REFUELED AND DEPARTED AT APPROXIMATELY 1500 HRT. ABOUT 30 MINUTES AFTER LANDING AT CRAIENSTAD, ARUBA, NETHERLANDS ANTILLES, MANY OF THE WOMEN AND CHILDREN PASSENGERS WERE ALLOWED TO DEFLAME. THE AIRCRAFT NEXT DEPARTED ARUBA FOR LIMA, PERU, AT APPROXIMATELY 0300 HRT MAY 31, 1973; HOWEVER, DUE TO MECHANICAL TROUBLE THEY RETURNED TO ARUBA AT APPROXIMATELY 0630 HRT. THE AIRCRAFT REMAINED AT ARUBA WHILE SAM OFFICIALS RETAINED THE AIRCRAFT AND NEGOTIATED WITH THE HIJACKERS. DURING THIS PERIOD, THE HIJACKERS ADVISED THEIR DEMAND WOULD BE INCREASED TO 50,000 DOLLARS FOR EACH HOUR THEY WERE KEPT WAITING FOR THE DEMANDS TO BE MET. SMALL GROUPS OF PASSENGERS DEFLAMED AT VARIOUS TIMES DURING THIS WAITING PERIOD. THE COLOMBIAN GOVERNMENT AFTER MANY HOURS OF DELIBERATION REJECTED THE HIJACKERS DEMANDS TO RELEASE THE PRISONERS. THIS ANGERED THE HIJACKERS BUT THEY DID NOT INITIATE ACTION TO CARRY OUT THEIR THREATS. SAM OFFICIALS REQUESTED THAT A CREW CHANGE BE MADE BUT THE HIJACKERS REFUSED. JUST BEFORE THE AIRCRAFT TOOK OFF AGAIN AT 1645 HRT, 11 PASSENGERS ESCAPED THROUGH THE REAR

XXX DOOR OF THE AIRCRAFT. THE HIJACKERS FIRED TWO SHOTS AT THE FLEEING PASSENGERS BUT NO ONE WAS HIT. ALLEGEDLY ONE PASSENGER BROKE BOTH LEGS JUMPING FROM THE AIRCRAFT DURING THIS ESCAPE.

THE AIRCRAFT FLEW OVER PANAMA, COSTA RICA AND EL SALVADOR, SEEKING A PLACE TO LAND WITHOUT SUCCESS. IT RETURNED TO ARIMA WHERE THE HIJACKERS DROPPED THEIR DEMAND FOR RELEASE OF PRISONERS, ACCEPTED 50,000 DOLLARS AS THE RANSOM, AGREED TO A CREW CHANGE AND ALLOWED AN ADDITIONAL EIGHT PASSENGERS TO DEFLATE. THE AIRCRAFT AGAIN LEFT ARIMA AT 0415 EDT JUNE 1, 1973, AND AFTER A REFUEL STOP AT GUAYAQUIL, ECUADOR, THE AIRCRAFT NEXT LANDED AT 1146 EDT AT LIMA, PERU. FOURTEEN ADDITIONAL PASSENGERS WERE ALLOWED TO DISSEMBARK AND THE AIRCRAFT WAS REFUELED BEFORE TAKING OFF AGAIN AT 1327 EDT. AT 1900 EDT THEY LANDED AT MENDOZA, ARGENTINA, WHERE THE LAST REMAINING NINE PASSENGERS WERE ALLOWED TO DEFLATE.

THE AIRCRAFT NEXT LANDED AT RESISTENCIA, ARGENTINA BUT REMAINED THERE FOR REPORTEDLY LESS THAN A MINUTE BEFORE TAKING OFF AGAIN. THEY NEXT LANDED AT ASUNCION, PARAGUAY, WHERE THEY RECEIVED OIL FOR A MOTOR AND DEPARTED IN ABOUT FIVE MINUTES. THE AIRCRAFT AGAIN LANDED AT RESISTENCIA LATE ON JUNE 1, 1973. ALLEGEDLY JUST PRIOR TO TAKE OFF AT RESISTENCIA THE HIJACKERS JUMPED

XXXX FROM THE PLANE AND ESCAPED. THE PILOT REPORTEDLY HAS ADVISED THAT THE HIJACKERS MADE THEIR GETAWAY IN A TRUCK LEFT BY AUTHORITIES NEAR THE RUNWAY. THE HIJACKERS THREATENED TO KILL A STEWARDESS IF THE TRUCK ^{were} WAS NOT PROVIDED. FURTHER IT WAS REPORTED THAT THE HIJACKERS CLAIMED TO HAVE ASSOCIATES WHO WOULD KILL RELATIVES OF THE AIRCRAFT'S CREW IF THE HIJACKERS WERE NOT PERMITTED TO ESCAPE.

IN EXPLANATION OF THEIR ERRATIC ROUTE THE PILOT SAID THE HIJACKERS PLACED A FINGER ALONGST ANYPLACE ON A MAP OF SOUTH AMERICA AND ASKED TO GO THERE.

THE HIJACKERS HAVE NOT BEEN APPREHENDED OR POSITIVELY IDENTIFIED TO DATE. THEY HAVE BEEN VARIOUSLY DESCRIBED AS LEFT WING GUERRILLAS, HIPPIE-TYPE YOUNGSTERS IN THEIR TWENTIES, AND LONG HAIRIED TERRORISTS 25-30 YEARS OF AGE.

ORIGINAL SIGNED BY
JAMES T. MURPHY

JUN 7 1973

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ASE-1/360/400, AAM-1, AHQ-210, TES-62, AIA-132, MOT, RCMP, AP, ASE-5
ASE-5:FVRAPP:jib:6/6/73

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JUN 26 1973
D.G.C.A.

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FAA
Office of Air Transportation Security

ROUTINE

8 January 1973

Fred V. Rapp

426-8698

x

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ATTN: CRIMINAL DIVISION

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ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

COMUSACIDC
WASHINGTON, D.C./CIDC-M

10 JAN 73 1840Z

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② CAS Mated 18/1/73
To note please
& return to AOSC
16 Jan 73

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JAN 17 1973

XXX DEFENSE INTELLIGENCE AGENCY
ATTN: DS6A

UNCLAS. AIRGNS-90. AAC-90.

SECURITY SUMMARY (RIS: SE 1600-20) ASE-73-1

SUBJECT: INCOMPLETE HIJACKING OF ~~PIED~~ MONT AIRLINES FLIGHT #928 ON
2 JANUARY 1973

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW
BASIS ONLY:

AT 1726 EST, 2 JANUARY 1973, PIEDMONT AIRLINES FLIGHT #928, A YS-11A
CARRYING 37 PASSENGERS AND FOUR CREW LANDED AT FRIENDSHIP INTERNATIONAL
AIRPORT, BALTIMORE, MARYLAND. AT APPROXIMATELY 1750 EST, AFTER THE
PASSENGERS AND TWO MALE MEMBERS OF THE FLIGHT CREW HAD DEPLANED A LONE
MALE ARMED WITH A .45 CALIBER AUTOMATIC PISTOL STEPPED OUT OF A RESTROOM,
SEIZED THE TWO STEWARDESSES AS HOSTAGE AND DEMANDED VIA THE COCKPIT
RADIO THAT THE AIRCRAFT BE REFUELED AND A FLIGHT CREW BE MADE AVAILABLE
TO FLY TO TORONTO, CANADA. DURING THE INITIAL CONVERSATIONS THE AIRCRAFT
WAS SURROUNDED BY LAW ENFORCEMENT OFFICIALS.

ABOUT ONE HOUR AND 20 MINUTES AFTER SEIZING THE AIRCRAFT
THE HIJACKER ASKED TO SPEAK TO A REPRESENTATIVE
OF THE FBI. AFTER ABOUT 20 MINUTES OF

XXX DISCUSSION OVER THE RADIO THE HIJACKER AGREED TO ALLOW AN FBI AGENT TO BOARD IN EXCHANGE FOR ONE OF THE STEWARDESSES. THE FBI AGENT BOARDED AFTER DISROBING TO HIS UNDERSHIRT AND SLACKS. REPORTEDLY NEITHER STEWARDESS WANTED TO LEAVE THE OTHER ABOARD SO BOTH STAYED. THE HIJACKER KEPT THE PISTOL POINTED AT THE HEAD OF EITHER THE FBI AGENT OR ONE OF THE STEWARDESSES AND AT ONE POINT IN THE CONVERSATION THE HIJACKER THREATENED TO KILL HIMSELF. ABOUT 30 MINUTES AFTER THE FBI AGENT BOARDED THE HIJACKER ALLOWED BOTH STEWARDESSES TO DISEMBARK.

AT THE HIJACKER'S REQUEST A PSYCHIATRIST WHO HAD TREATED HIM PREVIOUSLY AND A ROMAN CATHOLIC CARDINAL SHEEHAN OF BALTIMORE CAME TO THE AIRPORT AND TALKED TO THE HIJACKER VIA RADIO. SHORTLY THEREAFTER, SO THAT THE HIJACKER COULD SEE THEM, THE CARDINAL AND PSYCHIATRIST WALKED OUT ^{to} A POSITION OF APPROXIMATELY ^{forty} ~~forty~~ FEET IN FRONT OF THE AIRCRAFT. THROUGH THE COMBINED PERSUASION OF THE FBI AGENT, THE CARDINAL AND PSYCHIATRIST, THE HIJACKER WALKED OFF THE AIRCRAFT WITH THE PISTOL IN HIS POCKET. HE WAS DISARMED BY FBI AGENTS AND TAKEN INTO CUSTODY. THE WEAPON WAS FOUND TO BE EMPTY OF AMMUNITION.

PRIOR TO BOARDING AT WASHINGTON NATIONAL AIRPORT, WASHINGTON, D.C., THE HIJACKER HAD BEEN PROCESSED AS A SELECTEE; HOWEVER, HE WAS ALLOWED TO LEAVE

XXX THE BOARDING AREA TO GO TO THE RESTROOM AND WAS NOT REPROCESSED
WHEN HE RETURNED. IN ADDITION, A .45 CALIBER WEAPON HAD BEEN UNLOADED
AND TURNED IN FOR SAFE CARRIAGE TO A PIEDMONT BOARDING AGENT BY A
PASSENGER ON ANOTHER FLIGHT. THE WEAPON WAS INADVERTENTLY LEFT UNATTENDED
FOR A SHORT PERIOD ON A PODIUM SHELF WITHIN THE BOARDING AREA.

THE HIJACKER DURING THIS PERIOD TOOK THE WEAPON. LATER EACH OF THE TWO
PIEDMONT BOARDING AGENTS THOUGHT THAT THE OTHER HAD PASSED THE WEAPON
TO THE FLIGHT'S PILOT. THUS THE WEAPON WAS NOT KNOWN TO BE MISSING
UNTIL THE OWNER ATTEMPTED TO CLAIM IT AT THE END OF HIS FLIGHT.

THE HIJACKER HAS BEEN IDENTIFIED AS CHARLES AUGUST WENIGE, AGE 37, WHITE,
A RESIDENT OF ALEXANDRIA, VIRGINIA. WENIGE HAS A PREVIOUS HISTORY OF
MENTAL PROBLEMS AND ALCOHOLISM.

FAA COMMENT: IT APPEARS EVIDENT THAT THIS INCIDENT COULD HAVE BEEN
AVERTED IF THE AIRLINE BOARDING AGENTS HAD INSURED THAT THE WEAPON
WAS PROPERLY PROTECTED.

Original signed by
James M. Yche

10 JAN 1973

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

CC: ASE-1/300/400, AHQ-10, AIA-132, AAM-1, TSA-62, AP, MOT, RCMP, AIA-4(2 cys. ICAO)

ASE-5 - ASE-5: FVRAPP: jlbjl/8/73

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FAA
Office of Air Transportation Security

ROUTINE

F. V. Rapp

426-8038

X

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DIRECTOR, AERONAUTICAL CENTER

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ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

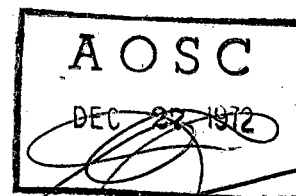
U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

COMUSACIDC
WASHINGTON, D.C./CIDC-M

18 DEC 72 2121Z

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To note & return for filing.
27 Dec.



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DURING THE SHOOTING, ONE WOUNDED HIJACKER WHO HAD BEEN STANDING NEAR THE FRONT OF THE ECONOMY SECTION PULLED THE PIN ON A HAND GRENADE AND DROPPED IT. A PASSENGER QUICKLY MOVED THE HAND GRENADE TO A NEARBY UNOCCUPIED SEAT AREA WHERE IT EXPLODED INJURING SEVERAL PERSONS. IN ADDITION, THE EXPLOSION LEFT A BASKETBALL SIZE HOLE IN THE FLOOR NEAR THE PARTITION SEPARATING THE FIRST CLASS AND ECONOMY SECTION AND CAUSED ONE ENGINE AND PART OF THE HYDRAULIC SYSTEM TO BE DISABLED. AS A RESULT OF THE FIRING AND EXPLOSION, SIX HIJACKERS WERE KILLED AND ONE HIJACKER, EIGHT PASSENGERS AND TWO STEWARDESSES WERE WOUNDED.

NONE OF THE HIJACKERS ENTERED THE COCKPIT AREA. THE COCKPIT SECTIONS ON ETHIOPIAN AIRLINES' AIRCRAFT IN FLIGHT ARE SEALED OFF FROM THE CABIN AREA. THE PILOT UPON HEARING THE SHOOTING PROCEEDED TO RETURN TO ADDIS ABABA. THE AIRCRAFT LANDED SAFELY AT ADDIS ABABA REPORTEDLY APPROXIMATELY TWENTY-FIVE MINUTES AFTER ITS INITIAL TAKEOFF.

PASSENGER REPORTS INDICATE THAT PASSENGER SCREENING AT THE ADDIS ABABA AIRPORT CONSISTED ONLY OF EXAMINATION OF CARRY-ON BAGGAGE. A MAGNETOMETER WAS NOT IN USE, AND PERSONAL SEARCHES WERE NOT CONDUCTED.

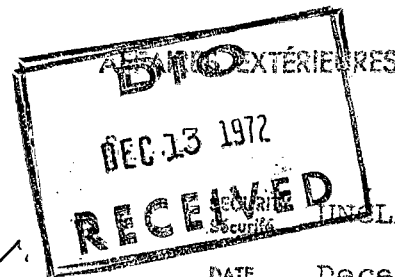
XX
THE HIJACKERS HAVE BEEN IDENTIFIED AS YOUNG ETHIOPIANS WHO WERE CONNECTED WITH THE ERITREAN LIBERATION FRONT, A GROUP SEEKING LIBERATION FOR ERITREA. THE REPORTED INTENTION OF THE GROUP WAS TO FLY TO A FOREIGN COUNTRY AND HOLD THE PASSENGERS AND CREW FOR RANSOM. THE METHODS USED TO BRING THE WEAPONS ABOARD HAVE NOT BEEN FULLY ESTABLISHED; HOWEVER, IT IS BELIEVED THEY WERE CARRIED ABOARD CONCEALED IN THE HIJACKERS' CLOTHING AND SHOES.

ORIGINAL SIGNED BY 18 DEC 1972
JAMES T. MURPHY

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
AIA-132
TSA-62
AHQ-10
AAM-1
Allied Pilots
MOT
RCMP
ASE-300/400
ASE-1(2)
ASE-5
ASE-5:FVRAPP:sds:12/15/72

EXTERNAL AFFAIRS



670-6-2

13182

The Under-Secretary of State
for External Affairs, Ottawa. FLO

The Canadian Embassy,
Washington, D.C.

DATE December 6, 1972.

NUMBER
Numéro 2055

Prosecution of Aerial Hijackers

FILE	DOSSIER
OTTAWA	
MISSION	

ENCLOSURES
Annexes

DISTRIBUTION

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Justice/
Mr. Sorokan

You will recall that during the course of F.B.I. efforts to stop the hijacking of a Pacific Southwest Airlines aircraft on July 5, 1972 at San Francisco Airport, a Canadian citizen, Mr. Stanley Carter, was killed (by a bullet from the gun of one of the three hijackers, said the F.B.I.). Mr. Carter and his wife were apparently on their way from Montreal to San Diego to take up retirement in Southern California. In the gun battle that took place at the airport two of the hijackers were killed and the third, Lubomir Peichev, a Bulgarian-born machinist was charged with aiding, abetting and conspiring to commit air piracy and with conspiring to affect commerce by extortion.

2. Peichev's three-week trial in California has just ended and he has been convicted. The U.S. District Court Judge is expected to pronounce sentence on December 21; the hijacker faces a penalty of 20 years to life imprisonment under U.S. Federal Law.

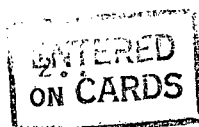
3. Including this case, there have now been forty-five convictions in the U.S.A. in respect of aerial hijacking offences. According to journalistic sources, since 1961 there have been one hundred and fifty-nine hijacking acts or attempts against American-registered aircraft or foreign aircraft engaged in U.S.A. flights (one hundred and one of these involved diversion or attempted diversion to Cuba, eighty-five actually reaching there) with more than two hundred persons allegedly responsible for hijack-related criminal activities. In addition to the forty-five convictions in this country, five hijackers have been convicted abroad for offences concerning U.S.A. aircraft or criminal acts against foreign aircraft carried out here. In other U.S.A. cases, there have been four acquittals, two dismissals, and one not prosecuted; there are some fourteen cases currently pending before the Courts. Nine alleged

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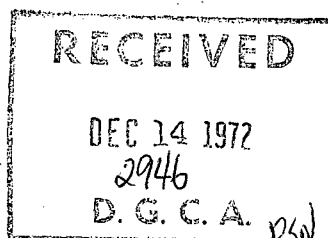


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hijackers have either been killed or committed suicide. Finally, there are one hundred and twenty-one alleged hijackers still on the fugitive list. Sentences handed down in respect of the forty-five convictions in the U.S.A. so far have generally been harsh with a number of life terms and one involving imprisonment for 50 years.

K. B. Williamson

The Embassy.



PA → 670-6-2

FAA
Office of Air Transportation Security

ROUTINE

29 November 1972

Fred V. Rapp

426-8698

X

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DIRECTOR, AERONAUTICAL CENTER

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WASHINGTON, D.C. 20006

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1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

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ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

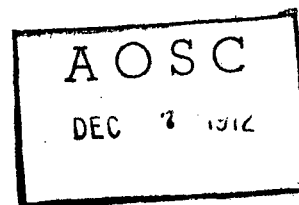
U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

COMUSACIDC
WASHINGTON, D.C./CIDC-M

30 Nov 72 14572

①. AOSC - ~~COOK~~ 9 Nov 72
mod. to h. m.
Pencech

②. CAS noted
HRT



XXX

DEFENSE INTELLIGENCE AGENCY
ATTN: DS6A

UNCLAS. ALRGNS-90. AAC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 59-72

SUBJECT: UNSUCCESSFUL HIJACKING ANSETT AIRLINES (AUSTRALIAN) FLIGHT ON
15 NOVEMBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

ON 15 NOVEMBER 1972 ANSETT AIRLINES FLIGHT 232 WHILE ON A DOMESTIC RUN
FROM ADELAIDE TO DARWIN, AUSTRALIA, WITH 34 PASSENGERS AND 4 CREW WAS
HIJACKED BY A LONE UNIDENTIFIED MALE ARMED WITH A SAWED-OFF RIFLE. PER
THE HIJACKER'S INSTRUCTIONS THE F-27 FRIENDSHIP TURBOPROP AIRCRAFT
LANDED AT ALICE SPRINGS. THE HIJACKER ALLOWED ALL BUT 10 PASSENGERS TO
DEPLANE. HE THEN REQUIRED THE AIRCRAFT TO TAXI AROUND THE AIRPORT FOR
APPROXIMATELY TWO HOURS UNTIL AUSTRALIAN OFFICIALS PROVIDED A PARACHUTE
AND A LIGHT AIRCRAFT WITH A PILOT AND NAVIGATOR.

DURING THE CHANGEOVER TO THE LIGHT AIRCRAFT, A POLICEMAN ACTING AS A
NAVIGATOR, ATTEMPTED TO OVERPOWER THE HIJACKER. DUE TO PERSPIRATION ON
HIS HANDS, THE POLICEMAN DID NOT GRASP THE RIFLE FIRMLY AND

XXX

WAS SHOT IN THE RIGHT HAND. THE HIJACKER THEN SHOT THE POLICEMAN IN THE STOMACH. AS THE POLICEMAN RETREATED, HE WAS HIT TWICE MORE BY BULLETS FROM THE HIJACKER'S WEAPON. OTHER POLICEMEN AT THE SCENE FIRED AT THE HIJACKER. ALTHOUGH HIT BY TWO BULLETS FROM OTHER SOURCES, THE HIJACKER FINALLY SHOT HIMSELF IN THE HEAD. THIS LATTER SHOT CONTRIBUTED TO HIS ULTIMATE DEATH.

ORIGINAL SIGNED BY 30 NOV 1972
JAMES T. MURPHY

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
ASE-5
ASE-1(2)
AIA-132
AHQ-10
TSA-62
AAM-1
RCMP
MOT
AP
ASE-300/400
ASE-5:FVRAPP:sds:11/29/72

MOT

8A-670-6-2

FIA
Office of Air Transportation Security

ROUTINE

23 November 1972

Fred V. Rapp

426-5638

2

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DIRECTOR, AERONAUTICAL CENTER

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DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
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TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELAU

NATIONAL SECURITY AGENCY
ATTN: N-5

WHITE HOUSE SITUATION ROOM

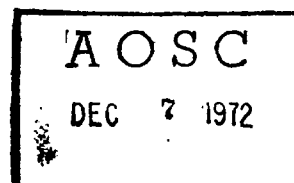
U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

COMUSACIDC
WASHINGTON, D.C./CINCOM

1 Dec 72 2023Z

① Assoc - Cook
McIntosh
Bowie

② CAS
Noted
HRT



XXX DEFENSE INTELLIGENCE AGENCY
ATTN: DSEA

UNCLAS. AIRCNS-90. AAC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 58-72

SUBJECT: SUCCESSFUL HIJACKING SOUTHERN AIRWAYS FLIGHT 449 ON 10
NOVEMBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

ON 10 NOVEMBER 1972 SOUTHERN AIRWAYS (SO) FLIGHT 449, A DC-9, WHILE
EN ROUTE FROM BIRMINGHAM TO MONTGOMERY, ALABAMA, WAS HIJACKED BY THREE
MALES ARMED WITH PISTOLS AND OBJECTS WHICH APPEARED TO BE HAND GRENADES.
THE AIRCRAFT WITH 29 PASSENGERS INCLUDING THE HIJACKERS AND 4 CREW WAS
HIJACKED SHORTLY AFTER TAKE OFF AT APPROXIMATELY 1922 EST WHEN LOCATED
ABOUT 45 MILES SOUTH OF BIRMINGHAM.

REPORTEDLY THE THREE BRANDISHING PISTOLS AND HAND GRENADES (SUBSEQUENTLY
DETERMINED TO BE POMMES) STATIONED THEMSELVES AT THE FRONT, MIDDLE AND
REAR OF THE AIRCRAFT. THE HIJACKER IN THE FRONT PLACED HIS ARM AROUND
THE NECK OF A STEWARDESS AND ANNOUNCED THE HIJACKING. THE MALE
PASSENGERS WERE REQUIRED TO STAY TO THEIR UNDERWEAR AND
THEIR CLOTHING WAS SEARCHED FOR WEAPONS. THE

XXX CLOTHING WAS RETURNED AND THEY WERE ALLOWED TO DRESS. THE HANDS OF THE WOMEN WERE ALSO SEARCHED. THE HIJACKER HOLDING THE STEWARDESS ENTERED THE COCKPIT AND DEMANDED THAT THE AIRCRAFT BE FLOWN TO DETROIT. UPON AGREEMENT OF THE HIJACKERS THE PLANE LANDED AT JACKSON, MISSISSIPPI, AT 2010 EST TO REFUEL. THE HIJACKERS INITIALLY DEMANDED THAT 10 MILLION DOLLARS AND 10 PARACHUTES BE DELIVERED AT DETROIT, MICHIGAN. THEY INDICATED THAT THE PASSENGERS WOULD BE RELEASED AFTER THEIR DEMANDS WERE MET. AFTER RAPIDLY REFUELING, THE AIRCRAFT TOOK OFF FOR DETROIT AT 2016 EST.

THE AIRCRAFT ORBITED DETROIT FOR APPROXIMATELY 100 MINUTES AWAITING WORD THAT THE MONEY AND PARACHUTES WERE AVAILABLE. AT 2233 EST, BECAUSE OF THEIR INSISTENCE THAT THE MONEY BE DELIVERED IN DETROIT, A SO OFFICIAL INQUIRED WHETHER THE DEMANDS WERE DIRECTED AGAINST SO OR DETROIT. THE HIJACKERS RESPONDED THAT THE DEMANDS WERE DIRECTED AGAINST DETROIT, SPECIFICALLY THE MAYOR, POLICE COMMISSIONER AND WAYNE COUNTY PROSECUTOR. AT 2310 HOURS EST THE HIJACKERS SAID IF THE MONEY WASN'T DELIVERED SOON ^{would} THEY ~~WILL~~ FORCE THE PILOT TO FLY TO OAK RIDGE, TENNESSEE AND CRASH. AT 2326 EST THE PILOT REQUESTED STIMULANTS BECAUSE HE EXPECTED TO HAVE A LONG WAY TO FLY.

THE AIRCRAFT DIVERTED TO CLEVELAND, OHIO AND LANDED AT 0936 EST
11 NOVEMBER 1972. THE PILOT INSTRUCTED THAT ONLY ONE FUEL TRUCK SHOULD
APPROACH THE PLANE. THE DRIVER WAS TO BE CLAD ONLY IN SWIMMING TRUNKS
AND THE TRUCK HAD TO CARRY THE MONEY, PARACHUTES, STIMULANTS, FOOD,
COKE AND ICE. AT 0106 EST THE HIJACKERS INSISTED THE AIRCRAFT AGAIN
TAKE OFF AFTER ONLY THE FUEL WAS TAKEN ABOARD. THE AIRCRAFT TOOK OFF
AT 0137 EST AND THE HIJACKERS DEMANDED THAT THE MONEY BE DELIVERED AT
TORONTO, CANADA. THE AIRCRAFT STARTED ORBITTING OVER TORONTO AT
APPROXIMATELY 0212 EST. WHILE ORBITTING THE PILOT ADVISED THAT ONE OF
THE PASSENGERS APPARENTLY WAS HAVING A HEART ATTACK. A DOCTOR WAS
CONTACTED AND AFTER CONSULTATION THE HIJACKERS REFUSED THE DOCTOR'S
REQUEST TO RELEASE THE SICK PASSENGER. THEY LANDED AT TORONTO AT 0447
EST. THE HIJACKERS HAD REQUESTED THE MONEY, PARACHUTES, ETC., BE
DELIVERED AT TORONTO ON THE FUEL TRUCK. WHEN THEY LEARNED ALL THE ITEMS
WERE NOT AVAILABLE, THEY AGAIN REQUESTED TAKEOFF AFTER ONLY FUEL HAD BEEN
TAKEN ABOARD. REPORTEDLY WHILE AT TORONTO THE HIJACKERS WERE OFFERED
ONE HALF MILLION DOLLARS AND ADVISED THE REMAINDER WOULD BE AVAILABLE
IN DETROIT. THEY REFUSED THIS OFFER. ADDITIONALLY UNSUCCESSFUL EFFORTS
WERE MADE TO GET THE HIJACKERS TO TALK BY RADIO WITH SOME
OF THEIR RELATIVES IN DETROIT. THE PLANE

XXZ DEPARTED FOR OAK RIDGE AT 0616 EST.

AT 0702 EST IT WAS LEARNED THAT THE HIJACKERS ALSO WANTED AN OFFICIAL U.S. DOCUMENT, WITH APPROPRIATE SIGNATURES AND THE U.S. SEAL WHICH INDICATED THAT THE RANSOM MONEY WAS A GRANT. THEY DEMANDED THE RANSOM BE 7 MILLION DOLLARS IN SMALL BILLS AND 3 MILLION IN GOLD.

THEY LANDED AT LEXINGTON, KENTUCKY, AT 0934 EST TO REFUEL. AT 0933 EST THE REFUELING WAS TERMINATED AND AT 0956 THEY TOOK OFF TOWARD OAK RIDGE. THEY ORBITED THE KNOXVILLE, TENNESSEE, AREA WHILE THE HIJACKERS ATTEMPTED TO TALK TO THE PRESIDENT OF THE U.S. AS A RESULT OF THESE EFFORTS THE HIJACKERS BECAME VERY AGITATED AND AGAIN THREATENED TO CRASH AT OAK RIDGE. THE HIJACKERS WERE THEN TOLD THAT A 50 AIRCRAFT HAD ARRIVED AT KNOXVILLE WITH THE RANSOM. AN ATTEMPT TO LAND WAS MADE AT KNOXVILLE BUT BECAUSE OF THE HIJACKERS COUNTERMANDING EACH OTHERS' ORDERS, THE CONFUSION AND THE WEATHER, THE PILOT MADE A MISSED APPROACH. THE HIJACKERS THEN DECIDED TO PICK UP THE RANSOM MONEY AT CHATTANOOGA, TENNESSEE.

50 FLIGHT 849 LANDED AT CHATTANOOGA AT 1337 EST WHERE IT WAS AGAIN REFUELED. THE HIJACKERS THEN ADDED 7 BULLET-PROOF VESTS AND 7 HELMETS TO THEIR

XXX DEMANDS. NO FURTHER DEMANDS WERE MADE FOR PARACHUTES. APPROXIMATELY 2½ MILLION DOLLARS, A DOCUMENT RESEMBLING THE ABOVE DESCRIBED DOCUMENT, FOOD, STIMULANTS AND OTHER ITEMS WERE PASSED INTO THE AIRCRAFT THROUGH A COCKPIT WINDOW PER THE HIJACKERS' INSTRUCTIONS. THE PLANE TOOK OFF FOR HAVANA, CUBA, AT 1433 EST. DURING THE FLIGHT THE PILOT TOLD THE HIJACKERS THAT PAYMENT OF THE RANSOM WOULD PLACE A SEVERE STRAIN ON SO FINANCIAL CONDITION. THE HIJACKERS THEN GAVE THE CREW ½ MILLION TO RETURN TO SO. THE CREW HID THIS MONEY IN VARIOUS PLACES ON THE AIRCRAFT. DURING THIS PORTION OF THE FLIGHT, THE HIJACKERS ASKED TO TALK AGAIN TO THE PRESIDENT OF THE U.S. AND PRIME MINISTER FIDEL CASTRO OF CUBA. NEITHER TALKED TO THE HIJACKERS PRIOR TO LANDING AT HAVANA. AT 1649 EST THE HIJACKERS ASKED IF THEY WOULD BE GIVEN POLITICAL ASYLUM AND RECEIVED AN AFFIRMATIVE REPLY.

IN HAVANA THE AIRCRAFT WAS SURROUNDED BY SOLDIERS AND TAXIWAYS BLOCKED BY FIRE AND FUEL TRUCKS. THE HIJACKERS ENGAGED IN DISCUSSIONS WITH CUBAN OFFICIALS WHILE CONTINUING TO MAINTAIN CONTROL OF THE AIRCRAFT. PRIME MINISTER FIDEL CASTRO WAS AT THE AIRPORT DIRECTING OPERATIONS BUT DID NOT TALK TO THE HIJACKERS. THEY APPARENTLY FAILED TO REACH AN AGREEMENT AND THE AIRCRAFT, WITH PASSENGERS, CREW AND HIJACKERS ABOARD

THEY DEPARTED HAVANA AT 1849 EST. ONLY 11,000 POUNDS OF FUEL WAS TAKEN ABOARD AT HAVANA. THE COPILOT HAD BEEN ALLOWED TO DEPLAINZ AND SUPERVISE THIS REFUELING.

THEY LANDED NEXT AT BOCA CHICA NAVAL AIR STATION, KEY WEST, FLORIDA AT 1915 EST AND AFTER RAPIDLY REFUELING, TOOK OFF AT 1954. THE PILOT REQUESTED DIRECTIONS TO SWITZERLAND, EUROPE AND AFRICA. FOLLOWING THIS HE REQUESTED VECTORING TO BERMUDA. THIS SHORTLY WAS CHANGED TO ANYWHERE UP THE EAST COAST OVER LAND. THE PILOT ALSO INDICATED THE AIRCRAFT WAS LOW ON OIL AND FEARED THE ENGINES MIGHT SEIZE IF A LANDING WASN'T MADE SHORTLY. PER THE HIJACKERS ELECTION THEY LANDED AT MCCOY AIR FORCE BASE, ORLANDO, FLORIDA, AT 2116 EST. THE AIRCRAFT MADE A 180 DEGREE TURN AND TAXIED TO THE END OF THE RUNWAY. A FUEL TRUCK WENT TO THE AIRCRAFT TO REFUEL.

UPON REQUEST OF SO OFFICIALS, EFFORTS WERE MADE TO BRING ABOUT A DISCREET
DISCONNECTION OF THE ELECTRICAL SYSTEM. THIS WOULD HAVE GIVEN A BELIEV-
ABLE MODE TO FRUSTRATE THE HIJACKING BY SIMULATING ENGINE FAILURE AND
EFFECTIVELY IMMOBILIZING THE AIRCRAFT. THESE EFFORTS WERE UNSUCCESSFUL,
WHEREUPON SO REQUESTED THE FBI TO TAKE NECESSARY ACTION TO
IMMOBILIZE THE AIRCRAFT. AT 2154 EST IT WAS

XXX REPORTED THAT THE LEFT MAIN TIRES HAD BEEN SHOT OUT BY THE FBI. AT 2156 EST THE PLANE AGAIN TOOK OFF.

THEY ORBITED IN THE AREA OF KEY WEST, FLORIDA, WHILE WAITING FOR A RESPONSE TO ANOTHER HIJACKER REQUEST TO TALK TO THE PRESIDENT OF THE U.S. AT 2227 THE PILOT REPORTED THAT THE COPILOT HAD BEEN INJURED AND HE WAS FLYING THE PLANE ALONE. AT 2317 EST THEY STOPPED ORBITING AND HEADED FOR CUBA. THE AIRCRAFT MADE AN EMERGENCY LANDING AT HAVANA AT 0032 EST, 12 NOVEMBER 1972.

THE HIJACKERS AND THE RANSOM WERE TAKEN INTO CUSTODY BY CUBAN AUTHORITIES. THE CREW AND PASSENGERS WERE TAKEN TO A HOTEL FOR THE NIGHT. THE CUBANS FOUND AND RETAINED THE HIDDEN $\frac{1}{2}$ MILLION DOLLARS. THE PASSENGERS AND CREW RETURNED TO MIAMI, FLORIDA, VIA A REPLACEMENT SO AIRCRAFT AT 1726 EST 12 NOVEMBER 1972. IT WAS SUBSEQUENTLY DETERMINED THAT THE COPILOT WAS SHOT IN THE SHOULDER BY THE HIJACKERS, ONE FEMALE PASSENGER SUFFERED AN APPARENT RESPIRATORY ATTACK DURING THE HIJACKING AND TWO PASSENGERS WERE INJURED EXITING THE AIRCRAFT AT HAVANA. THE HIJACKED AIRCRAFT REMAINED IN CUBA FOR EMERGENCY REPAIRS AND RETURNED TO ATLANTA, GEORGIA, AT 1959 EST 13 NOVEMBER 1972.

~~THE~~ THE HIJACKERS HAVE BEEN IDENTIFIED AS:

HENRY DE WILLIAM JACKSON, SRA, 9/28/44, 5 FEET 10 INCHES TALL,
170 POUNDS, MUSTACHE, COATHE, WALES WITH A LIMP.

LOUIS DOUGLAS CALE, AKA: LEWIS MOORE, SRA, DOB: 8/30/43, 5 FEET
10 INCHES TALL, 170 POUNDS.

MELVIN CHARLES CALE, SRA, DOB: 10/30/50, 5 FEET 8 INCHES TALL,
170 POUNDS.

L. CALE

JACKSON AND MOORE ARE WANTED IN DETROIT ON CHARGES OF RAPE. N. CALE

ESCAPED 23 OCTOBER 1972 FROM TENNESSEE STATE PRISON WORK RELEASE PROGRAM
AT NASHVILLE.

FBI COMMENT: THE THREE HIJACKERS MET THE PROFILE. TWO WERE REQUIRED TO
PRODUCE IDENTITY DOCUMENTS. ALL THREE WERE PROCESSED WITH THE INFINETEC
"FIDELITY" HAND-HELD MAGNETIC DETECTION DEVICE WITH NEGATIVE RESULTS.

MOORE CARRIED AN OVERCOAT WHICH WAS NOT INSPECTED. CALE WAS CARRYING A
BINOCULAR CASE AND CAMERA CASE. THE BINOCULAR CASE WAS INSPECTED BUT
SINCE THE CAMERA LENS COULD BE SEEN THROUGH THE FRONT OF THE CASE THE
INSIDE OF THE CAMERA WAS NOT INSPECTED. JACKSON HAD A WALKING CANE. THEY
HAD NO OTHER CARRY-ON LOCCAGE. THE "FIDELITY" HAS BEEN

WEEK EXAMINED AND APPEARED TO BE OPERABLE.

ORIGINAL SIGNED BY
JAMES T. MURPHY 1 DEC 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

CC:
ASE-1/300/400
ABQ-10
TSA-62
ATA-112
ATA-4(2 cys.-ICAO)
DOT
AP
RCMP
AAM-1
ASE-3
ASE-3: FVEAPP: 116: 11/29/72

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Office of Air Transportation Security

ROUTINE

8 November 1972

Fred V. Rapp

426-8698

x

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DIRECTOR, AERONAUTICAL CENTER

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WASHINGTON, D.C. 20036

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CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

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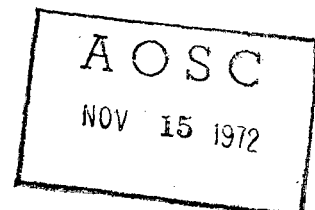
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NATIONAL SECURITY AGENCY
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U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

COMUSACIDC
WASHINGTON, D.C./CIDC-M



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4

000464

XX DEFENSE INTELLIGENCE AGENCY
ATTN: DS6A

UNCLAS. ALRGNS-90. AAC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 57-72

SUBJECT: UNSUCCESSFUL HIJACKING OF JAPAN AIRLINES FLIGHT #351 ON 6
NOVEMBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW
BASIS ONLY:

ON 6 NOVEMBER 1972 JAPAN AIRLINES FLIGHT #351, A B-727 CARRYING 120
PASSENGERS AND 6 CREW WHILE EN ROUTE FROM TOKYO TO FUKUOKA, JAPAN,
WAS HIJACKED AT APPROXIMATELY 0815 HOURS LOCAL TIME BY A LONE MALE
ARMED WITH A PISTOL. THE HIJACKER ALLEGEDLY HAD A PARACHUTE AND
CARRIED A FLIGHT BAG AND SUITCASE CONTAINING NITROGLYCERINE AND BLACK
POWDER.

THE HIJACKER AFTER EMERGING FROM A RESTROOM WEARING A MASK AND GLOVES,
DISPLAYED A PISTOL AND FORCED A STEWARDESS TO TAKE HIM TO THE COCKPIT.
HE HANDED THE PILOT A NOTE IN WHICH HE INDICATED HE WOULD BLOW UP THE
PLANE UNLESS HE RECEIVED TWO MILLION U.S. DOLLARS AND A LARGER AIRCRAFT
TO FLY HIM TO CUBA VIA VANCOUVER, CANADA AND MEXICO CITY,
MEXICO.

XXX THE AIRCRAFT RETURNED TO TOKYO WHERE IT CIRCLED FOR REPORTEDLY ABOUT THREE HOURS BEFORE LANDING. THE HIJACKER INITIALLY SET 1220 HOURS LOCAL TIME AS THE DEADLINE FOR HIS DEMANDS TO BE MET. THE PASSENGERS AND CREW, HOWEVER, WERE HELD ABOARD SEVERAL HOURS AFTER LANDING WHILE JAPANESE AUTHORITIES PREPARED A LONG RANGE DC-8, COMPLETE WITH THE RANSOM MONEY, FOR THE TRIP TO CUBA.

AT APPROXIMATELY 1500 HOURS LOCAL TIME WITH THE HIJACKER'S CONSENT, THE PASSENGERS AND THREE STEWARDESSES BEGAN DISEMBARKING FROM THE B-727. THEY WERE PICKED UP BY BUSES AND TAKEN AWAY FROM THE AREA. SHORTLY BEFORE 1600 HOURS LOCAL TIME, THE HIJACKER ACCOMPANIED BY THE THREE FLIGHT CREWMEN, WHOSE HANDS WERE BOUND, LEFT THE B-727 AND BOARDED THE DC-8. AS THEY ENTERED THE DC-8 ONE OF THE CREWMEN DISTRACTED THE HIJACKER BY BREAKING AWAY AND RUNNING DOWN THE RAMP. WITH THIS, JAPANESE POLICE WHO HAD DRESSED IN AIRPORT WORKMEN'S CLOTHING AND HAD HIDDEN IN THE DC-8, OVERPOWERED THE HIJACKER AND DISARMED HIM. NO ONE WAS INJURED.

THE HIJACKER HAS BEEN IDENTIFIED AS TATSUJI NAKAOKA, AGE 47, A JAPANESE CITIZEN WHO HAD A UNITED STATES PERMANENT RESIDENT VISA AND HAD LIVED IN THE LOS ANGESES, CALIFORNIA AREA FROM 1948 TO 31 OCTOBER 1972.

XXX
FAA COMMENT: NAKAOKA REPORTEDLY TOLD JAPANESE POLICE THAT HE HAD BEEN
PLANNING THE HIJACKING FOR ABOUT A YEAR AFTER READING ABOUT THOSE
IN THE UNITED STATES AND STUDYING DETAILS IN LIBRARIES. FURTHER, UNVERI-
FIED INFORMATION REVEALS THAT NAKAOKA FELT THAT HIJACKING A PLANE WOULD
BE EASIER IN JAPAN THAN IN THE UNITED STATES. HE HAD IN HIS POSSESSION
AT THE TIME OF ARREST AN INTERNATIONAL DRIVER'S LICENSE OF HENRY J. WONG.

ORIGINAL SIGNED BY
JAMES T. MURPHY

9 NOV 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ASE-1/300/400

AHQ-10

AAM-1

TSA-62

MOT

AP

RCMP

AIA-132

ASE-1(2)

ASE-5

ASE-5:FVRAPP:VLKROHN:jlw:11/9/72

FAA

Office of Air Transportation Security

ROUTINE

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NOV 17 1972

8 November 1972

426-8698

Fred V. Rapp

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DIRECTOR, AERONAUTICAL CENTER

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ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

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AOSC

NOV 17 1972

000468

XXX

DEFENSE INTELLIGENCE AGENCY
ATTN: DS6A

UNCLAS. ALRGNS-90. AAC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 56-72

SUBJECT: SUCCESSFUL HIJACKING OF LUFTHANSA GERMAN AIRLINES FLIGHT 615
ON 29 OCTOBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

ON 29 OCTOBER 1972 LUFTHANSA GERMAN AIRLINES FLIGHT 615, A B-727, WITH
THIRTEEN PASSENGERS AND SEVEN CREW WHILE EN ROUTE FROM BEIRUT, LEBANON,
TO ANKARA, TURKEY WAS HIJACKED BY TWO MALES ARMED WITH TWO PISTOLS, THREE
TO FIVE POTATO MASHER TYPE HAND GRENADES AND APPROXIMATELY FIFTEEN STICKS
OF EXPLOSIVE MATERIAL ENCASED IN WHITE OPAQUE STYRENE CYLINDERS
APPROXIMATELY 10 INCHES IN LENGTH.

THE HIJACKERS DEMANDED THE RELEASE OF THREE ARAB MALES BEING HELD BY
GERMAN AUTHORITIES FOR TAKING PART IN THE SLAYING OF 11 ISRAELIS AT THE
OLYMPIC GAMES IN MUNICH ON 5 OCTOBER 1972.

THE AIRCRAFT LANDED AT NICOSIA, CYPRUS AT APPROXIMATELY

XXX
0545 HOURS GMT, WAS REFUELED AND PROCEEDED TO ZAGREB, YUGOSLAVIA. AT
ZAGREB THE AIRCRAFT WAS AGAIN REFUELED AND PROCEEDED TO MUNICH, GERMANY
WHERE THE HIJACKERS WANTED TO PICK UP THE THREE RELEASED PRISONERS. THE
PLANE ARRIVED IN MUNICH AREA AT APPROXIMATELY 1100 HOURS GMT BUT DID NOT
LAND AND RETURNED TO ZAGREB WHEN THE HIJACKERS LEARNED THAT THE THREE
PRISONERS WERE NOT AT THE AIRPORT.

AFTER NEGOTIATIONS GERMAN AUTHORITIES AGREED TO DELIVER THE PRISONERS
TO THE HIJACKED AIRCRAFT AT ZAGREB IN EXCHANGE FOR SAFE RETURN OF THE
AIRCRAFT, PASSENGERS AND CREW. OFFICIALS SOUGHT TO RETAIN THE PRISONERS
UNTIL THE PASSENGERS WERE FREED AND TO DEFER REFUELING UNTIL THE EXCHANGE
WAS COMPLETED. THE HIJACKERS AGAIN THREATENED TO BLOW UP THE AIRCRAFT
WITH ALL ABOARD, WHEREUPON THE PRISONERS WERE TURNED OVER AND THE
REFUELING ACCOMPLISHED.

THE AIRCRAFT DEPARTED ZAGREB APPROXIMATELY 1750 HOURS GMT AND LANDED
AT TRIPOLI, LIBYA, AT 2000 HOURS GMT. THE HIJACKERS AND THREE RELEASED
PRISONERS WERE TAKEN INTO CUSTODY BY LIBYAN AUTHORITIES. THE AIRCRAFT,
PASSENGERS AND CREW RETURNED TO FRANKFURT, GERMANY, ON 30 OCTOBER 1972.

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THE HIJACKERS HAVE BEEN IDENTIFIED AS SAMIR ARIF EL SHAHED, DOB: 1947, CARRYING OMANI PASSPORT AND MAHMOUD SALEH, DOB: 1941, CARRYING SOUTH YEMENI PASSPORT. ALLEGEDLY, DURING THE HIJACKING THEY IDENTIFIED THEMSELVES AS MEMBERS OF THE BLACK SEPTEMBER ORGANIZATION.

FAA COMMENT: REPORTS INDICATE THAT THERE WERE NO PASSENGERS ON THE AIRCRAFT WHEN IT ARRIVED IN BEIRUT AFTER AN OVERNIGHT STAY IN DAMASCUS, SYRIA, AND ALLEGEDLY THE HIJACKERS HAD NO CARRY-ON BAGGAGE WHEN THEY BOARDED IN BEIRUT. TO DATE NO POSITIVE DETERMINATION HAS BEEN MADE AS TO WHETHER THE ARMS USED IN THE OPERATION WERE PLACED ON THE AIRCRAFT AT DAMASCUS, WERE PLACED ABOARD BY ACCOMPLICES AT BEIRUT OR WERE CARRIED ABOARD BY THE HIJACKERS. AVAILABLE INFORMATION STRONGLY INDICATES; HOWEVER, THAT THE WEAPONS USED WERE PLACED ABOARD THE AIRCRAFT PRIOR TO THE TIME THE HIJACKERS BOARDED. THIS EMPHASIZES THE NEED FOR THOROUGH SEARCH OF AIRCRAFT PRIOR TO PASSENGER BOARDING.

ORIGINAL SIGNED BY

JAMES T. MURPHY

13 NOV 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

AIA-132

MOT

TSA-62

ASE-300/400

AHQ-10

ASE-1(2)

AAM-1

ASE-5

ASE-1(2)

ASE-5:FVRAPP:sds:11/8/72

RCMP

RETYPE 11/10/72

AP

MOT

000471

FAA
Office of Air Transportation Security

ROUTINE

3 November 1972

Fred V. Rapp

426-8698

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NOV 14 1972

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DEFENSE INTELLIGENCE AGENCY
ATTN: DS6A

UNCLAS. ALRGNS-90. AAC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 55-72

SUBJECT: SUCCESSFUL HIJACKING OF EASTERN AIR LINES FLIGHT 496 ON

29 OCTOBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

AT APPROXIMATELY 0145 CDT 29 OCTOBER 1972 WHILE EASTERN AIR LINES FLIGHT
496, A B-727, WITH 35 PASSENGERS AND 7 CREW, WAS AT HOUSTON, TEXAS,
PREPARING FOR ITS 0145 CST SCHEDULED FLIGHT TO ATLANTA, GEORGIA, FOUR
WHITE MALES ARMED WITH PISTOLS AND A SHOTGUN SHOT AND KILLED THE BOARDING
TICKET AGENT WHO WAS STANDING IN THE JETWAY NEAR THE AIRCRAFT ENTRANCE.
THE TICKET AGENT HAD GONE TO THIS AREA TO CHECK THE TICKET OF A PAS-
SENGER WHO HAD FAILED TO PRESENT HIS TICKET PRIOR TO ENTERING THE JETWAY.
THE HIJACKERS APPARENTLY FOLLOWED THE TICKET AGENT INTO THE JETWAY AND
SHOT HIM WITH A PISTOL HELD UNDER A RAINCOAT CARRIED BY ONE OF THE
HIJACKERS. THE RAINCOAT WAS FOUND WITH THE TICKET AGENT'S BODY. THE
HIJACKERS BOARDED, DEMANDED THAT THE CREW OPEN THE LOCKED

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COCKPIT DOOR, AND INSTRUCTED THE PILOT TO TAKE OFF. WHEN THE PILOT
STARTED THE ENGINES, A RAMP SUPERVISOR WHO KNEW THAT THE FLIGHT WAS TO
BE REFUELED WENT UP THE JETWAY OUTSIDE STAIRS TO INVESTIGATE. HE SAW THE
TICKET AGENT'S BODY, WENT TO THE DOOR OF THE AIRCRAFT, SAW ONE OF THE
HIJACKERS AND WENT TO WARN OTHERS AND TELEPHONE FOR HELP. FOLLOWING THIS,
A RAMP SERVICEMAN WHO WAS DOING THE REFUELING ALSO WENT UP THE JETWAY
OUTSIDE STAIRS, SAW THE TICKET AGENT'S BODY AND WENT BACK TO CALL AN
AMBULANCE. HE THEN RETURNED TO THE AIRCRAFT AND TRIED TO OPEN THE DOOR
SEEKING HELP. THE GUNMEN INSIDE THE AIRCRAFT OPENED FIRE AND WOUNDED
HIM. TWO ~~SECURITY~~ ^{AIRPORT} SECURITY GUARDS WENT TO THE PLANE TO INVESTIGATE, AND
THE GUNMEN FIRED AT THEM THROUGH THE WINDOW OF THE DOOR.

THE PLANE DEPARTED HOUSTON AT 0153 CST. THE OLDEST HIJACKER ARMED WITH
A PISTOL STAYED IN THE COCKPIT, TWO OTHERS ARMED WITH PISTOLS STATIONED
THEMSELVES AT THE FRONT AND REAR OF THE PLANE AND THE FOURTH CARRYING A
SHOTGUN STOOD IN THE FRONT OF THE COACH SECTION. THEY COMMUNICATED VIA
THE INTERCOM. PASSENGERS WERE REQUIRED TO KEEP THEIR HANDS ON TOP OF
THEIR HEADS. THE AIRCRAFT LANDED TO REFUEL

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AT NEW ORLEANS, LA., AT 0250 CST. THE HIJACKERS DEMANDED THAT MAXIMUM REFUELING BE DONE BY ONE FUEL TRUCK WITH ONLY ONE MAN WEARING SWIMMING TRUNKS... REPORTEDLY, THEY STATED THAT THEY WERE FAMILIAR WITH KEY WEST AND MIAMI, FLA., AND AFTER TAKEOFF FROM NEW ORLEANS, THEY DID NOT WANT TO SEE LAND UNTIL THEY REACHED CUBA. THE PLANE DEPARTED NEW ORLEANS AT 0329 CST AND LANDED AT HAVANA, CUBA, AT 0558 EST.

AFTER LEAVING NEW ORLEANS, THE ~~WOMEN~~ ^{WOMEN} WERE ALLOWED TO VISIT RESTROOMS AND REMOVE THEIR HANDS FROM THEIR HEADS. DURING THE FLIGHT THE OLDEST HIJACKER FREQUENTLY THREATENED TO KILL PASSENGERS. HE MADE VARIOUS ANTI-ESTABLISHMENT, LEFTIST POLITICAL STATEMENTS AND CLAIMED THEY HAD KILLED THREE LAW ENFORCEMENT OFFICERS. THE AIRCRAFT, PASSENGERS AND CREW WERE RELEASED BY CUBAN AUTHORITIES AND DEPARTED HAVANA AT 1314 EST FOR MIAMI, ARRIVING THERE AT 1359 EST. THREE OF THE HIJACKERS HAVE BEEN IDENTIFIED AS CHARLES ANDREW TULLER, DPOB: 11/5/23, DETROIT, MICH.; BRYCE MATTHEW TULLER, DPOB: 1/16/53, NEW YORK, NEW YORK, AND WILLIAM WHITE GRAHAM, AGE: 18. THE FOURTH HIJACKER HAS NOT BEEN POSITIVELY IDENTIFIED BUT IS SUSPECTED TO BE JOHNATHAN R. TULLER, AGE: 18. CHARLES AND BRYCE TULLER AND GRAHAM IN ADDITION TO THE ABOVE CRIMES HAVE BEEN

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CHARGED WITH TWO MURDERS COMMITTED DURING A ROBBERY ATTEMPT OF A BRANCH
OF THE ARLINGTON TRUST COMPANY, ARLINGTON, VA., ON 25 OCTOBER 1972.

FAA COMMENT: CHARLES TULLER MET THE PROFILE AND PURCHASED A TICKET UNDER
THE NAME OF C. THOMPSON. THE OTHER HIJACKERS DID NOT HAVE TICKETS. FAA
ALERT NO. 8-72 WHICH DESCRIBED CHARLES AND BRYCE TULLER AS POTENTIAL
HIJACKERS WAS DISSEMINATED NATIONALLY ON 27 OCTOBER 1972.

Original signed by
James M. Yoho

13 NOV 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
AIA-132
TSA-62
AHQ-10
AAM-1
ICAO(2 cys. AIA-4)
AP
MOT
RCMP
ASE-300/400
ASE-1(2)
ASE-5
ASE-5:FVRAPP:sds:11/3/72

FAA
Office of Air Transportation Security

670-6-2
ROUTINE

31 October 1972

Fred F. Rapp

426-8698

X

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UNCLAS. ALRGNS-90. AAC-90.

XXX
FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 54-72

SUBJECT: SUCCESSFUL HIJACKING TURKISH AIRLINE, INC., FLIGHT 102 ON
22 OCTOBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

ON 22 OCTOBER 1972 TURKISH AIRLINE, INCORPORATED FLIGHT 102, A B-707
CARRYING 10 CREW AND 71 PASSENGERS INCLUDING THE HIJACKERS, WHILE EN
ROUTE FROM ISTANBUL TO ANKARA, TURKEY, WAS HIJACKED BY FOUR YOUNG
TURKISH TERRORISTS ARMED WITH SMALL ARMS AND ALLEGED EXPLOSIVES. THEY
DEMANDED POLITICAL ASYLUM, THE RELEASE OF 13 LEFT WING REVOLUTIONARIES
BEING HELD IN TURKISH PRISONS, AND VARIOUS REFORMS IN THE TURKISH
CONSTITUTION AND GOVERNMENT. THE AIRCRAFT LANDED AT SOFIA, BULGARIA, AT
0815 HOURS LOCAL TIME. TWO MEMBERS OF THE CREW WHO WERE WOUNDED BY
GUNFIRE DURING THE FLIGHT WERE ALLOWED TO DEPLANE ALONG WITH NINE OTHER
PERSONS. THE HIJACKERS THREATENED TO BLOW UP THE PLANE WITH ALL ABOARD
UNLESS THEIR DEMANDS WERE MET BY 1200 HOURS LOCAL TIME 23 OCTOBER 1972.
THIS WAS LATER EXTENDED TO 1930 HOURS. THE TURKISH GOVERNMENT REFUSED
TO MEET THE DEMANDS BUT DID NOT OBJECT TO THE HIJACKERS BEING GRANTED
POLITICAL ASYLUM IN BULGARIA. THE HIJACKERS SURRENDERED

XXX

LATE IN THE EVENING OF 23 OCTOBER 1972. THE AIRCRAFT PASSENGERS AND
CREW WERE ALLOWED TO RETURN TO TURKEY. THE HIJACKERS REMAINED IN
CUSTODY OF THE BULGARIANS.

Original signed by 31 OCT 1972
James M. Yohe

FC JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ASE-1(2)

ASE-300/400

AHQ-10

AIA-132

TSA-62

AAM-1

MOT

RCMP

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ASE-5

ASE-5:FVRAPP:sds:10/31/72



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ACTION REQUEST - FICHE DE SERVICE

GOVERNMENT OF CANADA

GOUVERNEMENT DU CANADA

FILE NO.—DOSSIER N°

DATE

34/10/72

TO—À

M. J. COOK

NOTED - NOV. 72

FROM—DE

J. CARROLL

☐ PLEASE CALL
PRIÈRE D'APPELER

TEL. NO.—N° TEL.

EXTENSION—POSTE

☐ WANTS TO SEE YOU
DÉSIRE VOUS VOIR

DATE

TIME—HEURE

☐ WILL CALL AGAIN
DOIT RAPPELER

☐ ACTION
DONNER SUITE

☐ COMMENTS
COMMENTAIRES

☐ MAKE
FAIRECOPIES

☐ NOTE & RETURN
NOTER ET RETOURNER

☐ APPROVAL
APPROBATION

☐ DRAFT REPLY
PROJET DE RÉPONSE

☐ NOTE AND FILE
NOTER ET CLASSER

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NOTER ET FAIRE SUIVRE

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670-6-2

72 ROUTINE WASH 30 OCT UNCLAS

Oct 30 3 31 PM '72

TO COMMR OTT

WLO 842/72 ATTN EMERGENCY PLANNING. RE HOUSTON SKYJACKING OF EASTERN
A/C OCT 29/72. FAA ADVISE SKYJACKING OCCURRED 1:50AM IN A VIRTUALLY
DESERTED TERMINAL. FOUR WHITE MALES FORCED WAY ABOARD A/C AFTER IT
WAS LOADED WITH 33 PASSANGERS AND 7 CREW AND STILL AT GATE. TICKET
AGENT SHOT AND KILLED WHEN HE ATTEMPTED TO PREVENT BOARDING.
AIRLINES GROUND SERVICE EMPLOYEE REFUELING A/C WENT TOWARD PLANE
ON OBSERVING DEAD TICKET AGENT AND WAS WOUNDED IN ARM. COMPLETE
DETAILS VERY SKETCHY DUE TO LACK OF WITNESS AND INVESTIGATION BEING
INCOMPLETE. NO PASSANGERS WERE INJURED. A/C HAS NOW RETURNED TO US.
AIR PIRACY WARRANTS HAVE BEEN ISSUED FOR CHARLES ANDREW TULLER JR,
49YEARS, BRUCE MATHEW TULLER 19 YRS, WILLIAM WHITE GRAHAM 18 YRS,
AND U/K WHITE MALE WHO MAY BE SECOND TULLER SON WHO IS MISSING.
US GOVT HAS INSTIGATED MOVE THRU DIPLOMATIC CHANNELS VIA SWISS GOVT
BUT AT PRESENT THEY ARE NOT OPTIMISTIC AS TO RETURN OF SUSPECTS.
BOTH TULLERS AND GRAHAM ARE WANTED FOR MURDER OF BANK MANAGER AND
POLICEMAN IN ATTEMPTED BANK HOLDUP IN ARLINGTON VIRGINIA LAST WEEK

WLO

PSE ACK

COMMR OTT ACK UR MSG KKKK

31/10/72

Dist c n go
KSS

Relay to ...
11/11/72

Am 11/11/72

670-6-2

FAA
Office of Air Transportation Security

ROUTINE

18 October 1972

Fred V. Rapp

426-8698

x

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UNCLAS. ALRGNS-90. AC-90.

670-6-2
19 Oct 72 1513Z
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3/11/72
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NOV 3 1972

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FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 53-72

SUBJECT: UNSUCCESSFUL HIJACKING OF A LUFTHANSA AIRLINER ON 11 OCTOBER

2 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

ON 11 OCTOBER 1972 LUFTHANSA FLIGHT #201, A B-727, WAS HIJACKED BY A LONE
MALE WHILE EN ROUTE FROM LISBON, PORTUGAL TO FRANKFURT, GERMANY. THE
AIRCRAFT WITH 58 PASSENGERS INCLUDING THE HIJACKER DEPARTED LISBON AT
1300 HOURS LOCAL. THE HIJACKER APPARENTLY ENTERED THE COCKPIT, ADVISED THE
CAPTAIN HE HAD A BOMB AND THREATENED TO BLOW UP THE PLANE UNLESS UPON
ARRIVAL AT FRANKFURT HE WAS PROVIDED 1,000 WEST GERMAN MARKS (\$650.00),
AN AUTOMOBILE AND ASSURANCE THAT THE POLICE WOULD NOT ATTEMPT TO FOLLOW
THE CAR FOR 24 HOURS. THE AIRCRAFT LANDED AT 1740 HOURS LOCAL AFTER
BEING HELD IN A HOLDING PATTERN OVER FRANKFURT ONE HOUR WHILE NECESSARY
GROUND PREPARATIONS WERE MADE. THE AIRCRAFT LANDED AND WAS PARKED IN A
SEALED OFF AREA. GERMAN POLICE OFFICERS DRESSED IN GROUND CREW COVERALLS
ALONG WITH THE LUFTHANSA CHIEF PILOT WENT TO THE AIRCRAFT AND STARTED TO
ACCOMPANY THE HIJACKER TO A CAR PARKED NEARBY. THE HIJACKER WAS SHOT
WAS SHOT AND SERIOUSLY WOUNDED BY THE POLICE AFTER
ACCOMPANYING OFFICERS UNSUCCESSFULLY ATTEMPTED

XXXX

TO KNOCK HIM UNCONSCIOUS. THE HIJACKER HAS BEEN IDENTIFIED AS FRIEDHELM
SCHUETZ, WHO IS A 30 YEARS OF AGE AND A GERMAN CITIZEN. SCHUETZ REPORTEDLY
HAS A HISTORY OF MENTAL PROBLEMS AND A CRIMINAL RECORD. AT LISBON SCHUETZ
WAS ESCORTED ABOARD THE AIRCRAFT BY PORTUGUESE POLICE WHO WERE CARRYING
OUT AN ORDER FOR HIS DEPORTATION.

ORIGINAL SIGNED BY

19 OCT 1972

JAMES T. MURPHY

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ASE-1/300/400

AHQ-10

AIA-132

AAM-1

TSA-62

MOT

RCMP

AP

ASE-5

ASE-5:FVRAPP:jlw:10/18/72

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ROUTINE

Office of Air Transportation Security

17 October 1972

Fred V. Rapp

426-8698

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U.S. MARSHALS SERVICE
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UNCLAS. ALRGNS-90. AC-90.

19 Oct. 72 1512Z

AOSC - J
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CAS
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3/11/72

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XXX FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 52-72

SUBJECT: UNSUCCESSFUL HIJACKING OF A AEROTRASPORTI ITALIANI AIRLINER

6 OCTOBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW
BASIS ONLY:

ON 6 OCTOBER 1972 AN AEROTRASPORTI ITALIANI (ATI) FOKKER F-27 WAS
HIJACKED WHILE EN ROUTE WITHIN ITALY FROM RONCHI DEI LEGIONARI TO BARI
BY A LONE MALE. AS THE AIRCRAFT WITH ITS 7 PASSENGERS INCLUDING THE
HIJACKER AND 3 CREW NEARED VENICE, THE HIJACKER DREW A LUGER TYPE PISTOL
AND ORDERED THE CAPTAIN TO LAND AT VENICE. HE THEN CHANGED HIS MIND
AND ORDERED THE PLANE TO RETURN TO RONCHI DEI LEGIONARI. WHEN THE PLANE
LANDED HE ORDERED THAT IT BE REFUELED SAYING HE WANTED TO BE FLOWN TO
ROME AND THEN TO CAIRO, EGYPT. HE ALSO DEMANDED THAT 200 MILLION ITALIAN
LIRE (\$344,000) BE BROUGHT TO THE PLANE BY A POLICEMAN IN SHIRTSLEEVES.
THE HIJACKER ALLOWED THE PASSENGERS TO DEPLANE. TWO OF THE CREW ESCAPED
ON THE PRETENSE OF GETTING A DRINK OF WATER FROM A WATER TAP NEAR THE
REAR OF THE PLANE. THE OTHER CREWMAN ALSO ESCAPED WHILE THE HIJACKER WAS
DISTRACTED. REPORTEDLY THE HIJACKER THEN HURLED A HANDGRENADE WHICH
EXPLODED A FEW YARDS FROM THE PLANE CAUSING SLIGHT DAMAGE
TO THE LEFT SIDE OF THE PLANE. BOTH THE POLICE

XXX
AND THE HIJACKER FIRED AND ONE OFFICER WAS HIT IN THE HAND. FOLLOWING
THIS THE HIJACKER MOVED OUT OF SIGHT. THE POLICE WAITED SEVERAL HOURS
AND THEN DURING THE EARLY MORNING HOURS OF 7 OCTOBER 1972 THEY RUSHED
ABOARD THE PLANE. THE HIJACKER WAS FOUND DEAD, HIS DEATH APPARENTLY WAS
THE RESULT OF BULLET WOUNDS RECEIVED DURING THE EARLIER FIRING. THE
HIJACKER HAS BEEN IDENTIFIED AS IVANO BOCCACCIO, WHO WAS 21 YEARS OF
AGE, A PARACHUTIST AND AN ITALIAN CITIZEN.

ORIGINAL SIGNED BY
JAMES T. MURPHY 19 OCT 1972
JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
ASE-1/300/400
AHQ-10
AIA-132
AAM-1
TSA-62
RCMP
MOT
AP
ASE-5
ASE-5:FVRAPP:jlw:10/18/72

A O S C

OCT 27 1972

FAA
Office of Air Transportation Security

ROUTINE

27 September 1972

Fred V. Rapp

426-8698

X-11

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. H. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

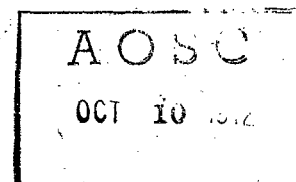
U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

29 Sept. 72 19312

① *Aesc*
COCKE 6/11/01
meintosh

② *CAS*
HRG.



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XXX

51
FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 48-72

SUBJECT: SUCCESSFUL HIJACKING TAXI AEREO OPITA (COLOMBIAN) FLIGHT ON
25 AUGUST 1972

ON 25 AUGUST 1972 A VICKER VISCOUNT FOUR-ENGINE TURBO-PROP AIRCRAFT OF
COLOMBIAN REGISTRY OWNED BY TAXI AEREO OPITA WAS HIJACKED WHILE EN ROUTE
FROM NEIVA TO BOGOTA, COLOMBIA. TWO UNIDENTIFIED MEN, ACCOMPANIED BY
TWO BOYS APPROXIMATELY 11 AND 13 YEARS OF AGE, DREW GUNS AND FORCED THE
AIRCRAFT TO BYPASS BOGOTA; REFUEL AT BARRANCABERMEJA, COLOMBIA AND THEN
FLY DIRECTLY TO CUBA. THE AIRCRAFT CARRIED FIVE CREW AND TWENTY
PASSENGERS INCLUDING THE HIJACKERS. THE AIRCRAFT WITH CREW AND SIXTEEN
PASSENGERS RETURNED TO COLOMBIA 26 AUGUST 1972.

Original signed by
James M. Yohe

28 SEP 1972

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
AHQ-10
AIA-132
TSA-62
AAM-1
RCMP
MOT
Allied Pilots
ASE-300/400
ASE-1(2)
ASE-5
ASE-5:FVRAPP:sds:9/27/72

000491

mot

FAA
Office of Air Transportation Security

ROUTINE

3 October 1972

V. L. Krohn

426-3038

2

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. H. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

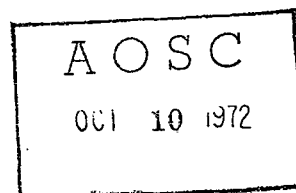
WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALCMS-20. AC-20.

3 Oct. 72 20062

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XXX

SUBJECT: CORRECTION OF FAA AIR TRANSPORTATION SECURITY SUPPLY NO.

49-72 DATED 29 SEPT 72 1931Z

IT IS REQUESTED THAT SUBJECT SUPPLY BE CHANGED TO READ NO. 51-72 VICE
NO. 49-72.

Original signed by
James M. Yohe

8 OCT 1972

JAMES T. MURPHY
[OL] DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ABQ-10

AIA-132

TSA-62

AAH-1

RCMP

MOT

Allied Pilots

ASE-300/400

ASE-1(2)

ASE-3

ASE-5:SIDSHARP:ads:10/3/72

678-6-2

FAA
Office of Air Transportation Security

ROUTINE

28 September 1972

Fred V. Rapp

44-3898

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

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1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

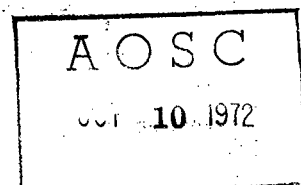
NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRGNS-90. AC-90.

Handwritten notes:
AUS 29 Sept. 72 19322
COOK
McIntosh
② CAS
HRT



XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 50-72

SUBJECT: SUCCESSFUL HIJACKING SCANDINAVIAN AIRLINES SYSTEM (SWEDEN)

FLIGHT ON 15 SEPTEMBER 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW
BASIS ONLY:

ON 15 SEPTEMBER 1972, SCANDINAVIAN AIRLINES SYSTEM FLIGHT SK130, A DC-9,
WAS HIJACKED BY THREE MALE CROATIAN YUGOSLAVS. THE AIRCRAFT WITH ⁴~~FOUR~~
CREW AND 83 PASSENGERS INCLUDING THE HIJACKERS WAS EN ROUTE FROM
GOTHENBURG TO STOCKHOLM, SWEDEN. THE HIJACKERS ARMED WITH PISTOLS AND
CLAIMING TO HAVE EXPLOSIVES IN A LARGE BAG MOVED TO THE COCKPIT SHORTLY
AFTER TAKE OFF FROM GOTHENBURG. REPORTEDLY ONE ENTERED THE COCKPIT AND
THE OTHER TWO SPEAKING SWEDISH ORDERED THE PASSENGERS TO RAISE THEIR
HANDS AND SUBMIT TO A FRISK AND SEARCH OF THEIR HAND BAGGAGE. THE PILOT
WAS FORCED TO FLY THE AIRCRAFT TO MALMO, SWEDEN. THREATENING TO BLOW UP
THE PLANE, THEY DEMANDED THE RELEASE OF SEVEN YUGOSLAVS BEING HELD IN
SWEDISH PRISONS. WHEN THREE OF THE PRISONERS WERE SENT TO THE AIRCRAFT,
ABOUT ONE HALF OF THE PASSENGERS WERE RELEASED. THEN THREE MORE
PRISONERS WALKED ABOARD. ONE OF THE PRISONERS REFUSED TO BE
EXCHANGED. FOLLOWING THIS THE HIJACKERS

XXX
DEMANDED ONE MILLION SWEDISH KRONER (ABOUT \$208,000). THEY FINALLY
ACCEPTED \$500,000 KRONER (\$104,000) AND RELEASED THE REMAINING
PASSENGERS. THE AIRCRAFT LEFT MALMO AT 0354 EDT 16 SEPTEMBER 1972 AND
LANDED AT MADRID, SPAIN, AT 0642 EDT. FOLLOWING SEVERAL HOURS OF TALKS
THE HIJACKERS RELEASED THE FOUR CREW AND ABOUT ONE HOUR LATER THE THREE
HIJACKERS AND SIX RELEASED PRISONERS SURRENDERED TO THE SPANISH POLICE.
THE NINE HAVE NOT BEEN GRANTED POLITICAL ASYLUM BUT ARE BEING HELD
BY
ALONG WITH THE RANSOM BY THE SPANISH AUTHORITIES. THE AIRCRAFT DEPARTED
MADRID AT 1244 EDT 16 SEPTEMBER 1972.

Original signed by
James M. Yohe 29 SEP 1972

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:
AHQ-10
AIA-132
TSA-62
AAM-1
ASE-1/300/400
AP
MOT
RCMP
ASE-5
ASE-5: FVRAPP: jlw: 9/28/72

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20591



AOSC
8 SEP 1972

670-6

09262

Dear Mr. Cook:

Forwarded herewith are the following sets of statistics relating to air transportation security:

1. Hijacking Statistics as of 1 September 1972. Previous editions are obsolete.
2. Chronology of Hijackings of U.S. Registered Aircraft.
3. Legal Status of Hijackers as of 1 September 1972. Previous editions are obsolete.
4. Current Legal Status of Suspected or Convicted Hijackers. Previous editions are obsolete.
5. Worldwide Report of Hijackings as of 1 September 1972.

Local reproduction for further dissemination is authorized.

Sincerely,

A handwritten signature in dark ink, appearing to read "V. L. KROHN".

V. L. KROHN
Chief, Operations Liaison Staff
Office of Air Transportation Security

Enclosures

AOSC

SEP 15 1972

DA
30/8

670-6-2 MOT

09502

FAA
Office of Air Transportation Security

ROUTINE

31 August 1972

426-8698

F. V. RAPP

[Handwritten signature]
12 Sep 72

1 Sep 72 1753Z

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
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ATTN: MR. JACK DAVIS
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALEONS-90. AC-90.

[Handwritten notes and signature]
AOSC
C/A S
To note & PA
to file please
13/9/72
[Signature]

XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 48-72

SUBJECT: SUCCESSFUL HIJACKING AUSTRAL AIR LINES (ARGENTINA) FLIGHT ON
15 AUGUST 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

ON 15 AUGUST 1972, THE AIRPORT AT TRELEN, ARGENTINA, WAS TAKEN OVER BY A
GROUP OF TERRORISTS AND CONVICTS WHO HAD JUST ESCAPED FROM NEARBY RAMSON
PENAL COLONY. SHORTLY AFTER THE TAKEOVER, THEY HIJACKED AN AUSTRAL AIR
LINES BAC-111 CARRYING APPROXIMATELY 96 PASSENGERS AND 6 CREWMEMBERS
UPON ITS ARRIVAL AT TRELEN FROM COMODORA RIVADAVIA. THE AIRCRAFT WAS EN
ROUTE TO BUENOS AIRES, ARGENTINA. TEN OF THE TERRORISTS AND ESCAPEES
(NINE MEN AND ONE WOMAN) BOARDED THE AIRCRAFT AND FORCED THE CREW TO FLY
THE AIRCRAFT FIRST TO PUERTO MONTE, CHILE FOR REFUELING AND THEN TO
SANTIAGO, CHILE, WHERE IT LANDED AT APPROXIMATELY 2400 LOCAL TIME.
REPORTEDLY THE HIJACKERS CONFERRED WITH CHILEAN AUTHORITIES FOR ABOUT
THREE HOURS BEFORE RELEASING THE AIRCRAFT AND PASSENGERS FOR THE RETURN
TRIP TO ARGENTINA. THE AIRCRAFT ARRIVED AT BUENOS AIRES AT 0730,
16 AUGUST 1972.

XXX

THE HIJACKERS REQUESTED POLITICAL ASYLUM WHEREAS THE ARGENTINE
GOVERNMENT REQUESTED THE CHILEANS EXTRADITE THE HIJACKERS. HOWEVER, ON
25 AUGUST 1972 THE CHILEANS SAW FIT TO FLY THE HIJACKERS TO CUBA ABOARD
A CUBANA DE AVIACION AIRLINER. THE GROUP OF TERRORISTS AND ESCAPED
CONVICTS THAT REMAINED IN CONTROL OF THE TEDELM AIRPORT AFTER THE
AUSTRAL AIRLINER DEPARTED SURRENDERED TO ARGENTINE POLICE.

Original signed by

James M. Yohe

1 SEP 1972

JAMES M. YOHE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

ABQ-10

TSA-62

AIA-132

AAM-1

RCMP

NOT

Allied Pilots

ASE-300/400

ASE-1(2)

ASE-5

ASE-5:FVRAPP:sds:8/31/72

670-b-2 mot

FAA
Office of Air Transportation Security

ROUTINE

09501

31 August 1972

F.V. Rapp

426-8698

1 Sep 72 1755Z

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRMS-90. AC-90.

Handwritten notes:
Hose
CVAS
13/9/72
To note + PA
to file please
[Signature]

XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 49-72

SUBJECT: SUCCESSFUL HIJACKING SOUTH YEMEN AIRWAYS FLIGHT 22 AUGUST 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS ONLY:

ON 22 AUGUST 1972 A SOUTH YEMEN AIRWAYS DC-6 WAS HIJACKED BY TWO MEN AND ONE WOMAN NOT FURTHER IDENTIFIED. THE AIRCRAFT WITH 55 PASSENGERS AND SIX CREW WAS EN ROUTE FROM BEIRUT, LEBANON, TO ADEN, SOUTH YEMEN VIA CAIRO, EGYPT. THE AIRCRAFT WAS DIVERTED TO NICOSIA, CYPRUS, AND LANDED AT 1600 HOURS LOCAL TO REFUEL. IT THEN FLEW TO BENGHAZI, LIBYA, WHERE THE THREE PASSENGERS DEPLANED. ON 23 AUGUST 1972 THE AIRCRAFT AND REMAINING PASSENGERS WERE RELEASED AND LANDED SAFELY AT CAIRO AIRPORT.

Original signed by
James M. Yohe

1 SEP 1972

JAMES M. YOHE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

AEQ-10

TSA-62

AIA-132

AAH-1

RCMP

MOT

Allied Pilots

ASE-300/400

ASE-1(2)

ASE-5

ASE-5:FVRAPP:sds:8/31/72

Confidential

Document disclosed under the Access to Information Act -
Document divulgué en vertu de la Loi sur l'accès à l'information

676-6-2

676-6-720

FAA
Office of Air Transportation Security

ROUTINE

09500

29 August 1972

W. D. Moore

426-8698

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO:

[Redacted]

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

1

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[Handwritten signature]
11 Sept 72
30 Aug 72 20572

[Handwritten notes]
A/AOSC
AOSC
C/S
13/9/72
to note please
[Handwritten signature]

AOSC
SEP 7 1972

XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 47-72

SUBJECT: INCOMPLETE HIJACKING/EXTORTION, UNITED AIR LINES FLIGHT 877,

18 AUGUST 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

AT APPROXIMATELY 0645 PDT, WHILE UNITED AIR LINES FLIGHT 877, A B-727 AT
RENO, NEVADA, WAS READYING FOR DEPARTURE AND LOADING PASSENGERS FOR AN
0700 FLIGHT TO SAN FRANCISCO, FRANK M. SHIBLEY, JR., WMA, AGE 43, RODE
HIS BICYCLE THROUGH AN OPENING IN THE AIRPORT FENCE. HE STOPPED, DONNED
A SKI MASK, REMOVED A .30 CAL. CARBINE FROM A CARDBOARD BOX, THEN RODE
TO THE FRONT ENTRANCE OF THE AIRCRAFT, PUSHED ASIDE OTHER PASSENGERS
BOARDING AND WENT DIRECTLY TO THE COCKPIT WHERE THE CREW WAS PERFORMING
PREFLIGHT CHECKS. HE ORDERED TWO OBSERVERS TO DEPLANE. TWO TICKET
AGENTS, ALERTED TO THIS ACTIVITY, LOWERED THE VENTRAL STAIRS AND
DEPLANED THOSE PASSENGERS WHO HAD ALREADY BOARDED (ABOUT 25) AND THE
STEWARDESSES. THE HIJACKER ORDERED THE CREW TO LOAD HIS BICYCLE AND
DIRECTED THE FLIGHT TO VANCOUVER, B.C. A MEMBER OF THE CREW PLACED HIS
BICYCLE IN THE BAGGAGE COMPARTMENT.

XXX

TAKEOFF WAS AT 0651 PDT. EN ROUTE, THE HIJACKER HANDED THE CAPTAIN A LENGTHY ANTI-WAR, ANTI-NIXON STATEMENT AND A LONG LIST OF DEMANDS FOR WEAPONS, AMMUNITION, RADIOS, DRUGS, BATTERIES, ETC., AS WELL AS FOR \$2 MILLION IN CASH AND 15 LBS. OF GOLD. THE NOTE EVIDENTLY WAS PREPARED AHEAD OF TIME SINCE THE CONTEXT AND DEMANDS INDICATED THAT MORE THAN ONE HIJACKER WAS TO HAVE BEEN INVOLVED AND THAT THE HIJACKER EXPECTED HIS FIRST STOP TO BE DURING THE HOURS OF DARKNESS. THE STATEMENT INDICATED THAT THE RANSOM MONEY WAS TO BE DISTRIBUTED AMONG THE CRIPPLED CHILDREN OF NORTH AND SOUTH VIETNAM. THE HIJACKER DEMANDED THAT PORTIONS OF THE STATEMENT BE BROADCAST OVER A COMMERCIAL RADIO STATION IN VANCOUVER. THE AIRCRAFT LANDED AT VANCOUVER AT 0932 PDT. AFTER DELIBERATE LENGTHY COMMUNICATIONS CONCERNING THE WORDING OF THE STATEMENT TO BE BROADCAST AND GATHERING OF THE GOLD AND EQUIPMENT DEMANDED, THE HIJACKER WAS TOLD THAT, ALTHOUGH THE GOLD COULD BE DELIVERED IN VANCOUVER, THERE WAS INSUFFICIENT U.S. CURRENCY IN VANCOUVER TO MEET HIS DEMANDS. THE HIJACKER AGREED TO GO TO SEATTLE FOR THE MONEY, WEAPONS, EQUIPMENT, ETC., AND ALSO AGREED TO PERMIT A RELIEF CREW TO BOARD AT SEATTLE. THE AIRCRAFT WAS REFUELED AND THE GOLD WAS DELIVERED ON A FORKLIFT. THE HIJACKER INSISTED THAT HIS BICYCLE BE TRANSFERRED TO THE PASSENGER COMPARTMENT. THE AIRCRAFT TOOK OFF FROM

XXX

VANCOUVER AT 1323 PDT AND LANDED AT SEATTLE AT 1406 PDT. WITH GREAT DELIBERATION AND SLOWNESS, THE HIJACKER'S DEMANDS WERE BEING SATISFIED. THE RELIEF CREW, IN ACTUALITY TWO FBI AGENTS, BOARDED THE AIRCRAFT. ANOTHER AGENT PASSED A PISTOL TO THOSE ABOARD VIA THE COCKPIT WINDOW. ONE OF THE FBI AGENTS SHOT THE HIJACKER SEVERAL TIMES AND OTHERS APPREHENDED HIM AT 2000 PDT. SIBLEY FIRED ONE ROUND FROM HIS CARBINE, BUT NO ONE WAS HIT.

FAA COMMENT: ON 2 JUNE 1972 ROBB D. HEADY USED THE SAME OPENING IN THE FENCE AT RENO TO GAIN ACCESS TO A UNITED AIR LINES AIRCRAFT FROM WHICH HE PARACHUTED SHORTLY AFTER TAKEOFF. SIBLEY'S CONCERN OVER HAVING HIS BICYCLE AT HAND CAUSED SUSPICION THAT IT MIGHT CAMOUELAGE AN EXPLOSIVE DEVICE SIMILAR TO THOSE USED BY THE VIET CONG; (I.E., FILLING THE FRAME WITH A PLASTIC EXPLOSIVE) HOWEVER, EXAMINATION OF THE BICYCLE REVEALED NOTHING OUT OF THE ORDINARY. REGULATORY ACTION HAS BEEN TAKEN AGAINST RENO AIRPORT. AMONG OTHER THINGS, ARMED SURVEILLANCE OF THE AIR OPERATIONS AREA WILL BE REQUIRED BETWEEN THE HOURS OF 0600 AND 2330. FOR GENERAL INTEREST, THIS IS THE FIRST REGULATORY ACTION TAKEN AGAINST ANY U.S. AIRPORT.

Original signed by

30 AUG 1972

James M. Yohe
JAMES M. YOHE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY 4 4
ASE-1

cc: AHQ-10, TSA-62, AIA-132, AIA-4(2-ICAO), ASE-300/400, AAM-1, Allied Pilots, MOT 000507
RCMP, ASE-1(2), ASE-5 ASE-5:WDMOORE:sds:8/29/72 RETYPED 8/30/72 PER ASE-1

PA pls.

670-6-2

AIR CANADA 

Air Canada Base 24,
Montreal Int'l Airport,
Dorval 300, P.Q.

Your File: 670-6-2 (CAS)
File: GA-1; 2-0122-C; 4-0034-C.

3rd August, 1972.

Mr. H.R. Finley,
Chief, Aviation Safety Division,
Ottawa, Ontario,
K1A 0N8.

Dear Hart,

Attached are the I.C.A.O. forms, regarding the two hijackings,
as per your request.

If you require any additional information, please do not hesitate
to call me.

Yours truly,

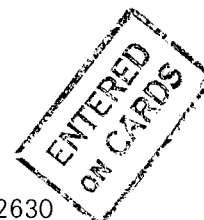


C.A. Proudfoot,
Director of Safety.

Attach:

RECEIVED IN CAS

AUG 08 1972



Note to file
Reports forwarded
to ICAO (Banding)
for onward
transmission
to ICAO (Montreal)
HRS
17/8/72

Israeli 'mechanics' storm hijacked jet, kill 2 Arabs

TEL AVIV (Reuter) — Israeli soldiers, dressed in the white overalls of airport mechanics, stormed aboard a Belgian airliner here yesterday and rescued its 96 occupants from four Palestinian hijackers after a 10-second gun battle.

Two of the hijackers—both men—were killed. A woman hijacker was carried gravely wounded from the blood-spattered cabin. The fourth, also a woman, was captured unhurt.

Three passengers and two soldiers were wounded in the sudden climax of the 24-hour hijacking drama. It began when the Sabena Boeing 707 airliner with 90 passengers and a crew of 10 was seized Monday night on a flight from Brussels to Tel Aviv by the hijackers who wanted to force the release of 100 Palestinian guerrilla prisoners from Israeli jails.

Israel's Prime Minister, Golda Meir, in a special broadcast last night, said the Black September Movement had primed the Boeing to blow it up.

"The nightmare is over," Mrs. Meir said. "It was a terrible challenge which faced us... The danger of death hanging over the heads of 100 men, women, and children."

The action to retake the aircraft was brief and obviously took the hijackers by surprise. The soldiers, disguised as mechanics called to repair the plane's wheels, rushed aboard shooting.

Israeli army Chief-of-Staff David Elazar said later: "No special technical means was used. This was the achievement of a band of brave lads."

Gen. Elazar added: "If all other countries would act like we have done today, the hijacking problem would have

been solved long ago."

Israeli Defence Minister Moshe Dayan commended the pilot, Capt. Reginald Levy, a Battle of Britain veteran, for his bravery during the hijacking. Capt. Levy celebrated his 50th birthday on Monday and his wife was a passenger on the plane.

"Hanging on her husband's arm as he walked into the terminal, Mrs. Levy murmured repeatedly: 'It's wonderful, it's wonderful!'"

Transport Minister Shimon Peres said Capt. Levy had twice risked his life—once when he left the plane with the Red Cross to meet Gen. Dayan and once when he greeted the soldiers dressed as technicians.

Both Gen. Dayan and Mr. Peres stressed that Israel had never intended to give in to the guerrilla demands since this would have encouraged further hijackings.

"If you have the strength, the nerves and patience, you win," Mr. Peres said.

He told a press conference: "The only ones who have paid the price are the terrorists who threatened innocent passengers."

He said the carefully planned operation had been discussed by the Israeli Cabinet at an emergency session yesterday morning and implemented by Gen. Dayan who had been in constant touch with Mrs. Meir.

Gen. Elazar said that dur-

ing the exchanges with the hijackers, Israel discussed the possibility of releasing some prisoners but this was part of delaying tactics until the operation was ready to be mounted.

"We did not for a single moment have any intention of handing over terrorists or letting the hijackers go," he added.

The Knesset gave a standing ovation to the Speaker when he announced the successful operation.

As the passengers were released, they milled around the aircraft shouting excitedly to the Israelis: "We are so happy, so happy, thanks to you."

One woman passenger

shouted out with tears of joy in her eyes: "We have never been so happy in our lives. You are wonderful."

The dramatic swoop against the guerrillas was launched by two groups led by senior officers. The plane had been parked on a side runway at the airport while negotiations were continued throughout the day through Red Cross officials.

The Israeli raiding party entered the plane from several points simultaneously, passengers reported. They said that inside there had been complete pandemonium for a few seconds as the assault troops burst in and shots reverberated throughout the fuselage.

Details sketchy

Second plane used to trick 4 hijackers

TEL AVIV (Reuter) — A second-hand Boeing 707 used as a decoy was one of the weapons employed by Israeli Defence Minister Moshe Dayan in his cat-and-mouse tactics to outwit Arab guerrilla hijackers at Lydda International Airport on Tuesday.

As further details of the successful Israeli operation emerged through a veil of secrecy and censorship, passengers told how the four guerrillas thought they had triumphed and exclaimed jubilantly: "We've won, the Israelis have given in."

Moments later, three of the four were cut down by bullets from Israeli soldiers who masqueraded as airport technicians in white overalls to get into position for their assault on the Belgian airliner.

The two male hijackers were killed, one woman was captured unharmed and the fourth, 19-year-old Therese Is-haq Halseh, was seriously ill in hospital yesterday with head injuries but off the danger list.

The second-hand jet, bought by Israel from Trans World Airlines a year ago, was towed near the Sabena airliner to lull the hijackers into believing it would be used to fly out 100 guerrilla prisoners whose release they had demanded for sparing the lives

of the 96 passengers and crew. The four Arabs had threatened to blow up the aircraft.

Shortly afterward, the "airport technicians" moved in ostensibly to repair the jet's tires and undercarriage which two Israeli volunteer mechanics had previously sabotaged.

But at a sudden signal they stormed the hijacked plane and freed its occupants in a 10-second gun battle. Three passengers were also injured, one of them seriously.

The full details of how it was all accomplished were still unclear yesterday. The reason for the news blackout is security, in case Israel is forced to use some of the tactics again.

Israeli leaders have stressed that all negotiations with the hijackers through the International Red Cross were merely delaying tactics to gain time for the successful completion of the operation. They insisted that strict precautions were taken to ensure that Red Cross officials were not involved in this ploy.

Communications Minister Shimon Peres and the Red Cross yesterday denied claims by the Black September guerrilla organization that Red Cross representatives misled the hijackers.

670-6-2 *MAT*

FAA
Office of Air Transportation Security

ROUTINE

27 July 1972

F. V. Rapp

426-8210

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIRLTRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK DAVIS
1329 "E" STREET, N.W.
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CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRGNS-90. AC-90.

27 July 72 2109Z
① Aise Bonvita
② CAS. HRT 16/8/72
Please note & PA
to file
3 Aug 72

CONCURRENCE
RTG. SYMBOL <i>ASE-6</i>
INITIALS/SIG. <i>guk</i>
DATE <i>27 July 72</i>
RTG. SYMBOL <i>ASE-6</i>
INITIALS/SIG. <i>W</i>
DATE <i>28 July 72</i>
RTG. SYMBOL <i>SE</i>
INITIALS/SIG. <i>W</i>
DATE <i>1/28/72</i>
RTG. SYMBOL
INITIALS/SIG.
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RTG. SYMBOL
INITIALS/SIG.
DATE

RECEIVED IN CAS

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FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 44-72

SUBJECT: UNSUCCESSFUL HIJACKING ECUATORIANA DE AVIACION (ECUADOR)

FLIGHT #727, 23 MAY 1972

ON 23 MAY 1972, JOSE VICENTE BAQUERO CORNEJO, A SCHOOL TEACHER FROM QUITO, ECUADOR, ATTEMPTED TO HIJACK ECUATORIANA DE AVIACION DOMESTIC FLIGHT #727, AN ELECTRA TURBOPROP, WHILE EN ROUTE FROM QUITO TO GUAYAQUIL. THE HIJACKER CLAIMED HE WAS CARRYING A DEVICE WHICH COULD DETONATE A BOMB LOCATED IN THE BAGGAGE COMPARTMENT. HE ALSO CARRIED A STICK OF DYNAMITE. THE AIRCRAFT RETURNED TO AND LANDED AT QUITO. THE HIJACKER ORIGINALLY DEMANDED ONE MILLION SUCRES (APPROXIMATELY \$40,000) AND A PARACHUTE. LATER HE REDUCED THIS DEMAND BY HALF WHEN TOLD IT WOULD BE IMPOSSIBLE TO OBTAIN THE MILLION BECAUSE THE BANKS WERE CLOSED DUE TO A LOCAL HOLIDAY. THE PASSENGERS AND STEWARDESSES WERE ALLOWED TO DEPLANE LEAVING ONLY THE THREE FLIGHT CREW AND HIJACKER ABOARD. THE PLANE WAS SURROUNDED BY PARATROOPERS, TWO OF WHOM EVENTUALLY BOARDED THE PLANE DISGUISED AS GROUND CREW AND SHOT AND KILLED THE HIJACKER. FIVE SHOTS WERE FIRED, ONE OF WHICH SUPERFICIALLY WOUNDED THE PILOT.

Original signed by
James M. Yohe

27 JUL 1972

For

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1 2 2

cc: SE-1/300/400, HQ-10, IA-132, TSA-62, AM-1, MOT, AP, RCMP, ~~IN-1000~~, SE-5

SE-5: FVRAPP: jlw: 7/27/72

000511

670-6-2 (CAS)

Ottawa, Ontario,
K1A 0N8,
July 26, 1972.

Mr. C. A. Proudfoot,
Director of Safety and Security,
Air Canada,
Dorval Base 24,
Dorval, Quebec.

Dear Charlie:

As discussed in our telephone conversation of today's date, the Ministry of Transport has received a request from ICAO to submit reports on the two Air Canada hijacking incidents which occurred in late 1971. This information is of significant value to their study of unlawful acts against civil aviation and will materially assist them in developing effective countermeasures.

I am enclosing a copy of the State Letter which was sent to us making this request and also providing you with a number of questionnaire forms for your use in reporting the details of the hijackings. In order to provide ICAO with the information, would you complete one copy of the questionnaire for each of the two hijackings and return them to the undersigned as soon as possible?

Yours truly,

Original Signed by

H. R. FINLEY

H. R. Finley,
Chief, Aviation Safety Division.

Encls.
HRF:MLL

670-6-2 (CAS)

Ottawa, Ontario,
K1A 0N8,
July 26, 1972.

Captain J. G. Stanley,
Director of Flight Operations,
Transiar,
Winnipeg International Airport,
Winnipeg 21, Man.

Dear Captain Stanley:

The undersigned has received a letter from the International Civil Aviation Organization requesting information on the attempted hijacking of a Midwest Airlines flight from Dauphin to Winnipeg, Man., on April 13, 1971. ICAO have provided us with a questionnaire form which outlines the details which they require for their study of unlawful acts against civil aviation. As a Member State of ICAO, Canada has agreed to provide this sort of information whenever a hijacking incident occurs.

I am enclosing a copy of the letter that I received from ICAO which is self-explanatory. In addition, I am enclosing several of the questionnaire forms for your use. It would be appreciated if you would fill out one copy of the form (i.e., both attachments A and B) as soon as possible and return it to the undersigned.

Yours truly,

Original Signed by
H. R. FINLEY

H. R. Finley,
Chief, Aviation Safety Division.

Encls.
HRF:MLL

ROUTINE


4529

~~Adle~~

426-8210

~~V. L. C. B.~~
~~A. B. C. D.~~
~~M. A. B. C.~~ ~~Y. M. C.~~

24 July 72 19352

~~CAS~~ HRS. 12/8/72
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To note and PA
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RTG. SYMBOL
SE-4
INITIALS/SIG
[Signature]
DATE
7/24/71
RTG. SYMBOL
SE-12
INITIALS/SIG
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DATE
7/24/71
RTG. SYMBOL
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DATE
RTG. SYMBOL
INITIALS/SIG
DATE

31/1

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FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 41-72

SUBJECT: INCOMPLETE HIJACKING, PA FLIGHT #841, 1 JULY 1972

ON 1 JULY 1972, NGUYEN THAI BINH, ORIENTAL MALE, 64 INCHES, 115 LBS.,
DPOB: 14 JANUARY 1948, CHOLON (SAIGON), VIETNAM, BOARDED PA FLIGHT #841,
A B-747, AT HONOLULU, HI., EN ROUTE TO SAIGON VIA GUAM AND MANILA WITH
131 PASSENGERS AND 7 CREW. APPROXIMATELY 45 MINUTES OUT OF MANILA
(0432Z, 2 JULY 1972), BINH GAVE A STEWARDESS A TYPEWRITTEN NOTE. SHE
PASSED IT TO THE FLIGHT DIRECTOR WHO DELIVERED IT TO THE COCKPIT. BINH
DEMANDED THAT THE FLIGHT DIVERT TO HANOI. HE WAS ARMED WITH A 10-INCH
KNIFE AND TWO LEMONS WRAPPED IN FOIL, RESEMBLING HANDGRENADES. HE
THREATENED TO BLOW UP THE AIRCRAFT IF HIS DEMANDS WERE NOT MET. THREE
MORE NOTES FOLLOWED ADVISING THAT BINH WAS A MEMBER OF THE SO-CALLED
VIETNAM FREEDOM FIGHTERS AND THAT THE PLANE WOULD BE DESTROYED UPON
ARRIVAL AT HANOI.

THE CAPTAIN MAINTAINED CONTACT WITH BINH ~~VIETNAM FREEDOM FIGHTERS AND~~

~~THE PLANE WOULD BE DESTROYED UPON ARRIVAL AT HANOI~~

~~THE CAPTAIN MAINTAINED CONTACT WITH BINH~~ VIA THE INTERCOM FOR THE

REMAINDER OF THE FLIGHT. HE ADVISED BINH THAT THERE WAS

INSUFFICIENT FUEL TO MAKE IT TO HANOI AND

THAT THEY WOULD HAVE TO LAND AT SAIGON TO

XXX

REFUEL.

A FORMER RESERVE POLICEMAN, WILLIAM H. MILLS, EN ROUTE TO VIETNAM ON CONTRACT TO THE FEDERAL ELECTRIC COMPANY, HAD SURRENDERED HIS PERSONAL .357 MAGNUM AND AMMUNITION THEREFOR~~/~~ TO THE CUSTODY OF THE CREW. THE CAPTAIN SUMMONED HIM TO THE COCKPIT, BRIEFED HIM ON THE SITUATION, RETURNED HIS PISTOL AND AMMUNITION, AND REQUESTED HIM TO SHOOT THE HIJACKER IF POSSIBLE. UPON LANDING AT SAIGON, THE CAPTAIN LEFT THE COCKPIT AND APPROACHED BINH WHO WAS IN THE REAR OF THE AIRCRAFT. BINH THREATENED HIM WITH THE KNIFE. AT AN OPPORTUNE MOMENT, THE CAPTAIN KNOCKED THE ALLEGED EXPLOSIVES FROM BINH'S HAND AND WRESTLED TO THE FLOOR WITH HIM. THREE PASSENGERS, INCLUDING MILLS, CAME TO THE CAPTAIN'S ASSISTANCE. AT THE ORDER OF THE CAPTAIN, MILLS SHOT AND KILLED THE HIJACKER. THE PASSENGERS EXECUTED AN EMERGENCY EVACUATION DURING WHICH 25 WERE INJURED.

FAA COMMENT:

BINH FIRST ENTERED THE U.S. ON 23 MARCH 1968 UNDER A FOREIGN STUDENTS PROGRAM SPONSORED BY THE AGENCY FOR INTERNATIONAL DEVELOPMENT (AID). HE ATTENDED FRESNO STATE COLLEGE, CALIFORNIA, FROM 1 APRIL 1968 TO JANUARY 1969. HE THEN TRANSFERRED TO THE COLLEGE OF FISHERIES, UNIVERSITY OF WASHINGTON, SEATTLE,

XXX

WHERE HE GRADUATED ON 9 JUNE 1972. BINH WAS ACTIVE IN ANTI-VIETNAM WAR ACTIVITIES. HE WAS ARRESTED IN NEW YORK CITY ON 10 FEBRUARY 1972 AS PART OF A GROUP OF VIETNAMESE STUDENTS WHO OCCUPIED THE OFFICE OF THE REPUBLIC OF VIETNAM OBSERVER TO THE UNITED NATIONS. ACCORDING TO UNCONFIRMED REPORTS BINH'S SCHOLARSHIP HAD BEEN CANCELLED, AT THE REQUEST OF THE GOVERNMENT OF THE REPUBLIC OF VIETNAM, BECAUSE OF HIS ANTI-WAR ACTIVITIES AND ORDERED TO RETURN TO VIETNAM. HIS RETURN TICKET WAS SENT TO HIM IN SEATTLE ON 13 JUNE 1972. BINH DEPARTED SEATTLE ON 21 JUNE 1972 ON BOARD PA FLIGHT #893 TO HONOLULU. HE WAS TO HAVE CONTINUED HIS FLIGHT TO SAIGON ON PA FLIGHT #841 ON 22 JUNE 1972 BUT APPARENTLY ELECTED TO VISIT IN HONOLULU UNTIL 1 JULY 1972. ON 1 JULY 1972 PA FLIGHT #841 WAS TREATED AS A DOMESTIC FLIGHT (HONOLULU-GUAM); THEREFORE, THE CARRY ON BAGGAGE, ^{OF} BOARDING PASSENGERS WERE NOT SEARCHED. AND, INASMUCH^{AS} BINH WAS NOT A SELECTEE, HE WAS NOT SUBJECTED TO A MAGNETOMETER CHECK. PA FLIGHT #841 IS NOW CONSIDERED AS AN INTERNATIONAL FLIGHT.

ORIGINAL SIGNED BY

JAMES T. MURPHY

24 JUL 1972

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: SE-1/300/400, HQ-10, TSA-62, IA-132, AM-1, MOT, AP, IA-4(2 cys. ICAO)

SE-5 - SE-5:WDMOORE:jlw:7/20/72

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PA pls → 670-6-2

FAA

Office of Air Transportation Security

ROUTINE

19 July 1972

07002

W. D. Moore

426-8210

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ALL REGIONAL DIRECTORS

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WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

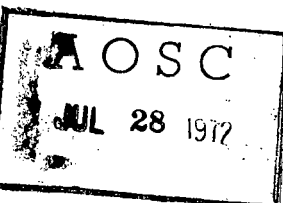
DEPARTMENT OF STATE (E/CA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU



RECEIVED IN CAS

AUG 02 1972

XXX

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRGNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY NO. 40-72

SUBJECT: UNSUCCESSFUL HIJACKING ATTEMPT, AMERICAN AIRLINES, 5 JULY 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

IN THE EARLY MORNING HOURS OF 5 JULY 1972, CHARLES SMITH, AGE 23, BROKE
INTO THE APARTMENT OF HIS ESTRANGED COMMON-LAW WIFE IN BUFFALO, NEW YORK,
STABBED HER AND HER BOYFRIEND AND ABDUCTED HIS 18-MONTH OLD CHILD, HIS
DAUGHTER BY HIS COMMON-LAW WIFE.

HE THEN PROCEEDED, BY UNKNOWN MEANS OF CONVEYANCE, TO BUFFALO AIRPORT.
AT ABOUT 0505 EDT SMITH, CARRYING THE CHILD, ENTERED THE OPEN REAR DOOR
OF THE U.S. POST OFFICE LOCATED IN THE EAST PASSENGER TERMINAL. THERE
HE MENACED TWO P.O. EMPLOYEES WITH A KNIFE AND DEMANDED AN AIRCRAFT.
ONE OF THE P.O. EMPLOYEES RAN OUT THE BACK DOOR OF THE
POST OFFICE, ACROSS A SMALL SERVICE AREA,

XXX
THROUGH A VEHICULAR UNDERPASS, AND OUT ONTO THE AIR OPERATIONS AREA.
SMITH CHASED THE EMPLOYEE, BUT LOST SIGHT OF HIM WHEN HE EMERGED FROM
THE UNDERPASS ONTO THE AIR OPERATIONS AREA. AT THIS TIME, SMITH WAS
CHALLENGED BY A CATERING COMPANY EMPLOYEE. SMITH PRESSED THE KNIFE
AGAINST HIM AND REPEATED HIS DEMAND FOR AN AIRCRAFT. FROM THIS POINT
SMITH COULD SEE SEVERAL AIRCRAFT ON THE RAMP. HE RAN, STILL CARRYING
THE CHILD, PROCEEDED TO AN AA B-707 WHICH WAS PARKED, UNATTENDED, WITH
THE FORWARD PASSENGER DOOR OPEN AND THE PASSENGER-LOADING STAIRS IN
PLACE AGAINST THE AIRCRAFT. SMITH RAN ABOARD. THE FBI RESPONDED AT
APPROXIMATELY 0545 EDT AND SMITH DEMANDED TO BE FLOWN OUT OF THE
COUNTRY, BUT NAMED NO DESTINATION. THE FBI WAS JOINED BY A PRIEST, A
MINISTER AND SMITH'S MOTHER, ALL OF WHOM ATTEMPTED TO CONVINCE SMITH TO
SURRENDER. MEANWHILE, AN FBI AGENT GAINED ACCESS TO THE COCKPIT VIA
THE ELECTRICAL COMPARTMENT UNDER THE NOSE OF THE AIRPLANE. AT APPROXIMATELY
0745 EDT SMITH DECIDED TO SURRENDER. HE THREW OUT HIS KNIFE AND
DESCENDED THE STAIRS, STILL CARRYING THE CHILD, FOLLOWED BY THE FBI
AGENT. SMITH WAS CHARGED WITH ATTEMPTED AERIAL PIRACY, ^RBUGLARY AND
ASSAULT.

FAA COMMENT: BUFFALO AIRPORT HAS FOUR
UNDERPASSES WHICH ALLOW UNCONTROLLED ACCESS

XXX

TO THE AIR OPERATIONS AREA. THIS SECURITY WEAKNESS HAD BEEN BROUGHT TO
THE ATTENTION OF THE AIRPORT MANAGER. FAA EASTERN REGION IS INVESTI-
GATING POSSIBLE VIOLATION FAR PARTS 107 AND 121.

ORIGINAL SIGNED BY
JAMES T. MURPHY

25 JUL 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

CC:

SE-1/300/400

HQ-10

AM-1

TSA-62

IA-132

IA-4(2 cys. ICAO)

MOT

RCMP

AP

SE-5

SE-5:WDMOORE:jlw:7/20/72

PA pls → 670-6-2

FAA
Office of Air Transportation Security

ROUTINE

21 July 1972

W. D. Moore

426-8698

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

25 July 72 16562
① AOSC

② CAS *hhs* 2/18/72
To note & PA please
[Signature]

FAA

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FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 42-72

SUBJECT: INCOMPLETE HIJACKING/EXTORTION, PACIFIC SOUTHWEST FLIGHT 389,
7 JULY 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

AT APPROXIMATELY 1808 PDT, 6 JULY 1972, PS FLIGHT 389, A B-727, EN ROUTE
FROM OAKLAND WITH 52 PASSENGERS AND 6 CREW, WAS HIJACKED WHILE ON FINAL
APPROACH TO SACRAMENTO. THE HIJACKER WAS SUBSEQUENTLY IDENTIFIED AS
FRANCIS M. GOODELL, ALIAS FRANK M. GOODELL, SPECIALIST 4TH CLASS, U.S.
ARMY, WHITE MALE, DPOB: 31 MARCH 1951, OMAHA, NEBRASKA, ABSENT WITHOUT
LEAVE FROM HIS U.S. ARMY UNIT AT FORT RILEY, KANSAS. GOODELL, WHO WAS
ARMED WITH A PISTOL, DEMANDED \$450,000, A PARACHUTE AND 2 PAIRS OF HAND-
CUFFS. HE ORIGINALLY ORDERED THE FLIGHT TO RENO, THEN CHANGED IT TO
SAN FRANCISCO. UPON BEING INFORMED THAT PS HEADQUARTERS WERE IN
SAN DIEGO, GOODELL AGREED TO HAVE THE FLIGHT GO THERE.

THE PILOT INFORMED THAT AN ARMED CALIFORNIA HIGHWAY PATROL OFFICER,
CAPTAIN TURNER, WAS ON BOARD AND HAD BEEN ADVISED OF THE HIJACKING.

THE AIRCRAFT HELD OVER SAN DIEGO AWAITING WORD FROM PS THAT

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ARRANGEMENTS HAD BEEN MADE TO MEET GOODELL'S DEMANDS.

PS 389 LANDED AT SAN DIEGO AT 2022 PDT BECAUSE IT WAS GETTING LOW ON FUEL.

GOODELL AGREED TO RELEASE THE STEWARDESS^{es}/AND ALL PASSENGERS EXCEPT FOR TWO VOLUNTEER HOSTAGES. CAPTAIN TURNER AND AN UNIDENTIFIED MALE

VOLUNTEERED. THE STEWARDESS^{es}/AND PASSENGERS DEPLANED. THE UNIDENTIFIED

~~VOLUNTEER HOSTAGE SNEAKED OUT WITH THEM.~~

THE HIJACKER'S DEMANDS WERE MET BY THE COMPANY, THE AIRCRAFT WAS REFUELED AND AT 2243 PDT MADE READY FOR DEPARTURE. JUST PRIOR TO DEPARTURE CAPTAIN TURNER'S PISTOL FELL OUT OF HIS COAT WHICH HAD BEEN RESTING ON THE TOP OF HIS SEAT. GOODELL RETRIEVED THE PISTOL.

PS 389 DEPARTED SAN DIEGO AT 2247 PDT, DESTINATION UNKNOWN. AT 2300 PDT THE HIJACKER ORDERED THE FLIGHT TO OAKLAND WHERE HE WANTED A HELICOPTER WITH ENGINE RUNNING, IN A LIGHTED AREA, AND A PILOT IN SWIMMING TRUNKS WAITING FOR HIM.

UPON REACHING THE SAN FRANCISCO BAY AREA THE HIJACKER HAD THE PILOT FLY BY OAKLAND AIRPORT TWICE TO MAKE SURE HE WAS NOT BEING TRICKED. THE AIRCRAFT LANDED AT 0100 PDT 7 JULY 1972. THE HIJACKER WAS AFRAID THAT

XXXX
HE WOULD BE KILLED WHILE TRANSFERRING TO THE HELICOPTER. HE BECAME VERY
NERVOUS AND STARTED TALKING ABOUT SURRENDERING. WITH ENCOURAGEMENT FROM
THE FBI, THE PILOT AND CAPTAIN TURNER, GOODELL FINALLY SURRENDERED HIS
WEAPONS. PS 389 TAXIED TO THE RAMP WHERE THE HIJACKERS DEPLANED AT
0230 PDT AND WAS TAKEN INTO CUSTODY BY THE FBI. ON 7 JULY 1972 GOODELL
WAS CHARGED WITH AERIAL PIRACY AND REMANDED TO THE CUSTODY OF THE U.S.
MARSHAL, SAN FRANCISCO, IN LIEU OF \$100,000 BOND.

FAA COMMENT: GOODELL'S ULTIMATE DESTINATION, IF ANY, IS NOT KNOWN.

PARTLY AS A CONSEQUENCE OF THIS PS HIJACKING AND OF ONE ON 6 JULY 1972

(SEE FAA SUMMARY NO. 37-72), NONRESERVATION FLIGHTS WERE ORDERED

TO INSTITUTE 100% CHECKS OF CARRY-ON BAGGAGE.

Original signed by 25 JUL 1972

James M. Yohe

FOR JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

IA-132

IA-4(2 - ICAO)

AHQ-10

TSA-62

AAM-1

Allied Pilots

MOT

RCMP

ASE-300/400

ASE-1(2)

ASE-5

ASE-5:WDMOORE:sds:7/24/72

PA pls

FAA

Office of Air Transportation Security

ROUTINE

24 July 1972

Ered.V. Rapp

426-8698

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

26 July 72 19322
① Asse Bonucki
② Cas
To note and
PA to file
Noted
2/8/72
1 Aug 72

RECEIVED IN CAS

AUG 02 1972

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FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 43-72

SUBJECT: INCOMPLETE HIJACKING, AMERICAN AIRLINES FLIGHT 633, 12 JULY 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS
ONLY:

AT APPROXIMATELY 2020 CDT, 12 JULY 1972, MELVIN M. FISHER, WHITE MALE
ADULT, 49, REPORTEDLY FROM NORMAN, OKLAHOMA, HIJACKED AN AMERICAN
AIRLINES FLIGHT 633, A B-727, WITH 51 PASSENGERS AND 6 CREW WHILE EN
ROUTE FROM OKLAHOMA CITY, OKLAHOMA TO DALLAS, TEXAS. FISHER HAD A PISTOL
AND AN ALLEGED REMOTE CONTROLLED BOMB. HE DEMANDED \$550,000 IN 100
DOLLAR BILLS, A PARACHUTE AND A SECOND PLANE. THE MONEY AND PARACHUTE
WERE TO BE PLACED ON THE SECOND PLANE AND IT WAS TO RENDEZVOUS WITH
FLIGHT 633 AT 20,000 FEET OVER GREATER SOUTHWEST AIRPORT, FORT WORTH,
TEXAS. BOTH AIRCRAFT WOULD THEN FLY TO AN UNDESIGNATED LOCATION AND LAND.
FLIGHT 633 ORBITED IN THE FORT WORTH, TEXAS, AREA FOR APPROXIMATELY 1½
HOURS AND THEN AT THE HIJACKER'S DIRECTION RETURNED TO AND LANDED AT
OKLAHOMA CITY AT 2247 CDT. FISHER THEN DEMANDED THAT THE MONEY AND
PARACHUTE BE DELIVERED TO FLIGHT 633. WHILE AWAITING THE ARRIVAL OF THE
MONEY, THE AIRCRAFT, AFTER BEING REFUELED, TOOK OFF AND
ORBITED IN THE AREA. THE AIRCRAFT LANDED AGAIN AT 0236 CDT.

XXXX
PER FISHER'S INSTRUCTIONS, THE MONEY AND PARACHUTES WERE TAKEN BY CAR TO A POINT 100 FEET IN FRONT OF THE AIRCRAFT. A PASSENGER PICKED UP THESE ITEMS AND TOOK THEM ABOARD. ALL PASSENGERS AND TWO OF THE CABIN CREW WERE PERMITTED TO DISEMBARK. AFTER REFUELING WAS COMPLETED, THE AIRCRAFT AGAIN TOOK OFF AT 0333 CDT. THE AIRCRAFT CIRCLED IN THE AREA OF KINGFISHER, OKLAHOMA, FOR ABOUT 30 MINUTES THEN PROCEEDED TO THE NORMAN, OKLAHOMA, AREA WHERE IT AGAIN ORBITED. DURING THIS TIME THE REAR STAIRWAY WAS LOWERED BY THE FLIGHT ENGINEER. FISHER MADE SEVERAL TRIPS TO AND FROM THE STAIRWAY AND THE COCKPIT WITHOUT ATTEMPTING TO PUT ON THE PARACHUTE. HE WRAPPED THE MONEY IN PAPER BAGS AND TOOK THEM TO THE REAR STAIRWAY. FISHER STARTED DOWN THE STAIRWAY SEVERAL TIMES BUT FINALLY GAVE UP THE IDEA, AND SURRENDERED HIS GUN. HE CLAIMED THAT HE HAD THROWN THE BOMB OUT OF THE AIRCRAFT EARLIER. FISHER WAS TAKEN INTO CUSTODY BY THE FBI UPON ARRIVAL OF THE AIRCRAFT AT OKLAHOMA CITY. THE MONEY WAS RECOVERED.

FAA COMMENT: FISHER MET THE PROFILE. PASSENGER PREBOARD SCREENING PROCEDURES WERE NOT APPLIED WHEN HE BOARDED IN OKLAHOMA CITY BECAUSE HE REPORTEDLY WAS A RECOGNIZED FREQUENT TRAVELER FROM

XXX

OKLAHOMA CITY ON AMERICAN AIRLINES. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

ORIGINAL SIGNED BY 26 JUL 1972
JAMES T. MURPHY
JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

AIA-132

AIA-4(2 - ICAO)

AHQ-10

TSA-62

AAM-1

Allied Pilots

MOT

RCMP

ASE-300/400

ASE-1(2)

ASE-5

ASE-5:FVRAPP:sds:7/24/72

670-6-2

FAA
Office of Air Transportation Security

ROUTINE

14 July 1972

Fred V. Rapp

426-8210

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: MR. S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO.39-72 1 2

CONCURRENCE
RTG. SYMBOL ASE-5
INITIALS/SIG. [Signature]
DATE 14 July 72
RTG. SYMBOL ASE-5
INITIALS/SIG. [Signature]
DATE 14 July 72
RTG. SYMBOL SE-2
INITIALS/SIG. [Signature]
DATE 17 July 72
RTG. SYMBOL [Signature]
INITIALS/SIG. [Signature]
DATE 17 July 72
RTG. SYMBOL [Signature]
INITIALS/SIG. [Signature]
DATE 18 July 72
RTG. SYMBOL [Signature]
INITIALS/SIG. [Signature]
DATE 18 July 72
RTG. SYMBOL [Signature]
INITIALS/SIG. [Signature]
DATE 18 July 72
RTG. SYMBOL [Signature]
INITIALS/SIG. [Signature]
DATE 18 July 72

XXX

SUBJECT: UNSUCCESSFUL HIJACKING OLYMPIC AIRWAYS (GREECE) FLIGHT

28 MAY 1972

ON 28 MAY 1972 A LONE MALE HIJACKED AN OLYMPIC AIRWAYS FLIGHT EN ROUTE FROM CRETE TO ATHENS, GREECE. THE HIJACKER IDENTIFIED AS EVANGELOS SAVVAKIS, 25 YEARS OF AGE, THREATENED TO BLOW UP THE B-707 UNLESS HE WAS TAKEN TO LONDON AND PROVIDED MONEY FOR MEDICAL TREATMENT THERE. THE PILOT PERSUADED THE HIJACKER TO ALLOW HIM TO LAND AT ATHENS WITH THE 120 PASSENGERS AND CREW OF 10 FOR REFUELING AND TO DISCUSS SWITCHING TO ANOTHER PLANE. AT ATHENS THE AIRLINE OFFICIALS INDICATED THEY WOULD MEET THE DEMANDS. THE HIJACKER THEN ALLOWED THE PASSENGERS TO DEPLANE. WHEN THE PASSENGERS WERE OFF, THE SECURITY POLICE RUSHED THE PLANE AND TOOK THE HIJACKER INTO CUSTODY.

ORIGINAL SIGNED BY
JAMES T. MURPHY

17 JUL 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
ASE-1/300/400, HQ-10, TSA-62, IA-132, AM-1, MOT, RCMP, AP, 14-4(2)
ASE-5:FVRAPP:jlw:7/14/72

670-6.2

FAA
Office of Air Transportation Security

ROUTINE

14 July 1972

W. D. Moore

426-8698

X

37310

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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FEDERAL BUREAU OF INVESTIGATION
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SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRNS-90. AC-90.

19 July 72 1846Z

① AOSC 24 July 72
McIntosh
Barron

② CAS
HRJ.
18/8/72

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XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 37-72

SUBJECT: INCOMPLETE HIJACKING EXTORTION, PSA FLIGHT #710, 6 JULY 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW

BASIS ONLY:

AT APPROXIMATELY 1010 PDT TWO WHITE MALES ARMED WITH THREE AUTOMATIC PISTOLS HIJACKED PSA FLIGHT #710, A B-737 CARRYING 79 OTHER PASSENGERS AND A CREW OF 5, WHILE EN ROUTE FROM SACRAMENTO TO SAN FRANCISCO, CALIF. THEY DEMANDED \$800,000, 4 PARACHUTES (PRESUMABLY 2 CHEST AND 2 BACKPACK) AND TO BE TRANSPORTED TO RUSSIA. THE AIRCRAFT LANDED AT SAN FRANCISCO AT 1021 PDT. THE FLIGHT TOOK OFF FROM SAN FRANCISCO AT 1045 PDT, ORBITTED IN THE AREA AT 5500 FEET WHILE THE HIJACKERS' DEMANDS WERE BEING COMPLIED WITH, AND LANDED AGAIN AT [?]1040 PDT DUE TO LACK OF FUEL. ONE OF THE HIJACKERS SITUATED HIMSELF IN THE COCKPIT AND DEMANDED THAT ALL COMMUNICATIONS WITH THE PLANE BE PIPED THROUGH THE P.A. SYSTEM TO THE PASSENGER AREA AND THAT THE MONEY BE BROUGHT TO THE AIRCRAFT BY A LONE WOMAN. THE HIJACKERS, IN SPITE OF NUMEROUS ENTREATIES, REFUSED TO TRANSFER TO A LONGER-RANGE B-727 WHICH PSA HAD FLOWN IN FROM SAN DIEGO, NOR WOULD THEY PERMIT ANY PASSENGERS TO DEPLANE UNTIL THE MONEY AND PARACHUTES HAD BEEN DELIVERED. A FLIGHT PLAN TO

XXX

PROVIDENIYA, SIBERIA, U.S.S.R., VIA ALASKA WAS PROPOSED TO AND ACCEPTED BY THE HIJACKER IN THE COCKPIT. AT ABOUT THE SAME TIME HE DECREASED HIS DEMAND FOR PARACHUTES FROM 4 TO 2. HE WAS CONVINCED OF THE NECESSITY OF BRINGING AN INTERNATIONAL FLIGHT QUALIFIED OFFICER ON BOARD. THE HIJACKER INSTRUCTED THAT THIS OFFICER BRING THE NECESSARY CHARTS FOR THE FLIGHT TO SIBERIA AND THE MONEY.

AT APPROXIMATELY 1640 PDT THE SO-CALLED OFFICER, IN REALITY AN FBI AGENT, APPROACHED THE AIRCRAFT. THE FORWARD STAIRS WERE LOWERED AND, AT THE DIRECTION OF THE HIJACKER IN THE COCKPIT, A STEWARDESS DESCENDED AND CONDUCTED A STRIP-DOWN BODY SEARCH OF THE AGENT. THE TWO THEN PROCEEDED TOWARD THE STAIRS. THE STEWARDESS DUCKED BENEATH THE AIRCRAFT AND AN FBI AGENT WHO HAD HIDDEN UNDER THE AIRCRAFT JOINED THE SO-CALLED OFFICER AND BOTH RUSHED ABOARD THE AIRCRAFT. OTHER FBI AGENTS BOARDED VIA THE REAR DOOR. THE HIJACKER IN THE COCKPIT WAS CRITICALLY WOUNDED BY FBI AGENTS AND SUBSEQUENTLY DIED. THE ONE IN THE PASSENGER COMPARTMENT TRIED TO SHOOT IT OUT WITH THE FBI. THREE PASSENGERS WERE WOUNDED BY THE HIJACKER, ONE OF WHOM SUBSEQUENTLY DIED. THE HIJACKER WAS KILLED BY AN AGENT OF THE FBI.

XXX

THE HIJACKERS BOARDED AT SACRAMENTO AND WERE IDENTIFIED AS
DIMITR K. ALEXIEV AND MICHAEL D. AZMANOFF, BOTH 28. BOTH WERE OF
BULGARIAN ANCESTRY AND IMMIGRATED TO THE U.S. IN THE 60'S.

PSA EMPLOYED THE 10% SPOT CHECK PASSENGER PREBOARD SCREENING PROCEDURE.

ALTHOUGH 13 OF THE 81 BOARDING PASSENGERS WERE SCREENED, THE TWO

HIJACKERS WERE NOT AMONG THOSE CHECKED.

ORIGINAL SIGNED BY

JAMES T. MURPHY 19 JUL 1972
JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, ASE-1

cc:

IA-132(1CAO)

TSA-62

AHQ-10

AAM-1

Allied Pilots

Ministry of Transport

RCMP

ASE-300/400

ASE-1(2)

ASE-5

ASE-5:WDMOORE:sds:7/17/72

IA-4(2) ICAO

670-6-2/MOT

FAA
Office of Air Transportation Security

ROUTINE

13 July 1972

W. D. Moore

426-8210

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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ATTN: MR. S. YOUNG

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

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ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRGNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO.36-72

1

3

CONCURREN
RTG. SYMBOL
INITIALS/SIG.
DATE
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DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

17 July 72 1739Z

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AOSC
Mr. E. J. [unclear]
[unclear]

②

CAS
HRT
18/8/72

XXY

SUBJECT: UNSUCCESSFUL HIJACKING/EXTORTION, HUGHES AIR WEST FLIGHT #775,

30 JUNE 1972

ON 30 JUNE 1972, DANIEL B. CARRE, W/M, DOB: 26 APRIL 1947, ATTEMPTED TO HIJACK RW FLIGHT #775, A DC-9 CARRYING 5 CREW AND 36 OTHER PASSENGERS, 10 MINUTES OUT OF PORTLAND EN ROUTE FROM SEATTLE.

CARRE INFORMED A STEWARDESS THAT HE WANTED A PARACHUTE AND TALKED OF PARACHUTING NEAR POCATELLO, IDAHO. THE STEWARDESS INFORMED THE PILOT WHO ALERTED RW OPERATIONS AT PORTLAND AND REQUESTED LAW ENFORCEMENT ASSISTANCE. THE STEWARDESS TALKED AGAIN TO CARRE WHO ADDED \$50,000 TO HIS PREVIOUS DEMAND. HE CLAIMED TO HAVE A KNIFE AND THREATENED TO KILL SOMEONE IF HIS DEMANDS WERE NOT MET. HE ALLEGED THAT HE WANTED THE MONEY AS A BLOW TO CAPITALISM AND THAT HE WOULD GIVE THE MONEY TO THE POOR.

THE CAPTAIN ELECTED TO CONTINUE TO PORTLAND AND, UPON ARRIVAL, TWO DUSMS AND A CSO BOARDED THE AIRCRAFT AND PLACED CARRE UNDER ARREST. CARRE RESISTED AND WAS HANDCUFFED. HE WAS FOUND TO BE UNARMED. THE FBI FILED A CHARGE OF ATTEMPTED INTERFERENCE WITH A FLIGHT CREW MEMBER AGAINST CARRE. CARRE APPEARED BEFORE A FEDERAL JUDGE ON 3 JULY 1972. WHILE IN THE COUNTROOM HE STRUGGLED AND HAD TO BE HANDCUFFED. CARRE

XXX

IS A USAF VETERAN, WAS RECENTLY UNDER PSYCHIATRIC TREATMENT AT A VA HOSPITAL AND HAS A 100% DISABILITY DUE TO MENTAL PROBLEMS. ON 5 JULY 1972 A STATE JUDGE COMMITTED CARRE TO THE OREGON STATE MENTAL HOSPITAL, SALEM, OREGON, FOR TREATMENT UNTIL SUCH TIME AS HE IS SUFFICIENTLY MENTALLY COMPETENT TO AID IN HIS OWN DEFENSE.

FAA COMMENT: CARRE MET THE PROFILE AND WAS PROPERLY SCREENED, PROCESSED, AND SEARCHED PRIOR TO BOARDING AT SEATTLE.

ORIGINAL SIGNED BY
JAMES T. MURPHY

17 JUL 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

CC:

ASE-1/300/400/5, HQ-10, IA-132, TSA-62, MOT, RCMP, AP, AM-1, FA-4(2)

ASE-5:WDMOORE:JLW:7/13/72

P.A. ps

670-6-2/OT
06245

FAA
Office of Air Transportation Security

ROUTINE

13 July 1972

W. D. Moore

426-8210

24 July 72
ASE

ALL REGIONAL DIRECTORS

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ATTN: MR. S. YOUNG

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

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ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 38-72 1 3

FAA Form 1360-14 0-71

OFFICIAL FILE COPY

CONCURRENC
RTG. SYMBOL <i>ASE-5</i>
INITIALS/SIG. <i>W</i>
DATE <i>7/14/72</i>
RTG. SYMBOL <i>ASE-5</i>
INITIALS/SIG. <i>W</i>
DATE <i>14 July 72</i>
RTG. SYMBOL <i>ASE-5</i>
INITIALS/SIG. <i>SE-2</i>
DATE <i>7/14/72</i>
RTG. SYMBOL <i>7/14/72</i>
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

14 July 72 1934Z
C.A.S. noted 24/7/72
To note + P.A.

RECEIVED IN CAS

JUL 24 1972

000540

XXXX

SUBJECT: ATTEMPTED HIJACKING/EXTORTION, LUFTHANSA FLIGHT #990, 10 JULY
1972

THE FOLLOWING INFORMATION IS EXTRACTED FROM A MESSAGE ORIGINATED BY THE
U.S. EMBASSY, FEDERAL REPUBLIC OF GERMANY (REF. BONN 9566) AND IS
ED
FORWARD/FOR YOUR INFORMATION:

THE WEST GERMAN FEDERAL MINISTRY OF TRANSPORT REPORTS THAT AN
ALGERIAN NATIONAL, TRAVELLING UNDER THE NAME OF ACHA, BUT SUBSE-
QUENTLY IDENTIFIED AS NOURDINE BACHALT, BOARDED LUFTHANSA FLIGHT
#990 WITH A ONE-WAY TICKET COLOGNE-MUNICH ON 10 JULY. SHORTLY
AFTER DEPARTURE, HE SENT A MESSAGE WITH THE STEWARDESS TO THE COCK-
PIT, DEMANDING \$400,000 RANSOM TO BE DELIVERED TO THE AIRCRAFT
AFTER LANDING AT MUNICH. HE CLAIMED TO HAVE ENOUGH EXPLOSIVES
ON HIM TO BLOW UP THE B-737 AND ITS 90 PASSENGERS. THE CAPTAIN
RADIOED MUNICH AND ASKED FOR PLAIN-CLOTHES POLICEMEN TO STAND BY.
UPON ARRIVAL, APPROXIMATELY 25 PASSENGERS DISEMBARKED BEFORE
BACHALT STOPPED THE REST FROM LEAVING THE AIRCRAFT. IN THE MEAN-
TIME, TWO PLAIN-CLOTHES POLICE OFFICERS HAD USED THE BUSTLE AT
THE AIRCRAFT DOOR TO COME ABOARD, WHERE THEY OVERPOWERED
BACHALT. NO PASSENGERS OR CREW WERE
INJURED DURING THE INCIDENT.

XXX

INITIAL POLICE INTERROGATION PRODUCED THE FOLLOWING PERSONAL DATA:

NOURDINE BACHALT WAS BORN ON 22 AUGUST 1946 IN MOSTAGANEM, ALGERIA;
HIS ID CARD, A CARD CONSULAIRE, ISSUED 16 APRIL 1968, SHOWS ALGIERS AS
HIS FIRST AND LIEGE, BELGIUM, AS HIS SECOND RESIDENCE. STATUS WAS
GIVEN AS STUDENT. A SEARCH OF BACHALT REVEALED THAT HE DID NOT CARRY
ANY EXPLOSIVES OR WEAPONS. POLICE INVESTIGATION IS STILL UNDERWAY AND
NO CHARGES HAVE BEEN PREFERRED YET.

Original signed by
James M. Yohe

14 JUL 1972

~~FOR~~ JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE#1

cc:
ASE-1/300/400/5, HQ-10, AM-1, TSA-62, MOT, AP, RCMP, IA-132
ASE-5:WDMOORE:j1w: 7/13/72

DEPARTMENT OF TRANSPORT

MINISTÈRE DES TRANSPORTS

ROUTE SLIP

BORDEREAU D'ACHEMINEMENT

Name - Nom		Routing Symbol Symbole d'acheminement	Date
TO:		CAS	13/7
A:			<input type="checkbox"/> Comment Observations
			<input type="checkbox"/> For your information Pour votre gouverne
			<input type="checkbox"/> Per our conversation Selon notre conversation
			<input type="checkbox"/> Approval Approbation
			<input type="checkbox"/> Discuss with me Discuter avec moi
			<input type="checkbox"/> Take appropriate action Prendre les mesures appropriées

REMARKS:

REMARQUES:

For info & P.A. (670-6-2)

RECEIVED IN CAS

JUL 14 1972

FROM:

DE:

Routing Symbol

Symbole d'acheminement

02-0091

1-66

000543

670-6-mot

FAA
Office of Air Transportation Security

ROUTINE

30 June 1972

F. V. Rapp

426-8698

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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ATTN: CRIMINAL DIVISION

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U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

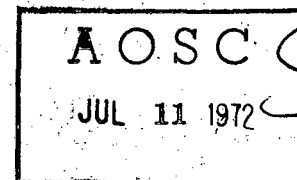
NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

3 June 72 20542
CAS noted HRS 14/1/72
To note please
+ PA to file
12 July 72



Blahle
for

XXX
FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 35-72

SUBJECT: SUCCESSFUL HIJACKING AMERICAN AIRLINES FLIGHT #119, 23 JUNE 1972
THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS ONLY:

AT APPROXIMATELY 2020 GMT 23 JUNE 1972, AMERICAN AIRLINES FLIGHT #119, A B-727, WITH 94 PASSENGERS AND 7 CREW, EN ROUTE FROM ST. LOUIS, MISSOURI, TO TULSA, OKLAHOMA, WAS HIJACKED BY A LONE MALE ARMED WITH A MILITARY TYPE SUB-MACHINE GUN, AN ALLEGED SMOKE GRENADE AND AN ATTACHE CASE IN WHICH HE CLAIMED TO HAVE DYNAMITE. THE HIJACKER HANDED A STEWARDESS A TYPEWRITTEN LETTER OF DEMANDS AND INSTRUCTED HER TO TAKE IT TO THE PILOT. THE DEMANDS INCLUDED \$502,200, 5 PARACHUTES, A SMALL MILITARY TYPE SHOVEL, 2 PARACHUTE HARNESSSES, A CHUTE ALTIMETER, ONE PAIR OF GOGGLES AND NO CHASE AIRCRAFT. THE MONEY WAS TO BE IN TWO PACKAGES: \$500,000 WAS TO BE IN ONE PACKAGE AND THE REMAINING \$2,200 IN THE OTHER. THE HIJACKER REMAINED IN HIS SEAT IN THE COACH SECTION AND USED A STEWARDESS TO CARRY MESSAGES TO AND FROM THE PILOT.

AS PER THE HIJACKER'S INSTRUCTIONS, THE AIRCRAFT RETURNED TO LAMBERT FIELD, ST. LOUIS AND LANDED AT 2104 GMT. ALL WOMEN PASSENGERS AND CHILDREN WERE ALLOWED TO DEPLANE. THIRTEEN MALE PASSENGERS WERE HELD AS HOSTAGES ALONG WITH

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THE CREW. THE AIRCRAFT WAS REFUELED AND AGAIN TOOK OFF AT 2200 GMT. WHILE THE AIRCRAFT ORBITTED IN THE ST. LOUIS AREA THE HIJACKER DIRECTED THAT THE AIRCRAFT'S RADAR BE DISCONNECTED AND PLACED IN THE AISLE. AT THE COMPANY'S SUGGESTION, THE HIJACKER AGREED TO GO TO GREATER SOUTHWEST AIRPORT, FT. WORTH, TEXAS, TO PICK UP \$400,000 AND THEN RETURN TO ST. LOUIS FOR THE BALANCE OF THE MONEY AND EQUIPMENT. THE AIRCRAFT FLEW TO FT. WORTH BUT PRIOR TO LANDING THE COMPANY ADVISED THAT IF THEY RETURNED TO ST. LOUIS ALL THE DEMANDS WOULD BE MET THERE. THE HIJACKER AGREED TO THIS AND THE AIRCRAFT LANDED AT ST. LOUIS AT 0225 GMT. THE HIJACKER INITIALLY INDICATED HE WANTED TO GO TO TORONTO, CANADA VIA SAN FRANCISCO, SEATTLE, AND MIAMI. LATER, HE ADVISED HE WANTED TO GO TO JOHN F. KENNEDY INTERNATIONAL AIRPORT (JFK), NEW YORK, AFTER FLYING OVER TORONTO. HE DID NOT CONTINUE HIS DEMAND FOR THE CIRCUITOUS ROUTE TO TORONTO. THE AIRCRAFT WAS REFUELED AND ALL PASSENGERS EXCEPT ONE MALE WERE RELEASED. THE MONEY AND EQUIPMENT WERE DELIVERED TO THE FOOT OF THE FORWARD DOOR STAIRS AND THE MALE PASSENGER HOSTAGE BROUGHT THE ITEMS ABOARD. THE HIJACKER REQUESTED AND WAS PROVIDED AN INDIVIDUAL FAMILIAR WITH PARACHUTES TO SHOW HIM HOW ONE SHOULD BE PUT ON AND WORN. THESE INSTRUCTIONS WERE

XXX
INSTRUCTIONS WERE PROVIDED. A CHANGE OF FLIGHT CREW WAS EFFECTED AND TWO STEWARDESSES WERE RELEASED. AS THE AIRCRAFT TURNED ONTO THE RUNWAY FOR TAKEOFF, IT WAS STRUCK IN THE NOSE GEAR BY A 1971 ELDORADO CADILLAC AUTOMOBILE WHICH HAD BROKEN THROUGH A FENCE, TRAVELED UP TO THE FAR END OF THE RUNWAY, TURNED AND RACED DOWN THE RUNWAY DIRECTLY AT THE AIRCRAFT. THE AUTOMOBILE WAS DEMOLISHED AND THE DRIVER SERIOUSLY INJURED. THE HIJACKER WARNED THAT NO ONE SHOULD ATTEMPT TO BOARD THE AIRCRAFT. A REPLACEMENT B-727 WAS REFUELED AND PARKED IN FRONT OF THE DAMAGED AIRCRAFT. THE HIJACKER, USING THE CREW AND ONE PASSENGER AS SHIELDS, TRANSFERRED TO THE REPLACEMENT AIRCRAFT. HE TOOK WITH HIM THE MONEY, AT LEAST ONE PARACHUTE AND SOME OF THE OTHER EQUIPMENT. THE NEW AIRCRAFT, NOW FLIGHT #821, DEPARTED ST. LOUIS AT 0646 GMT. THE AIRCRAFT CLIMBED TO 10,000 FEET AND HEADED TOWARD TORONTO. AT 0658 GMT, THE FLIGHT ENGINEER OPENED THE AFT DOOR AND LOWERED THE STEPS. THE HIJACKER HAD EVERYONE ON THE AIRCRAFT IN THE COCKPIT. AT APPROXIMATELY 0753 GMT, AT A POINT APPROXIMATELY 7 MILES WEST OF KOKOMO, INDIANA, THE HIJACKER JUMPED WITH THE RANSOM. THE HIJACKER WAS CARRIED ON THE MANIFEST UNDER THE NAME OF WILSON. HE WAS DESCRIBED AS 24-27, 71 INCHES TALL, 170-175 POUNDS, DARK COMPLEXION (POSSIBLY OF SPANISH

XXX
EXTRACTION). HE WORE A DARK BROWN WIG; HOWEVER, HIS HAIR WAS BELIEVED TO
BE SHORT AND DARK. ON 26 JUNE 1972, THE PACKAGE CONTAINING THE \$500,000
AND THE SUB-MACHINE GUN WERE LOCATED IN THE PERU, INDIANA, AREA. ON
28 JUNE 1972, MARTIN JOSEPH McNALLY WAS ARRESTED IN WYANDOTTE, MICHIGAN
AND WAS TO BE CHARGED IN ST. LOUIS WITH AN ACT OF AIR PIRACY. McNALLY
WAS DESCRIBED AS W/M, DOB: 3/16/44, TRENTON, MICHIGAN. JOHN PETLIKOWSKY
REPORTEDLY ASSISTED IN McNALLY'S PREPARATION FOR THE HIJACKING AND HIS
ESCAPE AFTERWARD.

FAA COMMENT: THE HIJACKER DID NOT MEET THE PROFILE. ~~REDACTED~~

~~REDACTED~~ 3. HE WAS NOT SUB-
JECTED TO AN IDENTIFICATION CHECK AND A MAGNETOMETER WAS NOT USED IN THE
SCREENING PROCESS FOR THIS FLIGHT. THE FACT THAT THIS INDIVIDUAL WAS
ABLE TO BOARD THE AIRCRAFT WITH A LARGE WEAPON EMPHASIZES THE NEED FOR
STRONG CONSIDERATION OF POSSIBLE RESTRICTIONS AND/OR INSPECTION OF
CARRY ON BAGGAGE. //

ORIGINAL SIGNED BY
JAMES T. MURPHY

03 JUL 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: ASE-1/300/400, AHQ-10, AIA-132, TSA-62, ICAO, MOT, AP, RCMP, AAM-1, ASE-5
ASE-5:FVRAPP:sds:7/3/72

FAA
Office of Air Transportation Security

~~PSS.~~
ROUTINE

4/12/72

P.A. pls

27 June 1972

670-6-2

Fred V. Rapp

426-8698

X

06246

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

27 June 72 21012

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20036

RECEIVED IN CTS

JUL 24 1972

Noted [initials] 24/7/72

AIR LINE PILOTS ASSOCIATION
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1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

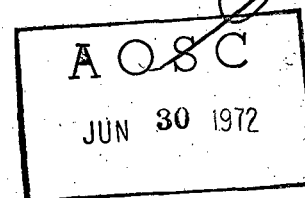
NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

Co
To note please
** PA to file*
[Signature]
12 July 72



XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 34-72

SUBJECT: SUCCESSFUL HIJACKING WESTERN AIRLINES FLIGHT #701, 2 JUNE 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A NEED-TO-KNOW BASIS ONLY:

AT APPROXIMATELY 2145GMT, 2 JUNE 1972, WESTERN AIRLINES FLIGHT #701, A B-727 CARRYING 90 PASSENGERS AND 7 CREW, WAS HIJACKED WHILE EN ROUTE FROM LOS ANGELES, CALIF., TO SEATTLE, WASHINGTON. ONE OF THE HIJACKERS HANDED A STEWARDESS TWO NOTES: ONE ADVISING HE HAD AN EXPLOSIVE DEVICE AND THE OTHER CONTAINING INSTRUCTIONS FOR THE PILOT. THE STEWARDESS AND THE HIJACKER THEN WENT TO THE COCKPIT. THIS HIJACKER, WHO WAS DRESSED IN A U.S. ARMY CAPTAIN'S UNIFORM, TOLD THE PILOT HE WAS CARRYING A BOMB AND INDICATED THAT HE HAD ACCOMPLICES IN THE CABIN AREA WHO ALSO HAD EXPLOSIVES. THE AIRCRAFT LANDED AT SEATTLE, WAS RAPIDLY REFUELED AND PER THE HIJACKERS' INSTRUCTIONS, TOOK OFF FOR SAN FRANCISCO INTERNATIONAL AIRPORT (SFO). THE HIJACKERS DEMANDED \$500,000, ANGELA DAVIS, AND FIVE PARACHUTES. PRIOR TO ARRIVAL AT SFO, THE HIJACKERS ALSO DEMANDED ANOTHER AIRCRAFT CAPABLE OF OCEAN FLIGHT BE MADE AVAILABLE AT SFO. THE DEMAND FOR ANGELA DAVIS AND THE PARACHUTES WAS NOT REPEATED.

XXX

THE PLANE LANDED AT SFO AT 0116GMT, 3 JUNE 1972, WAS REFUELED AND TOOK OFF AGAIN AT 0159GMT. IT THEN WENT INTO A HOLDING PATTERN IN THE SFO AREA AWAITING THE ARRIVAL OF THE LARGER AIRCRAFT. SHORTLY BEFORE THE ARRIVAL OF THE LARGER AIRCRAFT, A B-720, FLIGHT #701, LANDED AGAIN. THE MONEY WAS BROUGHT OUT TO THE AIRCRAFT BY A COMMISSARY TRUCK, PLACED ON THE TRUCK'S PLATFORM AND RAISED TO THE AIRCRAFT'S DOOR LEVEL. A STEWARDESS OPENED THE DOOR, TOOK THE MONEY ABOARD AND CLOSED THE DOOR. UPON ARRIVAL OF THE LARGER AIRCRAFT, IT WAS REFUELED AND PARKED NEXT TO FLIGHT #701. THE FOUR STEWARDESSES AND THREE FLIGHT CREW OF THE LARGER AIRCRAFT, DESIGNATED FLIGHT 364, LEFT THE AIRCRAFT AS DIRECTED BY THE HIJACKER AND STOOD WITH THEIR HANDS ABOVE THEIR HEADS NEXT TO THE AIRCRAFT. FORTY PASSENGERS AND ONE WESTERN AIRLINES DEADHEADING PILOT LEFT FLIGHT #701 AND BOARDED FLIGHT 364. AT THIS POINT, LAW ENFORCEMENT AND AIRLINE OFFICIALS WERE STILL UNAWARE AS TO WHICH INDIVIDUALS WERE THE HIJACKERS OR HOW MANY HIJACKERS THERE WERE. IMMEDIATELY AFTER THE PASSENGERS BOARDED, THE CREW REBOARDED AND THE AIRCRAFT TOOK OFF FOR NEW YORK AT 0425GMT. ONE OF THE HIJACKERS SAT IN THE COCKPIT HOLDING A SMALL ATTACHE CASE WITH A WIRE PROTRUDING FROM IT. HE ALSO REMAINED IN THE COCKPIT DURING THE TIME THE AIRCRAFT WAS ON THE

XXX

GROUND IN NEW YORK. AT JFK THE HIJACKER DEMANDED AND GOT A QUALIFIED NAVIGATOR AND A FULL LOAD OF FUEL. THE AIRCRAFT LANDED AT 0912GMT AND WAS REFUELED. THE NAVIGATOR BOARDED AND THE REMAINING PASSENGERS DISEMBARKED. IN APPROXIMATELY ONE HOUR AND THIRTEEN MINUTES THE AIRCRAFT TOOK OFF FOR ALGIERS, ALGERIA AT 1025GMT. ABOARD WERE FIVE FLIGHT CREW ~~AND THREE STEWARDESSES~~ AND THE HIJACKERS, WHO WERE DETERMINED TO BE ONE BLACK MALE AND ONE WHITE FEMALE. DURING THE FLIGHT TO ALGERIA, AS DURING THE FLIGHT TO NEW YORK, THE HIJACKERS SMOKED SEVERAL MARIJUANA CIGARETTES. WHILE ONE SLEPT THE OTHER TENDED THE ATTACHE CASE CONTAINING THE ALLEGED BOMB. THE AIRCRAFT LANDED AT ALGIERS AT APPROXIMATELY 1800GMT 3 JUNE 1972. THE HIJACKERS, ALONG WITH THE RANSOM, WERE TAKEN INTO CUSTODY. THE AIRLINE CREW AND AIRCRAFT WERE ALLOWED TO DEPART ALGIERS FOR MADRID AT APPROXIMATELY 2120GMT 3 JUNE 1972. THE ALGERIAN POLICE ADVISED THE CREW THAT THE ATTACHE CASE DID NOT CONTAIN A BOMB AS CLAIMED BY THE HIJACKERS. THE HIJACKERS HAD NO EXPLOSIVES OR WEAPONS. THEY HAVE BEEN IDENTIFIED AS -- 1. WILLIE ROGER HOLDER, BLACK, MALE, DATE AND PLACE OF BIRTH: 14 JUNE 1948, OAKLAND, CALIF., AND 2. CATHERINE MARIE KERKOW, WHITE, FEMALE, DATE OF BIRTH: 2 OCTOBER 1951.

XX

FAA COMMENT: HIJACKERS DID NOT MEET THE PROFILE. KERKOW PURCHASED A
TICKET FOR TRAVEL FROM SAN DIEGO, CALIF., TO SEATTLE AND RETURN.
SHE PAID FOR THE TICKET WITH A PERSONAL CHECK. THIS TICKET SHE EXCHANGED
FOR TWO ONE-WAY TICKETS FROM LOS ANGELES TO SEATTLE. THE COMPLETE CON-
OPERATION BY THE CREW AND THE COOPERATION PROVIDED THE HIJACKER BY
AIRLINE PERSONNEL MADE IT DIFFICULT FOR LAW ENFORCEMENT PERSONNEL TO TAKE
EFFECTIVE ACTION IN STOPPING THE HIJACKING OR SUBDUING THE HIJACKERS.
THIS POINTS UP THE URGENT NEED FOR INTENSIVE TRAINING OF CREWS IN
ACTIONS TO BE TAKEN IN THE EVENT OF A HIJACKING ATTEMPT AND THE MANY
PASSIVE RESISTANCE METHODS WHICH MAY BE POSSIBLE FOR THEM TO EXECUTE
SAFELY.

ORIGINAL SIGNED BY
A. L. BUTLER

27 JUN 1972

FOR JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
IA-132
TSA-62
HQ-10
AM-1
RCMP
Allied Pilots
MOT✓
SE-300/400
ASE-1(2)
ASE-5

ASE:5:FVRAPP:sds:6/27/72

000553

FAA

Office of Air Transportation Security

ROUTINE

29 June 1972

Brk 5/1/72

Fred V. Rapp

426-8698

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

30 June 72 20042

INFO: AIR TRANSPORT ASSOCIATION
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ATTN: S. YOUNG

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

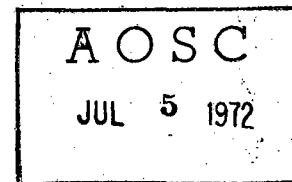
U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.



XXX

SUBJECT: CORRECTION TO FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 34-72

PLEASE REMOVE THE STATEMENT "AND THREE STEWARDESSES" FROM THE LISTING OF
THOSE ABOARD THE AIRCRAFT DURING THE FLIGHT TO ALGERIA.

ORIGINAL SIGNED BY

JAMES T. MURPHY

30 JUN 1972

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

CC:

IA-132

TSA-62

HQ-10

AM-1

RCMP

MOT

Allied Pilots

ASE-300/400

ASE-1(2)

ASE-5

ASE-5:FVRAPP:sds:6/29/72

ICAO

670-1907

FAA
Office of Air Transportation Security

ROUTINE

21 June 1972

Fred V. Rapp

426-8698

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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FEDERAL BUREAU OF INVESTIGATION
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U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALRNS-90. AC-90.

22 Jun 72 1512

Signature
for 4/7/72

CONCURRENCE
RTG. SYMBO
ASE-3
INITIALS/SIG.
JVR
DATE
21 Jun 72
RTG. SYMBO
ASE-3
INITIALS/SIG.
VR
DATE
6/6/72
RTG. SYMBO
INITIALS/SIG.
DATE
RTG. SYMBO
INITIALS/SIG.
DATE
RTG. SYMBO
INITIALS/SIG.
DATE
RTG. SYMBO
INITIALS/SIG.
DATE
RTG. SYMBO
INITIALS/SIG.
DATE
RTG. SYMBO
INITIALS/SIG.
DATE

XXX

SUBJECT: CORRECTION OF FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 29-72

REQUEST THAT THE WORD "FEDERAL" BE REMOVED FROM THE PHRASE "A FEDERAL

PRISONER UNDER ESCORT" CONTAINED IN SUBJECT SUMMARY.

ORIGINAL SIGNED BY

JAMES T. MURPHY 22 JUN 1972

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

SE-1(2)

SE-300/400

TSA-62

IA-132

HQ-10

MOT

Allied Pilots,

RCMP

ICAO

ASE-5

ASE-5:FVRAPP:sds:6/21/72

FAA
Office of Air Transportation Security

ROUTINE

15 June 1972

F. V. Rapp

426-8698

x

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NATIONAL SECURITY AGENCY
ATTN: M-5

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ATTN: MR. J. BROPHY

UNCLAS. ALRGNS-90. AC-90.

06241

15 June 72 20512
21 June 72

AOSC - Blake
Noted
24/7/72
fm 26/6



RECEIVED IN CWS

JUL 24 1972

1 3

XXX

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 31-72

SUBJECT: UNSUCCESSFUL HIJACKING VARIG AIRLINES (BRAZILIAN) 30 MAY 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW BASIS:

ON 30 MAY 1972 A LONE MALE ARMED WITH A PISTOL HIJACKED VARIG AIRLINES FLIGHT #131 AN ELECTRA TURBOPROP ENROUTE WITHIN BRAZIL FROM CURITIBA TO PORTO ALEGRE. THE AIRCRAFT RETURNED TO ITS POINT OF ORIGIN AT SAO PAULO, BRAZIL. THE HIJACKER DEMANDED AND RECEIVED \$1.5 MILLION CRUZIEROS (APPROXIMATELY 259,000 U.S. DOLLARS) AND 3 PARACHUTES. THE HIJACKER THEN ALLOWED THE 80 PASSENGERS AND 4 STEWARDESSES TO DISEMBARK.

BRAZILIAN AIR FORCE TROOPS FIRED TEAR GAS INTO THE PLANE AND BOARDED. THE HIJACKER SHOT AND KILLED HIMSELF BEFORE HE WAS SEIZED. ALTHOUGH HE HAD THREATENED TO BLOW UP THE AIRCRAFT NO BOMB WAS FOUND. HE HAS BEEN IDENTIFIED AS GRENALDO DE JESUS SILVA A BRAZILIAN CITIZEN. HIS MOTIVE WAS NOT BELIEVED TO BE POLITICAL.

ACCORDING TO A PRESS REPORT AFTER THE PASSENGERS DISEMBARKED THE FLIGHT CREW LOCKED SILVA OUT OF THE COCKPIT AND ESCAPED FROM THE AIRCRAFT. ANOTHER PRESS REPORT INDICATES SILVA

PASSED THROUGH THE SECURITY CHECK AT SAO PAULO 2

3

XXX
WITH THE PISTOL IN A HOLLOWED OUT RECORD ALBUM.

FAA COMMENT: THE ALLEGED METHOD OF SMUGGLING THE WEAPON ABOARD SHOULD
BE BROUGHT TO THE ATTENTION OF ALL AIR TRANSPORTATION SECURITY OFFICERS
FOR FURTHER TRANSMITTAL TO LAW ENFORCEMENT OFFICERS SUPPORTING THE
PASSENGER PREBOARD SCREENING PROGRAM.

ORIGINAL SIGNED BY
JAMES T. MURPHY

15 JUN 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
SE-1/300/400, AM-1
HQ-10
TSA-62
IA-132
MOT
AP
RCMP
ICAO
SE-5
SE-5: FVRAPP: jlw: 6/15/72

FAA
Office of Air Transportation Security

ROUTINE

13 June 1972

Fred V. Rapp

426-8698

X

36254

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHYT

UNCLAS. ALRGNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO.

32-72

1

3

14 June 72 2059Z

AVSC - *[Signature]*
21 June 72

Noted
24/7/72 *BM 26/6*

000561

XXX
THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW
BASIS:

SUBJECT: INCOMPLETE HIJACKING OF UNITED AIRLINE FLIGHT #239, 2 JUNE 1972
ON 2 JUNE 1972 ROBB D. HEADY, WHITE, MALE, 22 YEARS OF AGE RAN PAST
DISEMBARKING PASSENGERS AND BOARDED UNITED AIRLINES FLIGHT #239, A B-727,
AT RENO, NEVADA. ONLY THE FIVE CREWMEMBERS WERE ABOARD AT THE TIME.
HEADY WAS ARMED WITH A PISTOL, WORE A PILLOWCASE WITH EYE SLITS OVER HIS
HEAD, AND CARRIED A SPORT TYPE PARACHUTE. HE POINTED THE WEAPON AT A
STEWARDESS AND DEMANDED \$200,000. THE MONEY WAS BROUGHT TO THE AIRCRAFT
BY A WOMAN AND TAKEN ABOARD BY A STEWARDESS. THE HIJACKER, USING THE
CREW AS A SHIELD, TRANSFERRED TO ANOTHER B-727 WHEN TOLD THE ORIGINAL HAD
DEVELOPED ENGINE TROUBLE. DURING THE WAIT FOR THE MONEY AND NEW AIRCRAFT
THE HIJACKER FIRED ONE ROUND. NO ONE WAS INJURED. SHORTLY AFTER TAKEOFF,
AT APPROXIMATELY 14,000 FEET, HEADY PARACHUTED FROM THE AIRCRAFT WITH
APPROXIMATELY \$160,000 (THE REMAINDER WOULD NOT FIT IN HIS PACK) BUT
DROPPED HIS PACK ON THE WAY DOWN. HE WAS ARRESTED APPROXIMATELY FIVE
HOURS LATER NEAR WASHOE LAKE 15 MILES SOUTH OF RENO BY LOCAL POLICE AND
FBI AGENTS WHO HAD STAKED OUT HEADY'S WAITING CAR. THE MONEY WAS
RECOVERED LATER.

XXX

FAA COMMENT: THE PROFILE IS NOT APPLICABLE TO THIS INCIDENT INASMUCH AS
HEADY FORCED HIS WAY ON BOARD. IT DOES, HOWEVER, POINT UP THE CONTINUING
NEED TO BEEF UP AIRPORT PHYSICAL SECURITY TO DETER UNAUTHORIZED
INDIVIDUALS FROM GAINING ACCESS TO THE AIR SIDE AND THUS TO UNGUARDED
AIRCRAFT.

Original signed by
James M. Yohe

14 JUN 1972

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

SE-1(2)

SE-300/400

HQ-10

IA-132

TSA-62

MOT

Allied Pilots

ICAO

RCMP

SE-5

SE-5:FVRAPP:sds:6/13/72

FAA
Office of Air Transportation Security

ROUTINE

13 June 1972

Fred V. Rapp

424-3595

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELOS

NATIONAL SECURITY AGENCY
ATTN: H-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALCNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 30-72

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT
NEED-TO-KNOW BASIS:

14 June 72 2059Z
DJSC
Blake
fm 26/6
Noted
24/7/72

XXXX

SUBJECT: HIJACKING, SOUTH AFRICAN AIRLINE FLIGHT, 24 MAY 1972

ON 24 MAY 1972 SOUTH AFRICAN AIRLINE FLIGHT 0727, A B-727, WAS HIJACKED BY TWO MALE LEBANESE NATIONALS, FAUD ABU KAMILLE AND ABOU YAGHI. THE HIJACKERS CLAIMED TO HAVE EXPLOSIVES AND THREATENED TO BLOW UP THE PLANE UNLESS A LARGE RANSOM (EXACT AMOUNT UNKNOWN) WAS PAID. THE HIJACKERS REQUIRED THE AIRCRAFT WHICH WAS EN ROUTE FROM SALISBURY, RHODESIA TO JOHANNESBURG, SOUTH AFRICA TO RETURN TO SALISBURY WHERE IT WAS REFUELED AND 32 OF THE 37 PASSENGERS WERE RELEASED. THE HIJACKERS THEN DEMANDED TO BE FLIGHT TO THE MALAGASY REPUBLIC (MADAGASCAR) AND THEN TO THE SEYCHELLES ISLANDS IN THE INDIAN OCEAN. THE PILOT CONVINCED THEM THE AIRCRAFT DID NOT HAVE ENOUGH FUEL FOR THOSE DESTINATIONS, AND THEY AGREED TO GO TO BLANTYRE, MALAWI. THE AIRCRAFT WAS FOLLOWED BY A RHODESIAN AIR FORCE JET BOMBARDIER DURING THE FLIGHT TO MALAWI.

THE AIRCRAFT WITH HIJACKERS AND HOSTAGES ABOARD SPENT NIGHT OF 24 MAY PARKED OFF A RUNWAY AT CHILEKA AIRPORT, BLANTYRE, SURROUNDED BY MALAWI POLICE AND ARMY PERSONNEL AND THE AIRPORT WAS CLOSED AND SEALED OFF.

ON 25 MAY THE REMAINING 5 PASSENGERS AND 4 CREW LEFT THE AIRCRAFT AS NEGOTIATIONS WITH THE HIJACKERS WENT ON. THE HIJACKERS WERE

WENT
ALONE IN THE AIRCRAFT THROUGHOUT THE NIGHT OF 25 MAY. DURING THE EARLY
MORNING HOURS OF 26 MAY THE MALAWI SECURITY FORCES ATTACKED THE AIRLINER
AND OVERPOWERED THE HIJACKERS. ONE HIJACKER REPORTEDLY WAS SHOT AND
WOUNDED. THE HIJACKERS ALLEGEDLY HAD A CONSIDERABLE AMOUNT OF EXPLOSIVES.
THEIR MOTIVE WAS BELIEVED TO BE SOLELY FINANCIAL GAIN AND A VAGUE
PERSONAL GRIEVANCE AGAINST DIAMOND MAGBATE, HARRY OTTENHEIMER.

Original signed by
James M. Yohe

14 JUN 1972

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
SE-1(2)
SE-300/400
HQ-10
NOT
Allied Pilots
ICAO
RCMP
IA-132
TSA-62
SE-5
SE-5:EVRAFF:eds:6/13/72

670-6-2

FAA
Office of Air Transportation Security

ROUTINE

15 June 1972

06243

F. V. Rapp

426-8698

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRGNS-90. AC-90.

15 June 72 2052Z

ASEC
Blake
Bml 26/6
21 June 72

Noted
bkg.
24/7/72

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FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 33-72

SUBJECT: SUCCESSFUL HIJACKING CZECHOSLOVAK AIRLINER 8 JUNE 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW BASIS:

ON 8 JUNE 1972 A CZECHOSLOVAK AIRLINER L-410 TURBOJET WAS HIJACKED WHILE ON A SCHEDULED FLIGHT FROM MARIANSKE LAZNE (FORMERLY MARIENBAD) TO PRAGUE WITH 14 PASSENGERS, 2 CREW AND AN AIRLINE EMPLOYEE ON BOARD. ELEVEN PERSONS (7 MEN, 3 WOMEN AND ONE CHILD) OF THE 14 PASSENGERS WERE PARTIES TO THE HIJACKING PLOT BUT REPORTEDLY ONLY TWO MEN ACTIVELY PARTICIPATED IN DIVERTING THE AIRCRAFT. THE HIJACKERS ORIGINALLY WANTED TO GO TO NUREMBERG, WEST GERMANY; HOWEVER, THE PILOT WAS SHOT AND KILLED AND THE COPILOT WAS INJURED DURING A SCUFFLE. THE COPILOT LANDED THE AIRCRAFT ON A SMALL LANDING FIELD 15 MILES INSIDE WEST GERMANY NEAR WEIDEN. THE COPILOT, AIRLINE EMPLOYEE AND THREE PASSENGERS RETURNED TO CZECHOSLOVAKIA ALONG WITH THE HIJACKED AIRCRAFT ON 9 JUNE 1972. THE 11 PERSONS INVOLVED ARE IN CUSTODY OF WEST GERMAN POLICE. IT IS EXPECTED ALL WILL SEEK POLITICAL ASYLUM.

ORIGINAL SIGNED BY
JAMES T. MURPHY

15 JUN 1972

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1 2 2

cc: SE-1/300/400, HQ-10, IA-132, TSA-62, AM-1, MOT, RCMP, AP, SE-5 -
SE-5:FVRAPP:jlw:6/15/72

000568

PA pls
FAA
Office of Air Transportation Security

ROUTINE

38217

MOT

23 May 1972

W. B. Moore

426-8038

ASE
14/6
15 June

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. R. MURPHY
1809 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK DAVIS
1129 "E" STREET, N.W.
WASHINGTON, D.C. 20036

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLOW

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: H-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. ALCHEM-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO.28-72 1 4

CAS
Noted
24/7/72
542
Please note +
PA to Special Records
for File

15 June

30 MAY 12 20

DATE TIME GROUP

RECEIVED IN CAS

JUL 24 1972

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THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS:

SUBJECT: SUCCESSFUL HIJACKING, WESTERN AIRLINES FLIGHT #407, 5-6 MAY
1972

AT APPROXIMATELY 052019Z MAY 1972, WHILE NEAR BOULDER CITY, NEVADA,
WESTERN AIRLINES FLIGHT #407, A B-737 EN ROUTE FROM SALT LAKE CITY TO
LOS ANGELES CARRYING 73 PASSENGERS AND A CREW OF 6, WAS HIJACKED BY A
LONE MALE ARMED WITH A PISTOL. THE HIJACKER, TICKETED UNDER THE NAME
OF JOHN HARRIS, INITIATED THE HIJACKING BY HANDING A NOTE TO A STEWARDESS
STATING: "DEAR PILOT: THIS AIRCRAFT NOW UNDER CONTROL OF SEVERAL
HEAVILY ARMED MEMBERS OF THE ANTI-IMPERIALIST MOVEMENT. WE ORDER YOU
TO PROCEED TO HANOI VIA LOS ANGELES, HONOLULU, WAKE AND GUAM. STOP
FOR REFUELING ONLY WHEN NECESSARY. DO NOT ALLOW PASSENGERS TO LEAVE THE
AIRCRAFT AT ANY TIME. THIS HIJACKING IS ONLY THE FIRST OF A SERIES.
THE SKIES OF AMERICA WILL NOT BE SAFE AGAIN UNTIL AMERICA CEASES BOMBING
THE PEOPLE OF INDOCHINA. IF AMERICAN BOMBING IS NOT STOPPED BY 4 JULY
1972, OUR ORGANIZATION WILL EXECUTE MR. NIXON." WESTERN FLIGHT #407
LANDED AT LOS ANGELES AT 052037Z. THE HIJACKER WAS INFORMED
THAT THE B-737 DID NOT HAVE THE RANGE TO GO
TO HANOI. HE AGREED TO GO TO HAVANA. FUELING 2 4

XXX

WAS COMPLETED AND THE HIJACKER PERMITTED 11 PASSENGERS (MOTHERS WITH
SMALL CHILDREN AND ONE DIABETIC) TO LEAVE THE AIRCRAFT.

AT 060227Z, THE B-737 NOW IDENTIFIED AS WESTERN FLIGHT #208, DEPARTED
LOS ANGELES FOR DALLAS. THE HIJACKER REMAINED SEATED IN THE TOURIST
SECTION. HE DID NOT HOLD ANYONE HOSTAGE AND SEEMED UNCONCERNED ABOUT
AIR/GROUND COMMUNICATIONS. WA #208 LANDED AT DALLAS AT 060317Z. FOOD
WAS TAKEN ON FOR THE PASSENGERS AND CREW AND THE AIRCRAFT WAS REFUELED.
AT 060730Z THE HIJACKER ALLOWED A FRESH CREW (3 CABIN AND 3 STEWARDESSES)
TO BE EXCHANGED FOR THE OLD. NO PASSENGERS WERE ALLOWED TO DEPLANE.
WA #208 DEPARTED DALLAS AT 060747Z AND ARRIVED AT TAMPA AT 060955Z.
THE AIRCRAFT WAS REFUELED AGAIN. THE PASSENGERS WERE NOT ALLOWED TO
DEPLANE AND THE HIJACKER, BY THEN CORRECTLY IDENTIFIED AS MICHAEL L.
HANSEN, REFUSED TO CONVERSE WITH HIS PARENTS.

WA #208 DEPARTED TAMPA AT 061038Z AND ARRIVED AT HAVANA AT 061120Z WHERE
THE HIJACKER WAS TAKEN INTO CUSTODY BY CUBAN AUTHORITIES.

WA #208 DEPARTED HAVANA AT 061349Z AND ARRIVED AT MIAMI AT 061646Z.

FAA COMMENTS HANSEN IS A WHITE MALE, EARLY 20'S. HE ALLEGEDLY STATED
THAT HE WAS TO HAVE BEEN INDUCTED INTO MILITARY SERVICE ON
5 MAY 1972 AND THAT HE HAD RECEIVED 6 PRIOR

XIX

INSPECTION NOTICES. HE BELIEVED THAT FLIGHT 0407 WAS A B-747 WHICH HE
KNEW COULD HAVE TAKEN HIM TO HANOI. HANSEN MET THE PROFILE AND WAS
DESIGNATED AS A SELECTEE. HE WAS ASKED TO FURNISH IDENTITY DOCUMENTS.
HE STATED THAT HE HAD NONE WITH HIM BUT THAT THE AIRLINE COULD CALL
HIS MOTHER AFTER 1930 AND SHE WOULD VERIFY HIS IDENTITY. HANSEN'S
CARRYON LUGGAGE CONSISTING OF A PORTABLE STEREO AND A SHAVING KIT
WAS SEARCHED BY AIRLINE PERSONNEL. THIS SEARCH FAILED TO UNCOVER A
.22 CALIBER PISTOL THE HIJACKER HAD CONCEALED IN A HOLLOWED-OUT BOOK.
ALTHOUGH A METAL DETECTION DEVICE WAS AVAILABLE, IT WAS LOCATED AT
ANOTHER GATE AND NEITHER THE HIJACKER NOR HIS PERSONAL ARTICLES WAS
PROCESSED THROUGH IT. THE FAA MESSAGE OF 1 FEBRUARY 1972 CONCERNING
REQUIRED PREBOARD PASSENGER SCREENING PROCEDURES STATES, IN PART,
"PERSONS MEETING THE PROFILE CRITERIA WHO CANNOT ADEQUATELY IDENTIFY
THEMSELVES WILL BE DENIED BOARDING BY THE CARRIERS."

ORIGINAL SIGNED BY 30 MAY 1972
JAMES T. MURPHY

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
SE-1, 5, SE-300/400, HQ-10, IA-132, TSA-62, ICAO, MOT, AP, RCMP, AM-1
SE-5:WUDORE:JLM:5/26/72

670-6.2

M87

FAA
Office of Air Transportation Security

ROUTINE

RECEIVED IN CAS

22 May 1972

MAY 30 1972

W. D. Moore

426-8038

K

24 May 72 1346Z

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
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1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRGNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO.27-72

1

6

① A/AOSC noted
② CAS. Noted HRP 31/5/72
Please return to
AOSC - P.S. for
me to note
30 May 72
Noted 5/6/72

000573

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THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS:

SUBJECT: SUCCESSFUL HIJACKING/EXTORTION, EASTERN AIRLINES FLIGHT #175,

5-6 MAY 1972

EASTERN AIRLINES FLIGHT #175, A B-727 CARRYING 49 PASSENGERS AND A CREW OF 6, WAS HIJACKED AT 051400Z MAY 1972 BY A LONE MALE SHORTLY AFTER DEPARTURE FROM ALLENTOWN, PA., EN ROUTE TO WASHINGTON, D.C. (DCA). THE HIJACKER, A MIDDLE-AGED WHITE MALE, TICKETED AS GEORGE AMES, WAS ARMED WITH A MAGNUM PISTOL AND AN ALLEGED BOMB IN A BRIEFCASE. HE HANDED A LIST OF HIS DEMANDS TO A STEWARDESS AND INSTRUCTED HER TO PASS THEM TO THE CAPTAIN. HIS DEMANDS INCLUDED: \$303,000 IN THE FOLLOWING DENOMINATIONS: ONE HUNDRED \$1,000 BILLS, TWO HUNDRED \$500 BILLS, ONE THOUSAND \$100 BILLS AND ONE HUNDRED AND FIFTY \$20 BILLS; 6 PARACHUTES; 2 JUMPSUITS (1 MEDIUM, 1 LARGE); 2 CRASH HELMETS; 2 PAIRS OF GOGGLES; 2 BUSH KNIVES; FOOD AND BEVERAGE TO LAST UNTIL MIDNIGHT; AND 2 CARTONS OF BENSON AND HEDGES CIGARETTES.

AFTER ORBITTING IN THE VICINITY OF WESTMINSTER, MARYLAND, FOR A WHILE THE FLIGHT WAS DIVERTED TO DULLES AIRPORT WHERE IT LANDED AT 051516Z.

End advertisement

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THE AIRCRAFT WAS REFUELED, \$303,000 IN MISCELLANEOUS DENOMINATIONS WERE GIVEN TO THE HIJACKER, THE PASSENGERS AND ONE STEWARDESS WERE DEPLANED AND SUBSTITUTION FOR THE FLIGHT ENGINEER AND A STEWARDESS PERMITTED. THE OFFER OF DISGUISED FEMALE SKY MARSHALS WAS DECLINED.

EASTERN FLIGHT #175 DEPARTED DULLES AT 051749Z WITH INSTRUCTIONS TO PROCEED TO NEW ORLEANS. AT 051801Z THE CAPTAIN ADVISED THAT EASTERN FLIGHT #175 WAS RETURNING TO DULLES BECAUSE THE HIJACKER WAS NOT SATISFIED WITH THE DENOMINATIONS OF THE MONIES RECEIVED. THE HIJACKER INSISTED ON THE DENOMINATIONS SPECIFIED IN HIS ORIGINAL DEMAND. THE HIJACKER ELECTED TO HAVE THE AIRCRAFT ORBIT OVER HERNDON, VIRGINIA, UNTIL THE NEW MONEY WAS GATHERED SINCE HE FELT SAFER IN THE AIR.

THE DEMANDED DENOMINATIONS WERE GATHERED IN NEW YORK CITY, MIAMI AND RICHMOND AND FLOWN BY EASTERN TO DULLES. IN ADDITION, THE HIJACKER DEMANDED A COPY OF THE WASHINGTON STAR AND 6 BENZEDRINE TABLETS. EASTERN FLIGHT #175 LANDED AT DULLES AT 052309Z. THE BENZEDRINE TABLETS AND A DOCTORED EDITION OF THE STAR WERE PROVIDED TO THE HIJACKER, MONEY WAS EXCHANGED, THE AIRCRAFT REFUELED, AND A STEWARDESS WAS PERMITTED TO DEPLANE. THE FLIGHT DEPARTED DULLES AGAIN AT 060010Z FOR NEW ORLEANS.

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THE FLIGHT LANDED AT NEW ORLEANS AT 060145Z. THE HIJACKER PERMITTED REFUELING ALLOWING ONLY ONE PERSON AND/OR VEHICLE TO APPROACH THE AIRCRAFT AT ANY ONE TIME. WHEN INFORMED THAT THERE WAS A HYDRAULIC PROBLEM WITH THE AIRCRAFT, THE HIJACKER DEMANDED THAT ANOTHER AIRCRAFT BE BROUGHT OUT. THIS DEMAND WAS MET AND A NEW B-727 WAS PARKED TAIL-TO-TAIL WITH THE ORIGINAL B-727. THE HIJACKER TIED A NYLON CORD AROUND THE WAIST OF THE CAPTAIN AND SECURED THE OTHER END TO HIS OWN WRIST, COCKED HIS PISTOL AND INSISTED THAT IF ANYTHING WENT WRONG SOMEONE WOULD BE SHOT. SURROUNDED BY THE CREW, HE TRANSFERRED TO THE NEW B-727 USING THE AFT STAIRS OF BOTH AIRCRAFT. THE FLIGHT, NOW IDENTIFIED AS EASTERN #105 DEPARTED NEW ORLEANS AT 060712Z AND PROCEEDED TOWARD MOBILE. EN ROUTE THE HIJACKER CALLED THE CAPTAIN TO THE REAR OF THE AIRCRAFT, DISPLAYED A MAP OF CENTRAL AMERICA AND POINTED OUT THE AREA WHERE HE INTENDED TO JUMP. HE MARKED A MAP FOR THE CAPTAIN AND STATED HE WISHED TO BE INFORMED WHEN THE AIRCRAFT WAS ABEAM OF MERIDA, MEXICO. HE FURTHER REQUESTED THAT THE AIRCRAFT FLY AT A SLOW SPEED AND AT AN ALTITUDE OF 3,000 FEET. PRIOR TO JUMPING HE STATED THAT THREE BEACONS ON THE PARACHUTES WOULD HELP HIS COLLABORATORS LOCATE HIM. HE REQUESTED THAT THE SECOND OFFICER HOLD THE REAR EXIT DOOR OPEN. AT 061005Z HE PARACHUTED FROM THE REAR EXIT

XXX

BY WALKING OFF IT BACKWARDS IN THE VICINITY OF THE VILLAGE OF LA LIMA, HONDURAS IN A VERY HEAVILY JUNGLED AREA. THE FLIGHT CONTINUED TO AND LANDED AT MERIDA, MEXICO, AT 061057Z. THE CREW RESTED AND RETURNED TO MIAMI AS EASTERN FLIGHT #7830 AT 062037Z.

FAA COMMENT: THE HIJACKER ALLEGEDLY IS INTIMATELY ACQUAINTED WITH CENTRAL AMERICA AND SPEAKS SPANISH FLUENTLY. THE EXTORTION MONEY SUPPOSEDLY IS TO BE USED BY SOME SORT OF ANTI-HONDURAN GOVERNMENT GROUP FOR THE PURCHASE OF ARMS AND SUPPLIES. THE HIJACKER PURCHASED HIS ONE-WAY TICKET FOR CASH AT THE AMERICAN AIRLINES TICKET OFFICE, HOTEL ASTOR, NEW YORK CITY ON 2 MAY 1972. HE DEPARTED NEW YORK (NEWARK) ON SUBURBAN AIRLINES FLIGHT #175 AT 022215Z MAY 1972. SUBURBAN AIRLINES IS A COMMUTER AIR CARRIER AND NO PASSENGER SCREENING WAS IN EFFECT. THE HIJACKER ARRIVED IN ALLENTOWN, PA., AND REMAINED AT THE AMERICUS HOTEL UNTIL 5 MAY 1972. ON THE AFTERNOON OF 4 MAY 1972 HE WENT TO THE TRAVEL AGENCY AFFILIATED WITH HESS BROTHERS DEPARTMENT STORE AND HAD THE OPEN PORTION OF HIS TICKET VALIDATED BY MAKING A RESERVATION FOR EASTERN FLIGHT #175 TO WASHINGTON.

THE FAA MESSAGE OF 18 FEBRUARY 1972 STATES. IN ESSENCE, THAT A PASSENGER WHO OTHERWISE IS CLASSIFIED AS A SELECTEE SHOULD BE PROCESSED AS A SELECTEE A 5 6

XXX

EVEN THOUGH HIS TICKET INCLUDES SCHEDULED STOPS PRIOR TO HIS SCHEDULED DESTINATION.

THE HIJACKER, THUS, SHOULD HAVE BEEN DESIGNATED AS A SELECTEE BY EASTERN AND SUBJECTED TO AN IDENTIFICATION CHECK UNDER PROFILE SCREENING PROCEDURE. THIS WAS NOT ACCOMPLISHED. THE HIJACKER HAS NOT BEEN IDENTIFIED.

Original signed by
James M. Yohe

24 MAY 1972

JAMES M. YOHE
DEPUTY DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
SE-1
SE-300/400
SE-5
HQ-10
IA-132
TSA-62
SE-5:WDMOORE:jlw:5/23/72

670-6.2

MOT

FAA

Office of Air Transportation Security

ROUTINE

RECEIVED IN CAS

MAY 30 1972

23 May 1972

Fred F. Rapp

424-5695

*

24 May 72 1852Z

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
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1329 2ND STREET, N.W.
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CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLOW

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (19)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: H-5

WHITE HOUSE SITUATION ROOM

U.S. MARSHALS SERVICE
ATTN: MR. J. BROPHY

UNCLAS. AIRCNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO.29-72 1

3

① A/AOSC noted
② CAB noted HRS.
31/5/72

Please return to
AOSC - P+S. for
McIntosh to note.

30 May 72
Noted Bm
5/6/72

XX

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW BASIS:

SUBJECT: INCOMPLETE HIJACKING OF DAL 8855, 7 APRIL 1972

ON 7 APRIL 1972, DAL 8855, A B-727 EN ROUTE FROM DENVER TO LOS ANGELES WITH 81 PASSENGERS, 4 DAL EMPLOYEE PASSENGERS AND 6 CREW WAS HIJACKED. THE HIJACKER, USING THE NAME J. JOHNSON, A WHITE MALE, EARLY 30s, APPROXIMATELY 5'10" TALL AND WEIGHING APPROXIMATELY 160 LBS., DISPLAYED A GUN AND CLAIMED TO HAVE A HANDGRENADE AND EXPLOSIVES. HE ISSUED EXPLICIT INSTRUCTIONS AND DEMANDS TO THE PILOT THROUGH A SERIES OF DETAILED LETTERS AND NOTES HANDED TO A STEWARDESS. AN ENVELOPE CONTAINING ONE OF THE LETTERS ALSO CONTAINED A HANDGRENADE PIN. THE AIRCRAFT WAS DIVERTED TO SAN FRANCISCO WHERE IT LANDED AT 1616 PST. PER THE HIJACKER'S INSTRUCTIONS, \$500,000, FOUR PARACHUTES (TWO SPORT AND TWO CHIST MOUNTED RESERVE) AND TWO ALTIMETERS WERE DELIVERED TO THE AIRCRAFT AND THE AIRCRAFT WAS REFUELED. A FEDERAL PRISONER UNDER ESCORT AND A DAL EMPLOYEE PASSENGER WERE UTILIZED BY THE HIJACKER TO BRING THE MONEY AND EQUIPMENT ABOARD. THE PASSENGERS AND ONE STEWARDESS WERE THEN ALLOWED TO DEFLATE. FOLLOWING TAKEOFF AT 1937 PST, THE HIJACKER ISSUED SEVERAL SPECIFIC COURSE CHANGES AND FLIGHT INSTRUCTIONS, INCLUDING ELEVATION 2

TYPE

OF 16,000 FEET AND 190 KNOT AIR SPEED. AFTER TAKEOFF THE STEWARDESSES WERE REQUIRED TO JOIN THE FLIGHT CREW IN THE COCKPIT. THE HIJACKER COVERED THE COCKPIT PREP HOLE. OVER MILFORD, UTAH, AT APPROXIMATELY 2040 FT HE LOCKED THE AFT ENTRY DOOR. FOLLOWING THIS HE THREW OUT ONE OR MORE OF THE PARACHUTES WITH DEEPERS ROSE TO DECEIVE TRAILING AIRCRAFT. AT APPROXIMATELY 2212 FT IN THE VICINITY OF PROVO, UTAH, THE HIJACKER PARACHUTED FROM THE AIRCRAFT.

ON 9 APRIL 1972, THE FBI ARRESTED RICHARD FLOYD MCCOY, JR., AT HIS RESIDENCE IN PROVO, UTAH, AND RECOVERED \$495,570 OF THE EARSON AND ADDITIONAL ITEMS WHICH INCLUDED A HANDGRENADE, A PISTOL AND A PARACHUTE.

FAA COMMENT: MCCOY, USING THE NAME J. JOHNSON, MET THE PROFILE; HOWEVER,

DUE TO THE PRESS OF BUSINESS CAL PERSONNEL FAILED TO COMPLY WITH THE PASSENGER SCREENING REQUIREMENTS OF PART 121.539 FEDERAL AVIATION REGULATION.

Original signed by
James M. Yohe

24 MAY 1972

JAMES M. YOHE
DEPUTY DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

CC: SE-1, SE-300/400, HQ-10, HET, Allied Pilots, ICAO, RCMP,
IA-132, TEA-62, SE-5 - SE-8: FURAPP: jlw: 5/23/72

670-6-2

~~SECRET~~ MOI

FAA
Office of Air Transportation Security

ROUTINE

12 May 1972

W. D. Moore

426-8038

x

15 May 72 1706 Z

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 25-72

SUBJECT: HIJACKING, SWISSAIR FLIGHT #SE-610,
17 APRIL 1972

FAA Form 1360-14 7-72

OFFICIAL FILE COPY

CONCURRENCES
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 5/12/72
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 5/12/72
RTG. SYMBOL SE-2
INITIALS/SIG. M
DATE 5/13/72
RTG. SYMBOL
INITIALS/SIG.
DATE
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RTG. SYMBOL
INITIALS/SIG.
DATE

RECEIVED IN CAS

MAY 24 1972

AOSC
MAY 23 1972
23 May 72

000582

XXX
ON 17 APRIL 1972, SWISSAIR FLIGHT #SR-610, A DC-9, EN ROUTE FROM
GENEVA TO ROME WITH 20508 WAS HIJACKED BY A U.S. CITIZEN MARIO V. MAIMONE,
DPOB: 21 APRIL 1942, NEW YORK, NEW YORK. THE FLIGHT WAS DIVERTED FROM
FIUMICINO AIRPORT TO CIAMPINO AIRPORT. THE HIJACKER THREATENED TO BLOW
UP THE AIRCRAFT WITH AN ALLEGED EXPLOSIVE CONTAINED IN A BOX. MAIMONE
FURTHER DEMANDED TO HAVE AN INTERVIEW WITH THE POPE AND THE U.S. AMBASSA-
DOR AT CIAMPINO AIRPORT. HE CLAIMED TO BE THE "REINCARNATION OF JESUS
CHRIST SUPERSTAR." A USAF LIAISON OFFICER BOARDED THE AIRCRAFT AND
SPOKE WITH MAIMONE WHO APPARENTLY MISTOOK THE OFFICER FOR A REPRESENTA-
TIVE OF THE U.S. AMBASSADOR. POLICE SURROUNDED THE AIRCRAFT AND ARRESTED
MAIMONE WITHOUT A STRUGGLE. THE ALLEGED EXPLOSIVE WAS/BOX CONTAINING
ONLY CIGARS. MAIMONE WAS PREVIOUSLY ARRESTED IN ITALY ON 7 FEBRUARY 1972
FOR SWINDLING AND HAS BEEN ORDERED TO RECEIVE PSYCHIATRIC TREATMENT
IN ITALY ON AT LEAST TWO RECENT OCCASIONS.

ORIGINAL SIGNED BY
JAMES T. MURPHY

15 MAY 1972

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: HQ-10, AM-1, IA-132, TSA-62, U.S. Marshals, RCMP, MOT, Allied Pilots;
SE-300/400 - SE-5:WDMOORE:jlw:5/12/72

670-6-2 M01

FAA
Office of Air Transportation Security

ROUTINE

8 May 1972

W. D. Moore

426-8038

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20036

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1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS, AIRGNS-90, AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 22-72

SUBJECT: UNSUCCESSFUL HIJACKING ATTEMPT,

AIR ALASKA FLIGHT #1861, 17 APRIL 1972

FAA Form 1360-14 7-77

OFFICIAL FILE COPY

CONCURRENCES
RTG. SYMBOL SE-5
INITIALS/SIG. E
DATE 5/8/72
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 5/12/72
RTG. SYMBOL
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INITIALS/SIG.
DATE

RECEIVED IN CAS

MAY 24 1972

9 May 72 19282
① ASE 19 May 72
② CAS 24/5/72

000584

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THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW BASIS:

ON 17 APRIL 1972, AIR ALASKA FLIGHT #1861 WAS BOARDING PASSENGERS JUST PRIOR TO A SCHEDULED 0700 PST DEPARTURE FOR ANNETTE ISLAND, KETCHIKAN, SITKA AND JUNEAU, ALASKA. AT 0657 PST, KENNETH L. SMITH, BLACK MALE, DPOB: 17 FEBRUARY 1945, PORTLAND, OREGON, FORCED HIS WAY ON BOARD AFTER TELLING THE BOARDING AGENTS THAT HE HAD A GUN TRAINED ON A BOARDING PASSENGER AND THAT HE WOULD KILL THE PASSENGER IF HE WERE NOT ALLOWED ON THE FLIGHT. SHORTLY THEREAFTER, SEATAC AIRPORT POLICE OFFICERS BOARDED THE AIRCRAFT AND ARRESTED SMITH WHO WAS SITTING WITH HIS HOSTAGE IN THE FIRST CLASS SECTION. SMITH ADMITTED THREATENING HIS HOSTAGE'S LIFE FOR THE PURPOSE OF GAINING ENTRY TO THE AIRCRAFT SINCE HE DID NOT HAVE A TICKET. HE STATED THAT HE WANTED TO GET OUT OF THE COUNTRY SINCE HE FELT THE END OF THE WORLD WAS IMMINENT AND THAT HE WANTED TO GO TO CAIRO, EGYPT. SMITH WAS UNARMED.

FAA COMMENT: THE PROFILE IS NOT APPLICABLE TO THIS INCIDENT SINCE SMITH HAD NO TICKET AND HE FORCED HIS WAY ON BOARD. ON 17 APRIL 1972, THE ASSISTANT U.S. ATTORNEY IN SEATTLE AUTHORIZED FILING A COMPLAINT CHARGING SMITH WITH VIOLATING THE

XX

AIR PIRACY STATUTES.

ORIGINAL SIGNED BY
JAMES T. MURPHY

9 MAY 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

HQ-10

TSA-62

IA-132

SE-300/400

SE-1

SE-5

U.S. Marshals

RCMP

ICAO

Ministry of Transport

Allied Pilots

SE-5:WDMOORE:jlw:5/8/72

670-6.2

MOT

FAA
Office of Air Transportation Security

ROUTINE

12 May 1972

W. D. Moore

426-8038

x

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. H. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 23-72

SUBJECT: HIJACKING, TURKISH AIRLINES FLIGHT
111, 3 MAY 1972

1

2

CONCURRENCES
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 5/12/72
RTG. SYMBOL SE-5
INITIALS/SIG. ZK
DATE 12/14/72
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

12 May 72 2102Z

① ASC 19 May 72

② CAS 24/5/72

RECEIVED IN CAS

MAY 24 1972

XXX

ON 3 MAY 1972, TURKISH AIRLINES FLIGHT #111, A DC-9 CARRYING 61 PASSENGER AND A CREW OF SIX, EN ROUTE FROM ANKARA TO ISTANBUL, TURKEY, WAS HIJACKED TO SOFIA, BULGARIA BY FOUR TURKISH STUDENTS ARMED WITH PISTOLS AND HANDGRENADES. THE HIJACKER CLAIMED TO BE MEMBERS OF THE SO-CALLED TURKISH PEOPLE'S LIBERATION ARMY (TPLA) AND DEMANDED POLITICAL ASYLUM AND THE RELEASE OF SIX MEMBERS OF THE TPLA WHO HAD BEEN CONVICTED RECENTLY IN TURKEY OF TERRORIST ACTS. TWO STEWARDESSES WERE ALLOWED TO DEPLANE AT SOFIA WITH SIX PASSENGERS NEEDING MEDICAL CARE. HOWEVER, ALL BUT ONE PASSENGER WHO SUFFERED A HEART ATTACK SUBSEQUENTLY REBOARDED. THE TURKISH GOVERNMENT REFUSED TO MEET THE HIJACKERS' DEMANDS BUT ACCEPTED THAT THE HIJACKERS BE GRANTED POLITICAL ASYLUM IN BULGARIA PROVIDED THE PASSENGERS, CREW AND AIRCRAFT WERE RETURNED UNHARMED. THE HIJACKERS FREED THE PASSENGERS AND CREW ON THE AFTERNOON OF 4 MAY. NONE HAD BEEN HARMED. THE HIJACKERS WERE GIVEN POLITICAL ASYLUM BY THE BULGARIANS.

ORIGINAL SIGNED BY 12 MAY 1972
JAMES T. MURPHY

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: AM-1, HQ-10, TSA-62, IA-132, SE-300/400, SE-1
SE-5, U.S. Marshals, RCMP, ICAO, Ministry of Transport, Allied Pilots
SE-5:WDMOORE:jlw:5/12/72 2 2

000588

670-6-2 1107

FAA
Office of Air Transportation Security

ROUTINE

8 May 1972

W. D. Moore

426-8038

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-90. AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 21-72

SUBJECT: INCOMPLETE HIJACKING, DELTA FLIGHT
#952, 17 APRIL 1972

FAA Form 1360-14 5-67

OFFICIAL FILE COPY

CONCURRENCES
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 5/8/72
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 8/14/72
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
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DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

9 May 72 19282

① AOSC 19 May
② CAS HRT 24/5/72

RECEIVED IN CAB

MAY 8 4 1972

XXXX *following*
THE ~~FOUR~~ INFORMATION SHOULD BE DISSEMINATED ON STRICT NEED-TO-KNOW

BASIS:

DELTA AIRLINES FLIGHT #952 DEPARTED WEST PALM BEACH, FLORIDA, AT 1321 EST, 17 APRIL 1972 EN ROUTE, NON-STOP, TO CHICAGO (ORD). SHORTLY AFTER TAKE OFF, WILLIAM H. GREENE III, WHITE MALE, DPOB: 15 AUGUST 1941, BEREIA, OHIO, PASSED A NOTE TO THE STEWARDESS WHICH STATED HE HAD A GUN AND DEMANDED \$500,000 IN BILLS OF SMALL DENOMINATIONS AS WELL AS THAT THE AIRCRAFT BE REFUELED AT CHICAGO FOR CONTINUED PASSAGE FOR HIMSELF TO NASSAU, BAHAMAS. DELTA FLIGHT #952 LANDED AT ORD AT 1554 EST AND PARKED IN A REMOTE AREA. THE HIJACKER ALLOWED THE 85 PASSENGERS TO DEPLANE AT 1643 EST, BUT RETAINED THE 6 CREW ON BOARD. AT 1647, GREENE DEPLANED WITH THE FLIGHT'S FIRST OFFICER AND WAS TAKEN INTO CUSTODY BY FBI AGENTS. HE WAS UNARMED AND READILY ADMITTED THAT HE HAD ATTEMPTED TO HIJACK THE AIRCRAFT SOLELY BECAUSE OF THE NEED FOR MONEY.

FAA COMMENT: GREENE DID NOT MEET THE PROFILE. HE PURCHASED A STANDBY, ONE-WAY TICKET WITH HIS BANK AMERICA CREDIT CARD. ON 18 APRIL 1972, GREENE WAS INDICTED BY A FEDERAL GRAND JURY IN CHICAGO AND CHARGED WITH AIR PIRACY AND INTERFERING WITH

XXX

THE CREW.

ORIGINAL SIGNED BY

JAMES T. MURPHY

9 MAY 1972

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

HQ-10

TSA-62

IA-132

SE-300/400

SE-1

SE-5

U.S. Marshals

RCMP

ICAO

Ministry of Transport

Allied Pilots

SE-5:WDMOORE:jlw:5/8/72

670-6-2

MOT

FAA
Office of Air Transportation Security

ROUTINE

12 May 1972

W. D. Moore

426-8038

X

ALL REGIONAL DIRECTORS

DIRECTOR, AERONAUTICAL CENTER

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DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90. AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 24-72

SUBJECT: HIJACKING, SLOVAIR (CZECHOSLOVAKIA)

CONCURRENCES
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 5/12/72
RTG. SYMBOL SE-5
INITIALS/SIG. [Signature]
DATE 12 May 72
RTG. SYMBOL
INITIALS/SIG.
DATE 19 May 72
RTG. SYMBOL
INITIALS/SIG.
DATE 24/5/72
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

① AOST 19 May 72
22 CAS

RECEIVED IN CAS

MAY 24 1972

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FLIGHT, 18 APRIL 1972

ON 18 APRIL 1972, A SMOVAIR FLIGHT, AN L-410, EN ROUTE FROM PRAGUE TO MARIENBAD (MARIANSKI LAZNE), CZECHOSLOVAKIA, WAS HIJACKED BY TWO CZECH MALE NATIONALS, KAREL DOLEZAL AND ANTONIN LERCH, AND LANDED AT NUREMBERG AIRPORT, FEDERAL REPUBLIC OF GERMANY (FRG). THE HIJACKERS WERE ARMED WITH THREE PISTOLS, A KNIFE AND AN EXPLOSIVE DEVICE. THE COPILOT RECEIVED A BULLET WOUND IN THE UPPER ARM WHICH WAS TREATED BY A GERMAN DOCTOR. UPON ARRIVAL AT NUREMBERG THE HIJACKERS TURNED THEIR WEAPONS OVER TO THE GERMAN POLICE, CONFESSED THEIR ACTIONS AND REQUESTED POLITICAL ASYLUM.

CZECH AUTHORITIES SENT A PILOT AND MECHANIC TO NUREMBERG AND FLEW THE AIRCRAFT, ITS SEVEN PASSENGERS AND TWO CREW BACK THE SAME DAY. IN THE ABSENCE OF AN EXTRADITION TREATY BETWEEN CZECHOSLOVAKIA AND THE FRG, A CZECH REQUEST TO RETURN THE HIJACKERS WAS TURNED DOWN. THE HIJACKERS REMAIN IN CUSTODY PENDING TRIAL UNDER GERMAN LAW ON CHARGES OF ATTEMPTED MURDER AND PERHAPS OTHER CHARGES.

ORIGINAL SIGNED BY
JAMES T. MURPHY

12 MAY 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: AM-1, HQ-10, TSA-62, IA-132, SE-300/400, SE-1, SE-5, U.S. Marshals,
RCMP, MOT, Allied Pilots:WDMOORE:SE-5:jlw: 2 2
5/12/72

000593

670-6-2

File

FAA
Office of Air Transportation Security

ROUTINE

26 April 1972

V. D. Moore

436-3838

20 APR 20 14Z

DATE TIME GROUP

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AIRCRAFTUAL CENTER

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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LINDEN

DEPARTMENT OF STATE (E/CA/297)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECURE SERVICE (ID)

TREASURY DEPARTMENT (ASST)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: H-1

WHITE HOUSE SITUATION ROOM

DECLAS. AIRCRAFT-90 (EXCEPT GL) 6C-90

FAA AIR TRANSPORTATION SECURITY BUREAU NO. 20-72

SUBJECT: INCOMPLETE HIJACKING, FRONTIER
AIRLINES FLIGHT 691, 13 APRIL 1972

① Assoc. P+S
② CAS HRS.
11 May 72
Bm

RECEIVED IN CAS

MAY 12 1972

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ON 13 APRIL 1972, FRONTIER AIRLINES FLIGHT #91, A B-737, WITH 26 PASSENGERS, ONE "TEAMLEADER" AND SIX CREW, DEPARTED ALBUQUERQUE AT 0910 PST FOR PHOENIX, ARIZONA. AT 0917 PST, PASSENGER RICARDO CHAVEZ-CORTIZ REMOVED A HANDGUN FROM HIS CARRY-ON BAG, GRABBED A STEWARDESS AND MARCHED HER TO THE COCKPIT WITH THE GUN IN HER BACK. HE FORCED HER TO KNOCK ON THE LOCKED COCKPIT DOOR. THE DOOR WAS OPENED AND CHAVEZ FORCED HIS WAY IN, GRABBED THE SECOND OFFICER AROUND THE CHEST AND, WITH THE GUN IN HIS BACK, ORDERED THE FLIGHT TO LOS ANGELES.

CHAVEZ DEMANDED TO BE MET BY LOS ANGELES POLICE DEPARTMENT DETECTIVE ECTOR GARCIA AND THAT HE BE AFFORDED TWO HOURS OF RADIO AND TV TIME TO AIR HIS GRIEVANCES. HE SAID THAT IF HIS DEMANDS WERE MET, HE WOULD THEN SURRENDER, BUT IF ANY ATTEMPT WERE MADE TO CAPTURE HIM HE WOULD FORCE THE AIRCRAFT TO FLY TO MEXICO.

FLIGHT #91 LANDED AT LAX AT 1015 PST AND TAXIED TO A SECURE AREA. A TV CAMERAMAN AND A REPORTER, BOTH REPRESENTING SPANISH-SPEAKING STATIONS IN LOS ANGELES, WERE BROUGHT TO THE AIRCRAFT AND BOARDED. CHAVEZ THEN ALLOWED THE PASSENGERS TO DEPLANE.

CHAVEZ THEN REMAINED FOR ABOUT 45 MINUTES IN THE AIRCRAFT.

SPANISH ABOUT THE BAD CONDITIONS HE AND HIS FAMILY HAD HAD TO ENDURE.
HE DERIDED THE U.S. AND WHAT WAS BEING DONE TO THE MEXICAN PEOPLE. HE
SPOKE IN A HIGHLY NERVOUS AND AGITATED MANNER.

AFTER 45 MINUTES CHAVEZ WAS TOLD THAT HIS TIME WAS UP. AT 1535 PST
CHAVEZ UNLOADED HIS PISTOL AND THREW IT OVER TO THE CAPTAIN. HE THEN
EXITED THE AIRCRAFT AND WAS TAKEN INTO CUSTODY BY THE FBI.

FBI COMMENT: CHAVEZ MET THE PROFILE. HE HAS A HISTORY OF MENTAL
INSTABILITY AND WAS DESCRIBED BY A PSYCHIATRIST WHO HAD TREATED HIM AS
CAPABLE OF THE MOST VIOLENT ACTIONS. CHAVEZ WAS ARRESTED ON 13 APRIL
1972 ON AIR PIRACY CHARGES. ON 17 APRIL 1972 HE WAS RELEASED ON \$15,000

BAIL, PUT UP, IN PART, BY MEXICAN-AMERICANS IN LOS ANGELES.

The above information should be disseminated on a strict need-to-know basis.

Original signed by

James M. Yohe

28 APR 1972

FOR JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION. SE-1

CC:

AM-1

HQ-10

TSA-62

IA-132

SE-300/400

SE-1

SE-5

U.S. Marshall

RCHP

ICAO

Ministry of Transport, Allied Pilots: SE-3. WMOORE: jlw: 4/26/72

000596

670-6-2

File

FAA
Office of Air Transportation Security

ROUTINE

26 April 1972

N. D. Moore

426-2030

20 APR 20 14Z

DATE TIME GROUP

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

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CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDWIG

DEPARTMENT OF STATE (E/OA/OPS)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (IO)

TREASURY DEPARTMENT (ASSTG)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-3

WHITE HOUSE SITUATION ROOM

DECLAS. AIRCRAFT-90 (EXCEPT GL) 60-90

FAA AIR TRANSPORTATION SECURITY BUREAU NO. 20-72

SUBJECT: INCOMPLETE REJACKETING, FRONTIER
AIRLINES FLIGHT 691, 13 APRIL 1972

① Acc P+S
② CAS HRS

RECEIVED IN CAS

MAY 12 1972

XX

ON 12 APRIL 1972, FRONTIER AIRLINES FLIGHT #91, A B-737, WITH 26 PASSENGERS, ONE "DEADHEAD" AND SIX CREW, DEPARTED ALBUQUERQUE AT 0910 PST FOR PHOENIX, ARIZONA. AT 0917 PST, PASSENGER RICARDO CHAVEZ-CORTEZ REMOVED A HANDGUN FROM HIS CARRY-ON BAG, GRABBED A STEWARDESS AND MARCHED HER TO THE COCKPIT WITH THE GUN IN HER BACK. HE FORCED HER TO KNOCK ON THE LOCKED COCKPIT DOOR. THE DOOR WAS OPENED AND CHAVEZ FORCED HIS WAY IN, GRABBED THE SECOND OFFICER AROUND THE CHEST AND, WITH THE GUN IN HIS BACK, ORDERED THE FLIGHT TO LOS ANGELES.

CHAVEZ DEMANDED TO BE MET BY LOS ANGELES POLICE DEPARTMENT DETECTIVE ECTOR GARCIA AND THAT HE BE AFFORDED TWO HOURS OF RADIO AND TV TIME TO AIR HIS GRIEVANCES. HE SAID THAT IF HIS DEMANDS WERE MET, HE WOULD THEN SURRENDER, BUT IF ANY ATTEMPT WERE MADE TO CAPTURE HIM HE WOULD FORCE THE AIRCRAFT TO FLY TO MEXICO.

FLIGHT #91 LANDED AT LAX AT 1015 PST AND TAXIED TO A SECURE AREA. A TV CAMERAMAN AND A REPORTER, BOTH REPRESENTING SPANISH-SPEAKING STATIONS IN LOS ANGELES, WERE BROUGHT TO THE AIRCRAFT AND BOARDED. CHAVEZ THEN ALLOWED THE PASSENGERS TO DEPLANE.

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HE DEcriED THE U.S. AND WHAT WAS BEING DONE TO THE MEXICAN PEOPLE. HE
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CHAVEZ UNLOADED HIS PISTOL AND TURNED IT OVER TO THE CAPTAIN. HE THEN
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FBI COMMENT: CHAVEZ MET THE FREEDOM. HE HAS A HISTORY OF MENTAL
INSTABILITY AND WAS DESCRIBED BY A PSYCHIATRIST WHO HAD TREATED HIM AS
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BAIL, PUT UP, IN PART, BY MEXICAN-AMERICANS IN LOS ANGELES.

The above information should be disseminated on a strict need-to-know basis.
Original signed by
James M. Yohe 28 APR 1972

FOR JAMES T. HORTON
DIRECTOR OF AIR TRANSPORTATION. SE-1

CC:
AM-1
HQ-10
TSA-52
IA-132
SE-300/400
SE-1
OP-5
U.S. Marshall

RCHP
ICAO

Ministry of Transport, Allied Pilots: SE-3: WMOCH: jlw: 4/26/72

NOT

FAA
Office of Air Transportation Security

ROUTINE

26 April 1972

W. D. Moore

426-8038

RM 4/5/72

[Signature]

x

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

27 Apr 72 2019Z

CAS noted HRB 8/5/72
note + PA to file
Please
[Signature] 5 May 72

INFO: AIR TRANSPORT ASSOCIATION
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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 12-72

SUBJECT: UNSUCCESSFUL ATTEMPT TO HIJACK

PRINAIR FLIGHT 179, 16 APRIL 1972

FAA Form 1360-14 (7-72)

OFFICIAL FILE COPY

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CONCURRENCES
RTG. SYMBOL
SE-5
INITIALS/SIG.
<i>[Signature]</i>
DATE
4/26/72
RTG. SYMBOL
SE-5
INITIALS/SIG.
<i>[Signature]</i>
DATE
4/26/72
RTG. SYMBOL
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4/26/72
RTG. SYMBOL
SE-5
INITIALS/SIG.
<i>[Signature]</i>
DATE
4/26/72

RECEIVED IN CAS

MAY 8 - 1972

000600

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AT APPROXIMATELY 1955 AST, 16 APRIL 1972, JUAN A. BAJANDAS, CAPTAIN OF PRINAIR FLIGHT #179, A DH-114 (HERON), SCHEDULED FOR SAN JUAN, WAS AT THE PONCE, P.R. AIRPORT RAMP WHEN HE WAS APPROACHED, ^{by} ARIEL OJEDA-PEREZ. OJEDA GRABBED BAJANDAS BY THE ARM AND ORDERED: "LET'S GO TO YOUR AIRCRAFT. I'M TAKING IT."

BAJANDAS THOUGHT OJEDA WAS JOKING AND STARTED TALKING TO HIM. OJEDA REACHED IN HIS POCKET AND PULLED OUT A CHEMICAL TEST-TUBE CONTAINING A SMOKING BLACK SUBSTANCE. HE TOLD BAJANDAS THAT IF HIS ORDERS WERE NOT FOLLOWED HE WOULD ACTIVATE HIS "BOMB" AND THEY WOULD ALL BE BLOWN UP. OJEDA THEN AGAIN PULLED BAJANDAS BY THE ARM. THE RAMP SUPERVISOR, JOSE J. SANTIAGO, OBSERVED THIS STRANGE ACTIVITY AND WALKED TOWARD THE TWO. SANTIAGO PUSHED BAJANDA TOWARD OJEDA AND PUNCHED OJEDA. OJEDA THREW THIS VIAL OF BLACK LIQUID AT SANTIAGO. NOTHING HAPPENED. OJEDA THEN RAN TOWARD AIR INDIES FLIGHT #773, AT DH-C6, WHICH WAS READY TO DEPART FOR SAN JUAN. FERNANDO ZAYAS, ONE OF THE PASSENGERS IN THE REAR OF AIR INDIES #773 OBSERVED OJEDA ATTEMPTING TO BOARD THE AIRCRAFT AND HEARD HIM SAY HE HAD A BOMB. ZAYAS KICKED OJEDA OFF THE BOARDING DOOR STEPS, TACKLED HIM ON THE GROUND AND PUNCHED HIM SEVERAL TIMES.

OTHER PASSENGERS AND AIRPORT EMPLOYEES JOINED

ZAYAS AND OJEDA WAS SUBDUED.

XXX

ON 17 APRIL 1972 OJEDA WAS CHARGED WITH ATTEMPTING TO HIJACK THE PRINAIR
AIRCRAFT.

Original signed by
James M. Yohe

27 APR 1972

FOR JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

IA-132

TSA-62

HQ-10

SE-300/400

SE-1(2)

SE-5

Ministry of Transport

Allied Pilots

RCMP

ICAO

U.S. Marshals

SE-5:WDMOORE:jlw:4/26/72

670-6-2

02480

FAA
Office of Air Transportation Security

ROUTINE

12 April 1972

426-8038

W. D. Moore

Noted x

13 APR 72 1650Z

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 16-72

1

2

CONCURRENCES
RTG. SYMBOL <i>SE-5</i>
INITIALS/SIG. <i>B</i>
DATE <i>11/17/72</i>
RTG. SYMBOL <i>SE-5</i>
INITIALS/SIG. <i>JK</i>
DATE <i>12/31/72</i>
RTG. SYMBOC. <i>ST-2</i>
INITIALS/SIG. <i>J</i>
DATE <i>11/21/72</i>
RTG. SYMBOC.
INITIALS/SIG.
DATE
RTG. SYMBOC.
INITIALS/SIG.
DATE
RTG. SYMBOC.
INITIALS/SIG.
DATE
RTG. SYMBOC.
INITIALS/SIG.
DATE

XXX

SUBJECT: UNSUCCESSFUL HIJACKING/EXTORTION, INDONESIAN AIRLINER.

5 APRIL 1972

ON 5 APRIL 1972 A P. N. MERPATI NUSANTARA AIRLINES (INDONESIA) HAWKER
SIDDELEY TURBO-PROP AIRCRAFT DEPARTED MANADO ON THE ISLAND OF CELEBES
EN ROUTE TO JAKARTA WITH 43 ON BOARD. HERMAWAN HARJANTO, A 21-YEAR OLD,
ESCAPED PRISONER, HIS FACE COVERED BY A HANDKERCHIEF AND ARMED WITH TWO
HANDGRENADES AND SOME TNT IN A PLASTIC SHOULDER BAG, HIJACKED THE AIRCRAFT
TO JOGJAKARTA. HE DEMANDED A RANSOM OF 20 MILLION RUPIAHS (ABOUT \$50,000)
AND A PARACHUTE. THE CAPTAIN BARGAINED HIM DOWN TO 3.6 MILLION RUPIAH
(ABOUT \$12,000) AND CONVINCED HIM TO ALLOW THE 36 PASSENGERS AND 5 CREW-
MEMBERS, EXCEPT THE CAPTAIN AND FIRST OFFICER, TO DEPIANE. WHEN THE
RANSOM MONEY FAILED TO ARRIVE, HARJANTO PULLED THE HANDKERCHIEF DOWN FROM
HIS FACE AND LAUGHINGLY STATED, "BEFORE WE ALL DIE, TAKE A LOOK AT MY FACE."
SECONDS LATER THE CAPTAIN KILLED HIM WITH THREE SHOTS IN THE HEAD WITH A
PISTOL THAT HAD BEEN SLIPPED TO HIM BY AN ARMY OFFICER.

ORIGINAL SIGNED BY
JAMES T. MURPHY

13 APR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: AM-1, HQ-10, IA-132, TSA-62, SE-300/400, U.S. Marshals, RCMP,
Ministry of Transport, Allied Pilots, SE-1(2), SE-5
SE-5:WDMOORE:Jlw:4/12/72

Ministry of Transport

02459

FAA
Office of Air Transportation Security

ROUTINE

12 April 1972

W. D. Moore

426-8038

20 April 72
for 20/4
Noted
x

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 15-72

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CONCURRENCE
RTG. SYMBO
GE-5
INITIALS/S.G.
4/M
DATE
4/12/72
RTG. SYMBO
SE-5
INITIALS/S.G.
7/11
DATE
12/1/72
RTG. SYMBO
SE-2
INITIALS/S.G.
7/11
DATE
4/12/72
RTG. SYMBO
INITIALS/S.G.
DATE
12/1/72
RTG. SYMBO
INITIALS/S.G.
DATE
12/1/72
RTG. SYMBO
INITIALS/S.G.
DATE
12/1/72
RTG. SYMBO
INITIALS/S.G.
DATE
12/1/72

XXX

SUBJECT: UNSUCCESSFUL HIJACKING, PERUVIAN AIRLINER 9 APRIL 1972

ON 9 APRIL 1972, JUAN ANTONIO BUSTAMENTE VALLEJOS, A 19-YEAR OLD STUDENT, ARMED WITH A PISTOL (LATER FOUND TO BE UNLOADED) AND A BOTTLE OF GASOLINE, ATTEMPTED TO HIJACK A PERUVIAN COMPANIA DE AVIACION "FAUCETT" B-727 CARRYING 77 PASSENGERS AND CREW SHORTLY AFTER TAKE OFF FROM PIURA EN ROUTE TO CHACLAYO AND LIMA, PERU. BUSTAMENTE ENTERED THE COCKPIT AND REPORTEDLY DEMANDED TO GO DIRECTLY TO LIMA AND THENCE TO CUBA. HE STRUCK THE COPILOT AND THEN WAS OVERPOWERED BY THE PILOT AND FLIGHT ENGINEER. SOME OF THE GASOLINE WAS SPILLED, BUT THE AIRCRAFT SUFFERED NO DAMAGE. THE CREW SUFFERED MINOR BRUISES. BUSTAMENTE WAS TAKEN INTO CUSTODY BY AUTHORITIES AT CHACLAYO.

ORIGINAL SIGNED BY

JAMES T. MURPHY 13 APR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
AM-1
HQ-10
IA-132
TSA-62
SE-300/400
U.S. Marshals
RCMP
Ministry of Transport
Allied Pilots, SE-1(2), SE-5
SE-5:WDMOORE:jlw:4/12/72

2

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000606

FAA
Office of Air Transportation Security

ROUTINE

670-6-2
02461

28 March 1972

W. D. Moore

426-8210

*Noted
JRS*

10 April 72

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

29 Mar 72 22012

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ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 14-72

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SUBJECT: SUCCESSFUL HIJACKING OF JAMAICAN AIR TAXI

ON 21 MARCH 1972, TWO MALES CALLING THEMSELVES E. GARTH AND C. HUGHES, CHARTERED A JAMAICA AIR TAXI CESSNA 182 AT MONTEGO BAY, JAMAICA, OSTENSIBLY FOR LOCAL SIGHTSEEING. GARTH AND HUGHES PAID THEIR \$86 FARE AND THE AIRCRAFT DEPARTED AT 0930L. IN FLIGHT THEY PULLED A KNIFE ON THE PILOT AND FORCED HIM TO FLY TO MANZANILLO, IN SOUTHEASTERN CUBA WHERE THEY LANDED AT 1130L.

FAA COMMENT: THE HIJACKERS HAVE BEEN IDENTIFIED AS CHARLES HUGHES, DOB: 29 NOVEMBER 1948, AND MARK GARTH, DOB: 28 JANUARY 1949, BOTH LAST KNOWN TO BE RESIDENTS OF CHICAGO. THEY BOTH ARRIVED IN JAMAICA ON 18 JANUARY 1972. THEIR RACE(S) HAVE NOT YET BEEN DETERMINED AND THEIR MOTIVE(S) FOR HIJACKING REMAINS UNKNOWN.

ORIGINAL SIGNED BY
JAMES T. MURPHY

29 MAR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
AM-1
HQ-10
IA-132
TSA-62
SE-300/400
U.S. Marshals
RCMP
Ministry of Transport
Allied Pilots, SE-1(2), SE-5
SE-5:WDMOORE:jlw:3/28/72

670-6-2

02462
10 April 72

FAA
Office of Air Transportation Security

ROUTINE

28 March 1972

W. D. Moore

426-3210

Noted JRS

ALL REGIONAL DIRECTORS (EXCEPT CL)

DIRECTOR, AERONAUTICAL CENTER

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INTERNATIONAL AVIATION BUILDING
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MONTREAL 101, P.Q. CANADA

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (IS)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: K-5

WHITE HOUSE SITUATION ROOM

DATE LINE GROUP
30 MAR 72 19 04Z

XX

UNCLAS. AIRCRAFT-99 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 11-72

SUBJECT: SUCCESSFUL HIJACKING OF CHALK'S FLYING SERVICE AIRCRAFT

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS: AT 0915 EST, 7 MARCH 1972 A CHALK'S FLYING SERVICE G-73 (WALLARD)

AIRCRAFT WAS ON THE RAMP AT MACARTHUR CAUSEWAY, MIAMI, PREPARING TO

DEPART FOR Bimini WITH 6 PASSENGERS AND 2 CREW. TWO BLACK MALES ARMED

WITH TWO .45 CAL. AUTOMATICS AND A SAWED-OFF SHOTGUN BOARDED THE FLIGHT

AND ORDERED IT TO CUBA. THE PILOT ARGUED WITH THE HIJACKERS AND WAS

Previously, was AS WAS A MECHANIC ON THE GROUND. THE COPILOT AND A

PASSENGER ESCAPED DURING THE CONFUSION. ANOTHER COPILOT WHO HAD BEEN

HELPING LOAD BAGGAGE WAS FORCED AT GUN POINT TO ENTER THE AIRCRAFT AND

FLY IT TO CUBA WITH THE REMAINING 5 PASSENGERS AND THE 2 HIJACKERS.

THE AIRCRAFT DEPARTED AT 0920 EST AND LANDED IN CUBA AT 1115 EST. IT

AND THE PASSENGERS WERE RETURNED THE FOLLOWING DAY.

ONE OF THE HIJACKERS HAS BEEN IDENTIFIED AS WILLIAM J. BREXTON, ALIAS

WINSTON J. HILL, BLACK MALE, DOB: 3 MARCH 1930, CHICAGO, ILLINOIS, 71

INCHES, 145 LBS., BLACK HAIR, BROWN EYES, 3 INCH SCAR ON

LEFT SIDE OF THROAT.

THE UNKNOWN HIJACKER IS DESCRIBED AS A BLACK

2

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000610

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MALE, 26-27 YEARS OLD, 71-72 INCHES, 165-175 LBS., SLIM, WORE DARK EYE-GLASSES, SMALL COATER, 1 INCH SCAR ON RIGHT CHEEK.

ON 13 MARCH 1972, THE FBI FILED A COMPLAINT AGAINST BREWTON WITH U.S. MAGISTRATE PALERMO, MIAMI, CHARGING HIM WITH VIOLATION OF 18USC1201- KIDNAPPING, AND A WARRANT WAS ISSUED THE SAME DATE.

ORIGINAL SIGNED BY
JAMES T. MURPHY

30 MAR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

CC:

AM-1

HQ-10

IA-132

TSA-62

SE-300/400

U.S. Marshals

ECMP

Ministry of Transport

Allied Pilots

SE-1(2)

SE-5

SE-5: MEMPHIS: jlw: 3/28/72

FAA
Office of Air Transportation Security

ROUTINE

28 March 1972

W. D. Moore

426-8210

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

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INTERNATIONAL AVIATION BUILDING
1080 UNIVERSITY STREET
MONTREAL 101, P.Q. CANADA

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DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

1

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670-6-2
02464

18 April 72

Notes HRS.

29 Mar 72 22022

XXX

UNCLAS. AIRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY NO. 13-72

SUBJECT: SUCCESSFUL HIJACKING OF TORTUGA AIRWAYS, 19 MARCH 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS: ON 19 MARCH 1972 A TORTUGA AIRWAYS CESSNA 206 WITH PONTOONS DEPARTED KEY WEST, FLORIDA AT 1130 ON A ROUND TRIP TO PORT JEFFERSON, DRY TORTUGAS. IT CARRIED FOUR PASSENGERS, MR. AND MRS. ALTON STRICKLAND AND A MR. AND MRS. BOB SANDS, AND A CREW OF ONE. EN ROUTE MR. SANDS HELD A GUN ON MR. AND MRS. STRICKLAND AND ORDERED THE FLIGHT TO CUBA. THE FLIGHT LANDED SAFELY IN HAVANA HARBOR. THE SANDS WERE TAKEN INTO CUSTODY. THE OTHERS AND THE AIRCRAFT RETURNED TO KEY WEST ON 20 MARCH 1972.

FAA COMMENT: BOB SANDS IS BELIEVED TO BE AN ALIAS USED BY JOHN H. JENNINGS WHO IS SOUGHT FOR UNLAWFUL FLIGHT TO AVOID PROSECUTION FOR A ROBBERY COMMITTED IN PHOENIX, ARIZONA. MRS. SANDS IS BELIEVED TO BE ROBERTA JANHEEL WHO, DURING THE HIJACKED FLIGHT, STATED THAT BOB SANDS IS HER HUSBAND. BOB SANDS IS DESCRIBED AS WHITE, 71 INCHES, 180 LBS., BLACK HAIR, MUSCULAR BUILD, MEDIUM TO DARK COMPLEXION. MRS. SANDS IS DESCRIBED AS 66 INCHES, BLEACHED BLOND, ACNE SCARS ON

XXX

FACE, FAIR COMPLEXION.

ORIGINAL SIGNED BY
JAMES T. MURPHY

29 MAR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

HQ-10

IA-132

TSA-62

SE-300/400

U.S. Marshals

RCMP

Ministry of Transport

Allied Pilots

SE-1(2)

SE-5

SE-5:WDMOORE:jlw:3/28/72

670-6-2

FAA
Office of Air Transportation Security

ROUTINE

02463

28 March 1972

[Handwritten signature]
10 April 72

W. D. Moore

426-8698

Noted
[Handwritten initials]

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

29 Mar 72 2200Z

INFO: AIR TRANSPORT ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 10-72

1 2

XXX

SUBJECT: SUCCESSFUL HIJACKING OF ALITALIA, 11 MARCH 1972

ON 11 MARCH 1972, A 55-YEAR OLD ITALIAN WOMAN, IDENTIFIED AS ATTILIA LAZZERI, ARMED WITH A PISTOL HIJACKED AN ALITALIA CARAVELLE FLIGHT SHORTLY AFTER ITS DEPARTURE FROM ROME EN ROUTE TO MILAN. SHE ENTERED THE FLIGHT DECK AND ORDERED THE PILOT TO FLY TO MUNICH. SHE CLAIMED TO HAVE A BOMB IN HER PURSE. AFTER ARRIVAL IN MUNICH SHE PERMITTED THE OTHER 32 PASSENGERS AND THE 5 CREW TO DEPLANE. THE PILOT OBTAINED A BULLETPROOF VEST, RETURNED TO THE AIRCRAFT AND PERSUADED THE WOMAN TO SURRENDER. SHE CLAIMED SHE COMMANDEERED THE JETLINER IN ORDER TO PROTEST HER SISTER'S COMMITMENT TO A MENTAL INSTITUTION.

Original signed by:

29 MAR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

HQ-10

IA-132

TSA-62

SE-300/400

U.S. Marshals

RCMP

Ministry of Transport

Allied Pilots

SE-1(2)

SE-5

SE-5:WDMOORE:jlw:3/28/72

FAA
Office of Air Transportation Security

ROUTINE

02465

28 March 1972

W. D. Moore

426-8210

x

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 12-72

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SUBJECT: UNSUCCESSFUL HIJACKING ATTEMPT, NATIONAL AIRLINES, 7 MARCH 1972

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS: AT APPROXIMATELY 1230 EST, 7 MARCH 1972 AT TAMPA AIRPORT,

EDMUND M. McKEE, JR., AGE 14, ARMED WITH A .22 CAL. PISTOL ACCOSTED

NATIONAL AIRLINES PASSENGER AGENT JONES AND FORCED HIM TO ACCOMPANY HIM

TO NA FLIGHT #67, A B-727, LOADING FOR DEPARTURE TO MELBOURNE, FLORIDA.

McKEE ANNOUNCED THAT HE WAS HIJACKING THE AIRPLANE. JONES TOOK McKEE

TO THE COCKPIT AREA WHERE McKEE TOLD THE CAPTAIN THAT HE WANTED TO GO

TO SWEDEN. THE CAPTAIN EXPLAINED TO HIM THAT THIS WAS NOT POSSIBLE AND

THAT HE SHOULD ABANDON THIS ATTEMPT BEFORE HE RUINED HIS FUTURE. THE

CAPTAIN ASKED AND McKEE AGREED TO ALLOW THE 17 PASSENGERS AND PASSENGER

AGENT JONES TO DEPLANE. JONES ALERTED A U.S. MARSHAL. THE CAPTAIN TALKED

THE HIJACKER OFF THE AIRPLANE AND INTO THE PASSENGER HOLD AREA AND CON-

VINCED HIM TO PUT HIS WEAPON AWAY IN HIS CARRY ON BAG. THE U.S. MARSHAL

ARRIVED IN THE AREA, GRABBED McKEE'S CARRY ON BAG AND PLACED HIM UNDER

ARREST.

McKEE IS DESCRIBED AS A WHITE MALE, DPOB: 30 MARCH 1957, PANAMA CANAL

ZONE, 66 INCHES, 115 LBS., BROWN EYES AND HAIR. THE FBI

FILED A COMPLAINT AGAINST McKEE CHARGING HIM

WITH VIOLATION OF 49USC1472(1) - ATTEMPTED

XXX
AERIAL PIRACY AND A WARRANT WAS ISSUED. ON 7 MARCH 1972 THE U.S. MAGIS-
TRATE FOR THE MIDDLE DISTRICT OF FLORIDA RELEASED MCKEE TO THE CUSTODY
OF HIS PARENTS. MCKEE'S MOTIVE IS NOT CLEAR, BUT HE REPORTEDLY WAS
HAVING PROBLEMS AT HOME.

Original signed by

29 MAR 1972

~~XXXXXXXXXX~~
JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
AM-1
HQ-10
IA-132
TSA-62
SE-300/400
U.S. Marshals
RCMP
Ministry of Transport
Allied Pilots
SE-1(2)
SE-5
SE-5:WDMOORE:jlw:3/28/72

FAA
Office of Air Transportation Security

670-6-2
ROUTINE
PA 10 March 72

6 March 1972

W. D. Moore

426-8038
Noted [initials] x

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

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ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 7-72

1

2

SUBJECT: INCOMPLETE HIJACKING OF MOHAWK FLIGHT #452 ON 26-27 JANUARY
1972.

REFERENCE SUBJECT SUMMARY. REVISED INFORMATION INDICATES THAT THE
HIJACKED AIRCRAFT AND THE AIRCRAFT USED BY FBI WERE FH-227B'S VICE
F-27'S; THE FBI DELIVERED TWO PARACHUTES VICE ONE TO HIJACKER; THE
HIJACKED AIRCRAFT LANDED AT POUCHKEEPSIE AT 0822Z VICE 0803Z.

ORIGINAL SIGNED BY
JAMES T. MURPHY

6 MAR 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

SE-1(2)

SE-300/400

IA-132

TSA-62

AM-1

HQ-10

U.S. Marshals

RCMP

Allied Pilots

Ministry of Transport

SE-5

SE-5:WDMOORE:sds:3/6/72

FAA
Office of Air Transportation Security

ROUTINE

11 February 1972

W. D. Moore

426-8038

x

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

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CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 7-72

1

4

FAA Form 1360-14 0-47

OFFICIAL FILE COPY

CONCURREN
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
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DATE
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DATE
RTG. SYMBOL
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DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

CVAS noted 2/1/72
To note please particularly the instructions to pilot and use of transponder codes.
21 Feb 72

RECEIVED IN CAS

FEB 21 1972

000622

XXXX

SUBJECT: INCOMPLETE HIJACKING OF MOHAWK FLIGHT #452 ON 26-27 JANUARY

1972. THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-

TO-KNOW BASIS: AT APPROXIMATELY 2332Z ON 26 JANUARY 1972 A LONE MALE

HIJACKED MOHAWK FLIGHT #452, AN F-27, WHILE EN ROUTE FROM ALBANY, NEW

YORK, TO LA GUARDIA. THE FLIGHT WAS DIVERTED TO WESTCHESTER COUNTY

AIRPORT, LANDING AT 2345Z. THE HIJACKER APPARENTLY WAS ARMED WITH A

.22 CAL. PISTOL AND CLAIMED TO HAVE A TIME BOMB SET TO GO OFF IN 2½

HOURS (270200Z). HE PERMITTED THE 43 PASSENGERS TO DEPLANE, BUT KEPT

THE CREW OF 3 ON BOARD. HE DEMANDED \$200,000 AND 2 PARACHUTES - ONE FOR

HIMSELF AND ONE FOR THE STEWARDESS. HE THEN CHANGED HIS MIND AND ORDERED

4 PARACHUTES AND GOGGLES FOR HIMSELF AND THE 3 CREWMEMBERS. THE AIRCRAFT

WAS REFUELED AT 270036Z. THE FBI INFORMED THE HIJACKER THAT ONLY ONE

PARACHUTE WOULD BE DELIVERED. SHORTLY BEFORE 0200Z THE HIJACKER ASKED

FOR A NAIL FILE, REACHED UNDER SOME BLANKETS, AND CLAIMED TO HAVE RESET

THE TIME BOMB. AT 0629Z THE \$200,000 AND ONE PARACHUTE WERE DELIVERED

TO THE AIRCRAFT AND AT 0700Z THE AIRCRAFT DEPARTED. ANOTHER F-27, WITH

FBI AGENTS ON BOARD DEPARTED SHORTLY THEREAFTER AND GAVE CHASE. TWO

USAF F-106'S TRAILED THE HIJACKED AIRCRAFT. THE PILOT WAS

INSTRUCTED TO: (1) PRESSURIZE THE AIRCRAFT

REGARDLESS OF FLIGHT ALTITUDE, SINCE IT

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WOULD HAVE TO BE DEPRESSURIZED BEFORE A DOOR COULD BE OPENED AND WOULD
HELP PINPOINT THE TIME AND PLACE OF A JUMP; (2) USE 3100 TRANSPONDER
CODE; (3) DROP LANDING LIGHTS AND SQUAWK 7700 WHEN THE HIJACKER JUMPS;
AND (4) AFTER THE JUMP IMMEDIATELY SEARCH FOR THE ALLEGED BOMB.

THE HIJACKER ORDERED THE PILOT TO FLY TO PITTSFIELD, MASS. HE CLAIMED
TO HAVE A DEVICE THAT PERMITTED HIM TO DETERMINE IF CHASE PLANES WERE
TRAILING AND THAT HE HAD DISARMED HIS BOMB. THE AIRCRAFT REACHED PITTS-
FIELD AT 0747Z, ORBITTED, THEN HEADED FOR POUGHKEEPSIE, NEW YORK. THE
HIJACKER ORDERED A 4-DOOR SEDAN WITH A POLICE RADIO BE READIED FOR HIM
AT POUGHKEEPSIE. HE ALSO WARNED THAT HE WOULD BE CARRYING AN IMPACT
BOMB WHEN HE LEFT THE AIRPLANE AND THAT HE HAD PLACED BOMBS ON TWO
OTHER AIRCRAFT SET TO GO OFF AT 1500Z. HE ADDED THAT HE WOULD TELEPHONE
THE NEW YORK TIMES IN TWO HOURS WITH INSTRUCTIONS AS TO THE BOMBS'
LOCATIONS AND DEACTIVATION.

THE FLIGHT LANDED AT POUGHKEEPSIE AT 0803Z. THE TRAILING F-27 WITH ITS
LOAD OF FBI AGENTS LANDED SHORTLY THEREAFTER AND THE AGENTS DEPLOYED
IN THE VICINITY OF THE HIJACKED AIRCRAFT.

THE HIJACKER ORDERED THE COPILOT TO PLACE THE

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EXTORTION MONEY IN THE WAITING VEHICLE AND TO MOVE THE VEHICLE CLOSER TO THE PLANE, LEAVING THE RIGHT FRONT DOOR OPEN. THE HIJACKER, CLAIMING HE HAD TWO BOMBS WRAPPED IN A BLANKET, TOOK THE STEWARDESS AT GUNPOINT FROM THE PLANE. FBI AGENTS APPROACHED THE CAR FROM THE REAR. THE HIJACKER TURNED HIS WEAPON ON AN AGENT. THE AGENT FIRED AT THE HIJACKER WITH A SHOTGUN, KILLING HIM INSTANTLY.

THE HIJACKER IS IDENTIFIED AS MERLYN LAVERNE ST. GEORGE, ALSO KNOWN AS HEINRICK VON GEORGE AND AS GRATE, W/M, BORN 13 JULY 1926, AT ST. PAUL, MINN. HE HAD NO BOMBS AND HIS WEAPON REPORTEDLY WAS A STARTER'S PISTOL.

FAA COMMENT: ST. GEORGE MET THE PROFILE. HOWEVER, MOHAWK WAS NOT USING PREBOARD SCREENING PROCEDURES AT THAT TIME ON THAT FLIGHT.

ST. GEORGE ALLEGEDLY WAS UNEMPLOYED, DEEPLY IN DEBT AND DESPONDENT.

Original signed by
James M. Yohe

14 FEB 1972

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc: SE-1(2), SE-300/400, IA-132, TSA-62, AM-1, HQ HQ-10, U.S. Marshals,
RCMP, Allied Pilots, Ministry of Transport, SE-5 - SE-5:WDMOORE:jlw:2/11/72
REWRITTEN PER SE-1:WDMOORE:jlw:2/14/72

FAA
Office of Air Transportation Security

ROUTINE

AOSC

FEB 17 1972

4 February 1972

W. D. Moore

426-8038

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. H. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
MUNSEY BUILDING
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 6-72

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4

XXX

SUBJECT: INCOMPLETE HIJACKING OF TWA FLIGHT 2, 29 JANUARY 1972 \

THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW

BASIS: ON 29 JANUARY 1972, TWA FLIGHT 2, A B-707, EN ROUTE FROM
LOS ANGELES TO NEW YORK (JFK), WAS HIJACKED AT APPROXIMATELY 1010Z BY A
LONE ARMED MALE WHILE FLYING OVER THE ILLINOIS/IOWA AREA.

THE HIJACKER, USING THE NAME RUBIN BUT IDENTIFIED AS GARRETT B. TRAPNELL,
WHITE MALE, AGE 34, SMUGGLED HIS PISTOL ABOARD AT LOS ANGELES BY CON-
CEALING IT IN A FAKE ARM CAST. HE CLAIMED TO HAVE A BOMB AND THAT HE
WOULD BLOW UP THE AIRCRAFT UNLESS HIS DEMANDS WERE MET. HE DEMANDED
\$306,800 ALLEGEDLY IN RECOMPENSE FOR A YACHT WHICH HE CLAIMED HAD BEEN
TAKEN AWAY FROM HIM BY A COURT IN FLORIDA. HE ALSO DEMANDED THE RELEASE
OF ANGELA DAVIS FROM JAIL AND A GEORGE PADILLA FROM THE DALLAS COUNTY
JAIL. HE FURTHER DEMANDED AT VARIOUS TIMES TO SPEAK TO PRESIDENT NIXON,
AN FBI AGENT AND TWO LAWYERS IN MIAMI AND THE SPANISH AMBASSADOR. THE
HIJACKER DID TALK AT VARIOUS TIMES WITH TWA VICE PRESIDENT FOR FLIGHT
OPERATIONS, HIS LAWYER IN MIAMI AND DR. HUBBARD IN DALLAS.

THE FLIGHT LANDED AT JFK AT 1150Z AND COMMENCED REFUELING AT 1305Z. THE
93 PASSENGERS AND 2 OF THE 4 STEWARDESSES WERE DEPLANED AT
1340Z.

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AT 1510Z THE HIJACKER ORDERED THE PLANE'S ENGINES STARTED AND AT 1513Z THE FLIGHT TOOK OFF TO CIRCLE AROUND THE FIELD. DURING THIS FLIGHT TRAPNELL TALKED WITH PADILLA, WHO HAD BEEN TRANSPORTED TO DR. HUBBARD'S OFFICE IN DALLAS, AND THREATENED TO KILL THE CREW AND RAM THE AIRCRAFT INTO JFK TERMINAL.

THE HIJACKER WAS CONNED INTO GOING TO DALLAS TO PICK UP PADILLA FOLLOWING RELANDING, REFUELING AT JFK, AND TAKING ON A FRESH CREW.

TWA FLIGHT 2 LANDED AT JFK AT 1636Z AND REFUELING OPERATIONS BEGAN AT 1700Z. THE REPLACEMENT CREW, INCLUDING A DISGUISED FBI AGENT, BOARDED AT 1740Z. SUBSEQUENTLY, THE HIJACKER WAS SHOT TWICE IN THE ARM AND TAKEN INTO CUSTODY BY THE FBI AGENT.

FAA COMMENT: TRAPNELL HAS A LENGTHY CRIMINAL HISTORY INCLUDING THEFT, ROBBERY, KIDNAPPING, AND ESCAPE IN THE U.S., AS WELL AS CANADA AND BAHAMA, DATING BACK TO 1958. HE IS, COINCIDENTALLY, FEATURED IN DR. HUBBARD'S BOOK -- THE SKYJACKERS -- UNDER THE NAME DICK.

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TRAPNELL MET THE PROFILE BUT WAS IMPROPERLY PROCESSED AS A SELECTEE BY

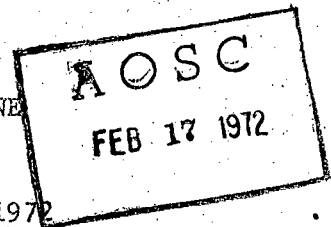
TWA. HIS BOMB WAS FICTITIOUS.

ORIGINAL SIGNED BY 8 FEB 1972
JAMES T. MURPHY
JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
AM-1
HQ-10
IA-132
TSA-62
SE-300/400
U.S. Marshals
RCMP
Ministry of Transport
Allied Pilots
SE-1(2)
SE-5
SE-5:WDMOORE:sds:2/4/72
REWRITTEN PER SE-1/2
SE-5:VLKROHN:sds:2/8/72

FAA
Office of Air Transportation Security

ROUTINE



2 February 1972

W. D. Moore

426-8698

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
MUNSEY BUILDING
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-90 (EXCEPT GL) AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 5-72

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5

XX

SUBJECT: INCOMPLETE HIJACKING/EXTORTION, BRANIFF FLIGHT #38, 12 JANUARY

1972. THE FOLLOWING INFORMATION SHOULD BE DISSEMINATED ON A STRICT NEED-TO-KNOW BASIS:

ON 12 JANUARY 1972, BRANIFF FLIGHT #38, A B-727 DEPARTED HOUSTON, TEXAS, AT 1400 CST WITH 7 CREW AND 93 PASSENGERS. AT 1430 CST A STEWARDESS HANDED THE PILOT A NOTE FROM A PASSENGER INDICATING THAT THE PLANE HAD BEEN HIJACKED. THE NOTE ADVISED, IN PART: "...I HAVE A BOMB AND A GUN WITH ME. IF YOU DON'T GIVE ME WHAT I WANT, I WILL KILL EVERY MAN, WOMAN AND CHILD ON THIS PLANE INCLUDING MYSELF." THE NOTE INCLUDED A REQUEST FOR A .357 MAGNUM, AN ASSORTMENT OF SURVIVAL GEAR, 10 PARACHUTES AND \$1 MILLION DOLLARS. THE STEWARDESS DETERMINED THAT THE HIJACKER WANTED TO GO SOMEWHERE WITH THE HELP OF A NAVIGATOR.

THE CAPTAIN THEN WENT INTO A HOLDING PATTERN. HE CONTACTED THE HIJACKER ON THE INTERCOM AND EXPLAINED THAT THE PLANE WOULD HAVE TO LAND AT DALLAS TO REFUEL. THE HIJACKER AGREED.

THE CREW DETERMINED THAT THE HIJACKER WAS BILLY EUGENE HURST, JR., WHITE MALE, AGE 22, HIGH SCHOOL GRADUATE. HURST READILY ADMITTED HAVING BEEN IN THREE MENTAL HOSPITALS AND HAVING BEEN MEDICALLY DISCHARGED FROM THE U.S. MARINE

CORPS. HE HAD ONE HAND IN HIS COAT ON A

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HANDGUN AND THE OTHER ON A HANDBAG WHICH ALLEGEDLY CONTAINED SEVEN STICKS OF DYNAMITE. THE DYNAMITE WAS SUPPOSED TO CONTAIN A SELF-DETONATING DEVICE AND ALLEGEDLY ALSO COULD BE DETONATED BY PRESSING A BUTTON FROM OUTSIDE THE BAG.

FLIGHT #38 LANDED AT DALLAS AT 1515 CST AND PARKED AWAY FROM THE TERMINAL. HURST DIRECTED THAT NO ONE BUT THE FUELING CREW SHOULD APPROACH THE AIRCRAFT. ONCE THE PLANE WAS PARKED HURST AGREED TO ALLOW THE PASSENGERS TO DEPLANE. AFTER ALL THE PASSENGERS HAD LEFT, THE CAPTAIN HAD SEVERAL CONVERSATIONS WITH HURST WHO WAS ARMED WITH A .22 CAL. REVOLVER. AT FIRST HURST WAS CALM BUT LATER BECAME AGITATED AT THE LENGTH OF TIME BEING TAKEN TO REPAIR A FAKE OIL LEAK. HE STATED THAT HE WANTED TO GO TO BRAZIL VIA MEXICO CITY. HE ALSO STATED THAT HE HAD STUDIED JUNGLE SURVIVAL TECHNIQUES AND PLANNED TO PARACHUTE INTO THE JUNGLE, TAKING PART OF THE CREW WITH HIM.

THE CAPTAIN TRIED SEVERAL TIMES TO TALK HIM OUT OF THE HIJACKING WITHOUT SUCCESS. HURST SAID THAT HIS REASON FOR HIJACKING THE FLIGHT WAS THAT HE WAS A LOSER AND THAT IF HE DID NOT MAKE IT THIS TIME, HE WAS FINISHED. HE ADDED THAT HIS PARENTS ARE BOTH ALCOHOLICS, HIS WIFE IS PREGNANT AND

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RUNNING AROUND WITH OTHER MEN. HE SAID THAT HIS FATHER EVEN CARRIES A KNIFE STRAPPED TO HIS LEG TO PROTECT HIMSELF FROM HURST. THE SURVIVAL, GEAR, INCLUDING THE .357 MAGNUM, ORDERED BY HURST WAS EVENTUALLY DELIVERED TO THE PLANE. HOWEVER, THE .357 MAGNUM HAD BEEN DISCREETLY RENDERED INOPERATIVE. THIS INFORMATION WAS PASSED ON TO THE CREW. UPON FINDING THE .357 MAGNUM, HURST LOADED IT AND TURNED OVER HIS .22 CAL. PISTOL, UNLOADED, TO THE CREW. THE CREW THEN ESCAPED, STRANDING HURST IN THE AIRCRAFT. HE WAS APEREHENDED BY THE FBI AT 2123 CST.

ON 14 JANUARY 1972, HURST WAS CHARGED BY THE FEDERAL GRAND JURY, DALLAS, WITH VIOLATION OF 49USC1472(1) AND (j). HE WAS DENIED BOND AND INCARCERATED IN THE DALLAS COUNTY JAIL.

FAA COMMENT: THE HIJACKER IS IDENTIFIED AS BILLY EUGENE HURST, JR., BORN 29 SEPTEMBER 1949 AT WALTERS, OKLAHOMA. ~~IN 1970, HURST WAS CHARGED WITH INCEST BY THE DISTRICT ATTORNEY AND CONFINED TO THE ROBERT GRAY MENTAL HOSPITAL.~~ HURST STATED HE HAD BEEN CONFINED IN THREE MENTAL INSTITUTIONS IN 1970 AND 1971 FOR ATTEMPTED SUICIDE. HURST MET THE PROFILE BUT WAS NOT PROCESSED AS A SELECTEE BY BRANIFF. HE WAS ARMED, BUT

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HIS "BOMB" PROVED TO BE FICTITIOUS.

ORIGINAL SIGNED BY

JAMES T. MURPHY

JAMES T. MURPHY

9 FEB 1972

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

HQ-10

IA-132

TSA-62

SE-300/400

U.S. Marshals

RCMP

Ministry of Transport

Allied Pilots

SE-1(2)

SE-5

SE-5:WDMOORE:jlw:2/2/72

REWRITTEN PER SE-1/2

SE-5:VLKROHN:sds:2/8/72

FAA

Office of Air Transportation Security

ROUTINE

25 January 1972

W. D. Moore

426-8038

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
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AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
MUNSEY BUILDING
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGS-90 (EXCEPT GL) AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 3-72

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SUBJECT: INCOMPLETE EXTORTION AND HIJACKING OF AIR WEST FLIGHT 800,

20 JANUARY 1972

AT 1905Z, 20 JANUARY 1972, AIR WEST FLIGHT 800, A DC-9, WAS TAXIING FOR DEPARTURE FROM LAS VEGAS TO RENO WHEN A YOUNG MALE PASSENGER ADVISED A STEWARDESS TO INFORM THE CAPTAIN THAT HE WAS HIJACKING THE AIRCRAFT. THE HIJACKER WAS ARMED WITH AN ALLEGED BOMB WHICH HE SHOWED TO THE CAPTAIN WHO WAS CONVINCED THAT IT WAS GENUINE. THE HIJACKER DEMANDED \$50,000, TWO PARACHUTES AND A CRASH HELMET AND STATED THAT, UPON DELIVERY OF THESE ITEMS, HE WOULD ALLOW THE 62 PASSENGERS TO DEPLANE.

THE AIRCRAFT PARKED ON A TAXIWAY AND WITHIN 10 MINUTES THE HIJACKER ALLOWED THE WOMEN, CHILDREN AND TWO PRIESTS TO DEPLANE. AFTER THE MONEY WAS DELIVERED, HE ALLOWED THE REMAINING PASSENGERS AND TWO OF THE THREE STEWARDESSES TO DEPLANE. AFTER THE PARACHUTES AND HELMET WERE DELIVERED AND THE AIRCRAFT REFUELED, FLIGHT 800 DEPARTED LAS VEGAS AT 2039Z, DESTINATION UNKNOWN. SHORTLY THEREAFTER THE PILOT FILED IFR FOR DENVER.

THE DC-9 STARTED DESCENDING OVER DENVER, BUT PROCEEDED NORTHEAST UNTIL IN THE VICINITY OF AKRON, COLORADO, AT APPROXIMATELY 11,000 FEET, IT SLOWED DOWN TO LESS THAN 160 KNOTS. AT 212227Z THE PILOT

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ADVISED THAT THE HIJACKER HAD JUST BAILED OUT APPROXIMATELY 15 MILES
NORTHEAST OF THE AKRON VOR.

THE HIJACKER WAS ^{arrested} FOUND BY LAW ENFORCEMENT AGENCIES ABOUT TWO HOURS AFTER
HIS PARACHUTE JUMP APPROXIMATELY 25 MILES NORTHEAST OF THE TOWN OF
AKRON WITH SPRAINED ANKLE AND WRIST AND THE \$50,000.

AFTER THE HIJACKER BAILED OUT, THE DC-9 CREW FOUND HIS ALLEGED BOMB IN
THE PASSENGER CABIN AND IMMEDIATELY DIVERTED TO DENVER. DENVER POLICE
BOMB SQUAD DEFUSED AND REMOVED THE DEVICE FROM THE AIRCRAFT. IT WAS
DETERMINED TO BE A HOMEMADE FAKE BOMB CONSISTING OF A 6-VOLT LANTERN
BATTERY (POWER SOURCE), 6 STANDARD HIGHWAY EMERGENCY FLARES (EXPLOSIVE/
INCENDIARY CHARGE), AND A TOGGLE SWITCH (SWITCH DEVICE) BUT NO INITIATOR.
THE ABOVE COMPONENTS WERE CONNECTED IN SERIES BY MULTIPLE STRAND WIRE
WHICH LED FROM THE BATTERY THROUGH THE CENTER OF ONE FLARE TO THE TOGGLE
SWITCH AND THEN BACK TO THE OTHER POLE OF THE BATTERY. ALL THESE COM-
PONENTS, EXCEPT THE TOGGLE SWITCH, WERE CONCEALED IN A GROCERY BAG.

THE HIJACKER, AS WELL AS TWO OTHER PASSENGERS ON FLIGHT 800, MET THE
PROFILE AND HIS TICKET WAS SO ANNOTATED BY THE TICKET SALES

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AGENT AT LAS VEGAS. THE TICKET LIFT AGENT, HOWEVER, FAILED TO PROCESS
THE SELECTEES EVEN THOUGH A U.S. MARSHAL WAS PRESENT AT THE BOARDING
GATE. AIR WEST HAS DISCHARGED THE TICKET LIFT AGENT FOR HIS NEGLIGENCE.

THE HIJACKER USED THE NAME DON SHANE. HE HAS BEEN POSITIVELY IDENTIFIED
AS RICHARD C. LAPOINT, WHITE MALE, DPOB: 18 SEPTEMBER 1948, BOSTON,
MASSACHUSETTS.

FAA COMMENT: THE CURRENT EXTORTION/HIJACKING SEQUENCE WAS STARTED BY
PAUL CINI AGAINST AIR CANADA ON 13 NOVEMBER 1971. SINCE THEN, U.S.
CARRIERS HAVE HAD FIVE SUCH ATTEMPTS MADE AGAINST THEM. AN UNSUCCESSFUL
HIJACKING ATTEMPT AGAINST AMERICAN ON 26 DECEMBER MAY ALSO HAVE INVOLVED
A PLANNED BUT THWARTED EXTORTION. TO DATE ONLY THE SO-CALLED D.B. COOPER
AFFAIR HAS SUCCEEDED. THE INSTANT INCIDENT COULD HAVE BEEN PREVENTED
BEFORE IT BEGAN BY THE PROPER APPLICATION OF FAA-RECOMMENDED PREBOARD
SCREENING PROCEDURES. THAT THE INCIDENT WAS TERMINATED BY THE CAPTURE
OF THE HIJACKER WAS DUE TO THE COORDINATING ROLE OF THE FAA AND THE
UNCOMPROMISING ASSISTANCE AND COOPERATION OF THE AIRLINE, THE USAF, THE
FBI, AND COLORADO LAW ENFORCEMENT AUTHORITIES.

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TO ASSIST IN EVALUATING AND PERHAPS THWARTING SIMILAR ATTEMPTS IN THE FUTURE, THE FOLLOWING COMMENTS ARE SUBMITTED FOR YOUR CONSIDERATION. IN THIS TYPE OF INCIDENT ONCE THE HIJACKER'S DEMANDS HAVE BEEN MET AND HE HAS PERMITTED THE RELEASE OF ALL PERSONS EXCEPT A MINIMUM CREW, HE NO LONGER HAS THE INITIATIVE UNLESS HIS BOMB THREAT IS VALID OR HE HAS ANOTHER HIDDEN WEAPON. WE BELIEVE THAT THROUGH CONVERSATION THE VALIDITY OF THIS THREAT COULD BE SAFELY CHALLENGED BY THE CREW TO DETERMINE IF THE "BOMB" HAD THE THREE ESSENTIAL ELEMENTS (POWER SOURCE, INITIATOR, AND EXPLOSIVE OR INCENDIARY CHARGE) NECESSARY TO CONSTITUTE A WORKABLE BOMB. A BOMB LACKING ONE OF THESE ELEMENTS SUCH AS THE INITIATOR IN THE CASE OF THIS HIJACKING (E.G., A BLASTING CAP, A SQUIB IGNITER OR A FLASH-BULB) CANNOT FUNCTION AND THE THREAT CAN BE CONSIDERED INVALID. CONSIDERING THE PSYCHOLOGICAL VALUE OF A REAL BOMB, PARTICULARLY IN AN AIRCRAFT, THE ONLY LOGICAL REASON A HIJACKER WOULD NOT DEFEND THE VALIDITY OF HIS WEAPON IS BECAUSE IT IS A FAKE. THE CONVERSATION MAY ALSO REVEAL SPECIALIZED EXPLOSIVE OR MILITARY TRAINING THE HIJACKER MAY HAVE HAD WHICH WOULD TEND TO SUBSTANTIATE THE VALIDITY OF HIS "BOMB." IN ONE CASE, DURING A SIMILAR INCIDENT, THE HIJACKER REVEALED ANOTHER WEAPON WHICH WAS VERIFIED AS A LOADED HANDGUN, BUT THE VALIDITY OF HIS BOMB REMAINS QUESTIONABLE.

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IN FUTURE SIMILAR INCIDENTS IT WILL CONTINUE TO BE IMPORTANT TO KNOW WHEN THE HIJACKER BAILS OUT, WHETHER HE LEFT HIS WEAPON IN THE AIRCRAFT AND WHETHER THE DEVICE IS A TIME DELAY DEVICE. AS SOON AS HE LEAVES THE AIRCRAFT, THE CREW MUST SEARCH FOR THE WEAPON; AND IF IT IS LOCATED, ATTEMPT TO DETERMINE ITS CHARACTERISTICS. ADDRESSEES ARE REMINDED THAT AN EXPERIENCED EXPLOSIVE SPECIALIST IS AVAILABLE AT FAA HEADQUARTERS FOR CONSULTATION DURING THIS TYPE OF INCIDENT. WITH A RAPID DESCRIPTION OF THE SITUATION AND THE DEVICE HE CAN PROVIDE EXPERT SAFETY GUIDANCE TO THE FLIGHT CREW VIA THE AIR CARRIER CORPORATE HEADQUARTERS COMMUNICATING SYSTEM.

Original signed by 2 FEB 1972
James M. Yoho

JAMES M. YOHEN
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
HQ-10
IA-132
TSA-62
AM-1
U.S. Marshals
RCMP
Ministry of Transport
Allied Pilots
SE-5
SE-1(2)
SE-300/400
SE-5:WDMOORE:sds:1/26/72
REWRITTEN PER SE-2
SE-5:VLKROHN:sds:2/3/72

000640

FAA
Office of Air Transportation Security

ROUTINE

W. D. Moore

426-8698

X

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. H. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-90 (EXCEPT GL) AC-90.

FAA AIR TRANSPORTATION SECURITY SUMMARY

NO. 4-72

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2

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SUBJECT: UNSUCCESSFUL ATTEMPTED HIJACKING, 26 JANUARY 1972

ON 26 JANUARY 1972, PATRICK EUGENE McALROY, W/M, AGE 26, HELD THE
TICKET AGENT AT THE BERKELEY (CALIFORNIA) HELIPORT AT GUN POINT AND
ATTEMPTED TO COMMANDEER A HELICOPTER. HE DEMANDED THAT A FULLY EQUIPPED
JET BE READIED FOR HIM AT SAN FRANCISCO INTERNATIONAL AIRPORT TO TAKE
HIM TO CUBA.

POLICE OFFICERS OF THE BERKELEY P.D. SURROUNDED THE HELIPORT AND WAVED
OFF INCOMING CRAFT. THEY INFORMED McALROY OF THE USELESSNESS OF HIS
ATTEMPT AND ORDERED HIM TO SURRENDER - WHICH HE DID.

FAA COMMENT: THIS INCIDENT DOES NOT MEET THE LEGAL DEFINITION OF AN
ATTEMPTED AIR PIRACY. NONETHELESS, FAA CONSIDERS THIS TO BE A GENUINE
ATTEMPT AND WILL COUNT IT AS AN UNSUCCESSFUL HIJACKING OF A GENERAL
AVIATION AIRCRAFT.

Original signed by
James M. Yohe

3 FEB 1972

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
AM-1
SE-1(2)
HQ-10
IA-132
TSA-62
XE-300/400
U.S. Marshals
RCMP

Allied Pilots, Ministry of Transport, SE-5 - SE-5:WDMOORE:jlw:2/2/72

000642

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SUBJECT: UNSUCCESSFUL HIJACK ATTEMPT AA FLIGHT #47 ON 26 DECEMBER 1971

ADDITIONAL INFORMATION RECEIVED INDICATES THAT THE HIJACKER, DONALD LEWIS COLEMAN, WAS BELIEVED TO BE UNDER MEDICATION OR UNDER THE INFLUENCE OF LIQUOR WHEN HE MADE HIS THREAT TO HIJACK THE AIRCRAFT. HE WAS DESCRIBED AS ACTING ODD AND APPEARED TO BE ANNOYING THE STEWARDESSES WHO WERE TRYING TO SERVE THE PASSENGERS. HE KNOCKED ON THE COCKPIT DOOR IN AN ATTEMPT TO GAIN ACCESS BUT THE DOOR WAS LOCKED AND HE WAS NOT PERMITTED TO ENTER. COLEMAN HAS BEEN ARRAIGNED AND HAS BEEN COMMITTED TO A U.S. MEDICAL CENTER TO DETERMINE HIS COMPETENCY TO STAND TRIAL.

FAA COMMENT: IT HAS BEEN DETERMINED THAT A LIMITED PREBOARD SCREENING TOOK PLACE ON AA FLIGHT #47. THE PROFILE WAS USED BUT NO MAGNETOMETER WAS UTILIZED.

ORIGINAL SIGNED BY
JAMES T. MURPHY

19 JAN 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SER1

cc:

AM-1

SE-1(2)

HQ-10

IA-132

TSA-62

SE-300/400

U.S. Marshals

RCMP

ALLIED PILOTS

Ministry of Transport, SE-5 - SE-5:AJCASUCGI:JLW:1/18/72

000644

602-10
670-6-2

FAA
Office of Air Transportation Security

ROUTINE

14 January 1972

A. J. Casucci

426-8210

X

ALL REGIONAL DIRECTORS (EXCEPT GL)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. H. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

AIR LINE PILOTS ASSOCIATION
ATTN: MR. JACK BAVIS
MUNSEY BUILDING
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRONS-90 (EXCEPT GL) AC-90.

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 1-72

SUBJECT: UNSUCCESSFUL HIJACK ATTEMPT AA

1

3

CONCURRENCES	
RTG. SYMBOL	OK
INITIALS/SIG.	1/14/72
DATE	1/14/72
RTG. SYMBOL	SE-7
INITIALS/SIG.	8
DATE	1/14/72
RTG. SYMBOL	
INITIALS/SIG.	
DATE	
RTG. SYMBOL	
INITIALS/SIG.	
DATE	
RTG. SYMBOL	
INITIALS/SIG.	
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RTG. SYMBOL	
INITIALS/SIG.	
DATE	

162-72

XX 26
FLIGHT #47 ON/DECEMBER 1971

ON 26 DECEMBER 1971, AA FLIGHT #47 DEPARTED CHICAGO EN ROUTE TO SAN FRANCISCO. AT APPROXIMATELY 9:35 P.M. A YOUNG, BLOND, POLITE AND WELL-DRESSED MAN APPROACHED THE STEWARDESSES AND TOLD THEM HE WAS HIJACKING THE AIRCRAFT. HE CARRIED WHAT WAS CONSIDERED TO BE AN AUTOMATIC PISTOL AND CLAIMED HE HAD A PRESSURE BOMB ON HIS PERSON. WHEN IT WAS NOTED THAT THE WEAPON WAS A PLASTIC TOY PISTOL, THE HIJACKER STATED HE HAD A SUITCASE ABOARD WITH A PLASTIC EXPLOSIVE THAT WOULD GO OFF AT 2500 FEET. THE HIJACKER MADE HIS THREAT KNOWN OVER WYOMING AND THE PILOT IMMEDIATELY DIVERTED TO SALT LAKE CITY AIRPORT. UPON LANDING, THE HIJACKER, WHILE ATTEMPTING TO OPEN THE COMPARTMENT DOOR, WAS SUBDUED BY TWO MEMBERS OF THE CREW AND A PASSENGER. THE HIJACKER WAS HELD FOR LAW ENFORCEMENT AUTHORITIES AND REMOVED FROM THE PLANE.

THE HIJACKER IS IDENTIFIED AS DONALD LEWIS COLEMAN, BORN 9/17/47, CHICAGO, ILLINOIS, 5'10" TALL, 165 LBS., GREEN EYES, BLOND HAIR, SSN: 341-40-6939. A TOY PLASTIC PISTOL AND A FISH KNIFE CONCEALED IN AN ATHLETIC SUPPORTER NEXT TO HIS BODY WITH BLADE OPEN WERE IN HIS POSSESSION WHEN HE WAS APPREHENDED. ON 27 DECEMBER 1971, COLEMAN WAS CHARGED WITH AER PIRACY AND

XXX

INTERFERENCE WITH THE FLIGHT CREW.

FAA COMMENT: DONALD LEWIS COLEMAN DID NOT MEET THE PROFILE. HOWEVER,
NO PREBOARD SCREENING WAS CONDUCTED BY AA. COLEMAN WAS DESCRIBED AS
A SPORTS PARACHUTIST AND HOLDS A FAA PILOT LICENSE. COLEMAN MADE THE
STATEMENT THAT HE WAS GOING TO PROVE THAT ANY "DING DONG" COULD GET
\$250,000 OUT OF AN AIRLINE.

ORIGINAL SIGNED BY
JAMES T. MURPHY

17 JAN 1972

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
SE-1(2)
SE-300/400
HQ-10
TSA-62
IA-132
U.S. Marshals
AM-1
SE-5
SE-5:AJCASUCCI:jlw:1/14/72

AO 84
FAA
Office of Air Transportation Security

ROUTINE

10 January 1972

A. J. Casucci

426-8210

x

ALL REGIONAL DIRECTORIES (EXCEPT GL AND EU)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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CENTRAL INTELLIGENCE AGENCY
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DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. A. MANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. AIRGNS-9 (EXCEPT GL) AC-90.

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 2-72

SUBJECT: HIJACKING OF PSA FLIGHT #902,

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602-10
670-6-2
1208C

13 Jan 72 2043Z



XXX
7 JANUARY 1972.

ON 7 JANUARY 1972, PSA FLIGHT #902 DEPARTED SAN FRANCISCO FOR LOS ANGELES AT 0313 EST WITH 138 PASSENGERS AND 10 CREWMEMBERS (INCLUDING 3 DEAD-HEADING STEWARDESSES) ABOARD. AT APPROXIMATELY 0337 EST, A MALE IDENTIFIED AS ALLEN GORDON SIMMS, ARMED WITH A 12 GAUGE, SAWED-OFF SHOTGUN, AND A FEMALE IDENTIFIED AS IDA PATRICE ROBINSON, ARMED WITH A .38 CALIBER PISTOL, TOOK TWO STEWARDESSES HOSTAGE AND COMMANDEERED THE AIRCRAFT. A FIVE-MONTH OLD INFANT IN A PLASTIC CARRIER ACCOMPANIED THE TWO HIJACKERS. THE FLIGHT LANDED AT LOS ANGELES 30 MINUTES LATER WHERE PASSENGERS WERE PERMITTED TO DEPLANE. DURING THIS TIME, THE MALE HIJACKER HELD THE SHOTGUN ON ONE STEWARDESS WHILE THE FEMALE HIJACKER HELD ANOTHER STEWARDESS. AS THE MALE HIJACKER ENTERED THE COCKPIT AREA, HE SHOVED THE STEWARDESS AROUND, STRUCK HER ON THE NOSE WITH THE BARREL OF THE GUN AND USED ABUSIVE, PROFANE AND OBSCENE LANGUAGE. HE WAS DESCRIBED AS BEING IN A VERY HIGHLY EXCITED STATE AND APPEARED TO BE UNDER THE INFLUENCE OF DRUGS (HE LATER COMMENTED THAT HE WAS ON "BENNIES"). AFTER MAXIMUM REFUELING, THE FLIGHT DEPARTED AT 0525 EST HEADING EAST, ALTITUDE 32,000 FEET. WHEN OVER NEW ORLEANS, THE CAPTAIN WAS TOLD TO LAND AT TAMPA, FLORIDA, AFTER THE CREW EXPLAINED TO THE HIJACKER, WITH USE OF MAPS, THAT

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FUEL WOULD BE NECESSARY IF THE FLIGHT WAS TO CONTINUE PAST TAMPA.

THE MALE HIJACKER RELIEVED THE CREW AND STEWARDESSES

OF THEIR MONEY, TOOK THE BOXES WITH THE TICKET AND LIQUOR MONEY (THESE MONIES WERE LATER RETURNED TO THE CREW IN HAVANA).

THE FLIGHT LANDED AT TAMPA AT 0933 EST. WHILE ON THE GROUND, CHARTS WERE REQUESTED FOR SOUTH AMERICA AND AFRICA. AT THIS POINT, THE HIJACKER WANTED ANOTHER AIRCRAFT CAPABLE OF TRANS-ATLANTIC FLIGHT. HE STATED IF HE COULDN'T GET AN AIRCRAFT CAPABLE OF TRANS-OCEANIC FLIGHT, HE WOULD GO WITH WHAT HE HAD. A FULL LOAD OF FUEL WAS TAKEN ABOARD WITH NO INDICATION OF DESTINATION AND DEPARTED TAMPA AT 1154 EST. AFTER LIFT-OFF, THE HIJACKER ADVISED THE DESTINATION WOULD BE HAVANA. THE FLIGHT ARRIVED THERE 1301 EST, WHERE THE HIJACKERS, ALONG WITH THE BABY, WERE TAKEN INTO CUSTODY. APPROXIMATELY ONE HOUR LATER THE PLANE WAS CLEARED FOR DEPARTURE AND LEFT JOSE MARTI AT 1406 EST, ARRIVING IN MIAMI AT 1450 EST.

THE MALE HIJACKER, WHO ANSWERED TO THE NAME OF LEON, WAS DESCRIBED AS A BLACK, AGE 24, TAN COMPLEXION, AFRO-FLAT, BLACK HAIR, APPROXIMATELY 5-9-11", WEIGHT APPROXIMATELY 170 LBS. HE WAS WEARING A SWEATER (WHICH WAS REMOVED DURING FLIGHT), A BLACK T-SHIRT WITH GREEN STRIPES AND GREEN

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SLACKS. HIJACKER CLAIMED TO BE A PILOT BUT INDICATED NO KNOWLEDGE OF AIRPLANES OR FLYING. CLAIMED HIS FATHER WAS A JUDGE AND MOTHER A DOCTOR. CLAIMED FATHER OWNED A BEECHCRAFT DUKE, WHICH HE HAD FLOWN AND CLAIMED A MASTERS DEGREE IN PSYCHOLOGY. CLAIMED TO HAVE BROKEN OUT OF PRISON AND IS WANTED BY CALIFORNIA AUTHORITIES. WOULD NOT INDICATE IF FEMALE HIJACKER WAS HIS WIFE (DETERMINED LATER SHE WAS NOT AND CHILD WAS HERS). HIJACKER, WHEN CALM, SPOKE WITH A WELL MODULATED VOICE AND SOUNDED QUITE INTELLIGENT. HOWEVER, THROUGHOUT MOST OF THE FLIGHT, HIS LANGUAGE WAS PROFANE, ABUSIVE, AND HE WAS EXTREMELY NERVOUS. DURING THE HIGHLY EXCITED STATE OF THE HIJACKER, THE COPILOT THOUGHT HE WAS TO BE SHOT ON THE SPOT BECAUSE HE HAD ACCIDENTALLY CLOSED THE COCKPIT DOOR ON THE WAY TO THE LABORATORY. THE FEMALE HIJACKER WHO ANSWERED TO THE NAME OF IDA WAS DESCRIBED AS A BLACK, AGE 20, APPROXIMATELY 5'5", 130 LBS., SLIM, HAIR DARK AND SHORT, NATURAL 3" AFRO CUT, DARK EYES AND DARK COMPLEXION, FADED FRECKLES ON HER CHEEKS. CLAIMED TO HAVE BEEN BORN AND REARED IN SAN FRANCISCO AND ATTENDED COLLEGE AT GOLDEN WEST, SAN FRANCISCO.

FAA COMMENT: PSA IS AN INTRASTATE CARRIER AND DOES NOT UTILIZE
FAA PREBOARD SCREENING TECHNIQUES. IT IS BELIEVED THE

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WEAPONS WERE CONCEALED IN THE PLASTIC BABY CARRIER.

A UNIQUE FEATURE IN THIS INCIDENT, CAUSING MUCH TREPIDATION, WAS THE UNKNOWN DESTINATION OF THE HIJACKER UNTIL LIFT-OFF AT TAMPA. TO ADD TO THIS TREPIDATION WAS THE REQUEST FOR AN AIRCRAFT WITH TRANS-OCEANIC CAPABILITIES AND A REQUEST FOR CHARTS FOR SOUTH AMERICA AND AFRICA.

Original signed by

13 JAN 1972

JAMES M. YOHE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

HQ-10

IA-132

TSA-62

U.S. Marshals

AM-1

SE-1(2)

SE-300/400

RCMP

Allied Pilots

Ministry of Transport

SE-5

SE-5:AJCASUCCI:jlw:1/11/72

REWRITTEN PER SE-2

SE-5:VLKROHN:sds:1/12/72

FAA
Office of Air Transportation Security

ROUTINE

20 December 1971

425-8038

X

W. D. Moore

ALL REGIONAL DIRECTORS (EXCEPT GL AND RS)

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASSTO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALSOHS-40 (EXCEPT GL) 40-40.

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 19-71

~~607-10~~
670-6-2
Jm 10/1/72

30 DEC 71 21 54Z

DATE TIME GROUP

XXX

SUBJECT: ATTEMPTED HIJACKING OF NW FLT. 736, 24 DECEMBER 1971

ON 24 DECEMBER 1971, NW FLIGHT 736, N-797, DEPARTED MINNEAPOLIS/ST. PAUL AT 1304 HOURS. AT APPROXIMATELY 1523 HOURS EVERETT L. ROLT, WHITE MALE, 25 YEARS OF AGE, WEARING A FALSE BEARD, LONG HAIR AND WEARING BUSINESS CLOTHES APPROACHED A STEWARDESS AND TOLD HER THAT "THIS IS A HIJACK. NOTIFY THE CAPTAIN." HE THEN FIRED TWO SHOTS IN THE FLOOR OF THE CABIN. HE THEN TOLD THE STEWARDESS TO TELL THE CAPTAIN THAT HE HAD JUST KILLED A MAN. THE HIJACKER WANTED \$300,000.00 CASH. THE PLANE LANDED AT CHICAGO AND REFUELED FOR A FLIGHT TO ATLANTA. HE WOULD NOT ALLOW THE AIRCRAFT TO LAND UNTIL THE MONEY HAD BEEN OBTAINED AND WAS WAITING ON THE GROUND FOR HIM. NW AIRLINES PERSONNEL STATED THAT THEY HAD NO OBJECTIONS TO FBI INTERFERING WHEN THE PLANE LANDED. NW AIRLINES GAVE THE INSTRUCTIONS TO "GET THE PASSENGERS OFF - DELIVER THE MONEY AND LET THE PLANE TAKE OFF." THE MONEY WAS DELIVERED TO THE SECOND OFFICER AFTER THE PLANE HAD LANDED, ALL THE PASSENGERS WERE RELEASED AND DEPLANED WITH THE EXCEPTION OF TWO PASSENGERS AND THREE STEWARDESSES AND THE COCKPIT CREW. WHILE THE HIJACKER WAS COUNTING THE MONEY, THE PILOT AND SECOND OFFICER ESCAPED THE AIRCRAFT BY GOING OUT THE COCKPIT WINDOW AND DOWN THE ROPE. THIS LEFT THE HIJACKER ON THE AIRCRAFT WITH TWO

THE
PASSENGERS AND THREE STEWARDESSES. THE HIJACKER TOLD THE THREE
STEWARDESSES AND TWO PASSENGERS TO EACH TAKE A WINDOW SEAT. HE THEN
WENT TO THE BATHROOM IN THE FIRST CLASS SECTION. ONE OF THE STEWARDESSES
MADE A DASH TO THE LEFT REAR DOOR AND JUMPED OUT. SHE WAS CAUGHT BY FBI
PERSONNEL ON THE GROUND. THE AIRCRAFT WAS SPOT LIGHTED, MANY FBI AGENTS
WERE AROUND THE AIRCRAFT AND BY WAY OF THE BULL HORN THE HIJACKER WAS
TOLD FOR 5 TO 10 MINUTES TO SURRENDER. TWO OF THE STEWARDESSES AND ONE
PASSENGER CAME TO THE REAR DOOR AND DROPPED TO THE GROUND AND WERE
CAUGHT BY PERSONNEL ON THE GROUND. THE HIJACKER THEN APPEARED AT THE
DOOR. HE WAS NOW CLEAN SHAVEN, LONG HAIR WITH HEAD BAND AND DRESSED IN
HIPPIE CLOTHES. HE THEN DROPPED OUT THE WINDOW AND ALSO DROPPED TO
THE GROUND AND WAS CAPTURED. THE ONE PASSENGER STILL REMAINED ABOARD
THE AIRCRAFT. THE THREE STEWARDESSES AND THE ONE PASSENGER WHEN SEEING
THE HIPPIE TYPE HIJACKER STATED THAT HE WAS NOT THE OTHER PASSENGER.
THE HIJACKER, BY CHANGING HIS APPEARANCE, POSSIBLY WAS TRYING TO PASS
HIMSELF OFF AS THE PASSENGER WHO AT THIS TIME WAS STILL ON THE AIRCRAFT.
STEPS WERE BROUGHT UP TO THE PLANE AND THE LAST PASSENGER WAS REMOVED.
THE WEAPON, A 38 CAL. REVOLVER WAS FOUND STUCK IN A FELLOW IN THE
FIRST CLASS SECTION. TWO ROUNDS HAD BEEN FIRED - REMAINING

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BOARDS APPEARED AS LIVE BAIL TYPE AMMO. NO HOLES HAVE BEEN FOUND IN THE
AIRCRAFT WHICH COULD BEAR THAT TWO SHOTS THAT WERE FIRED WERE BLANKS.
ON 27 DECEMBER 1971 BOLT WAS INDICTED BY A FEDERAL GRAND JURY IN CHICAGO
ON CHARGES OF AIRCRAFT PIRACY, KIDNAPPING, ASSAULT WITH INTENT TO MURDER
AND INTERFERENCE WITH THE FLIGHT CREW.

ORIGINAL SIGNED BY

JAMES T. MURPHY 30 DEC 1971

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

IN-10

IA-132

TRA-62

U.S. Marshals

AM-1

SE-1(2)

SE-300/400

RCMP

Allied Pilots

Ministry of Transport

SE-5

SE-5:WHEXORE:nds:12/30/71

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ON 16 DECEMBER 1971, A LONE MALE SEIZED A LLOYD AEREO BOLIVIANO (LAB) TWIN TURBO-PROP FAIRCHILD 862 AIRCRAFT AT GUNPOINT WHILE EN ROUTE FROM SUCRE, BOLIVIA TO LA PAZ, BOLIVIA. THE HIJACKER, IDENTIFIED AS WILFREDO (OR GUILLERMO) URDININEA, A 26 YEAR-OLD BOLIVIAN NATIONAL BORN IN SUCRE, DEMANDED TO BE TAKEN TO ARICA, CHILE. THE HIJACKER AGREED TO A STOP AT COCHABAMBA, BOLIVIA, FOR FUEL WHERE PASSENGERS WERE PERMITTED TO DEPLANE. AT THIS TIME, ARMED SECURITY AGENTS SURROUNDED THE AIRCRAFT AND AT LEAST ONE SECURITY AGENT BOARDED THE AIRCRAFT. A GUNFIGHT BROKE OUT AND THE HIJACKER KILLED THE PILOT AND WOUNDED THE COPILOT. THE SECURITY AGENTS KILLED THE HIJACKER. IN ADDITION, A PASSENGER WAS ALSO WOUNDED.

Original signed by
James M. Yohe

23 DEC 1971

JAMES M. YOHE
ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1
cc:

SE-1(2), SE-5, SE-300/400, HQ-10, AM-1, U.S. MARSHALS, TSA-62, IA=132
RCMP, MT/AOSC, APA-SE-5:AJCASUCCI:jlw:12/23/71

Ministry of Transport

FAA
Office of Air Transportation Security

ROUTINE

21 December 1971

W. D. Moore

426-8038

X

602-10

11/1/72
Bm

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

21 Dec. 71 21452

DIRECTOR, AERONAUTICAL CENTER

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
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AIR LINE PILOTS ASSOCIATION
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MUNSEY BUILDING
1329 "E" STREET, N.W.
WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL) AC-90

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 17-71

XXX

SUBJECT: ATTEMPTED HIJACKING, LANICA (NICARAGUA) AIRLINES,

12 DECEMBER 1971

ON 12 DECEMBER 1971, SHORTLY AFTER A MIAMI TO MANAGUA (NICARAGUA)

LANICA AIRLINES FLIGHT HAD TAKEN OFF FROM ITS SCHEDULED STOP AT

SAN SALVADOR (EL SALVADOR), THREE MALE NICARAGUANS PULLED GUNS AND SAID

THEY WERE TAKING OVER. THE MEN DEMANDED TO BE FLOWN TO CUBA, BUT AGREED

TO A LANDING AT SAN JOSE (COSTA RICA) WHEN TOLD THAT THE PLANE WOULD

HAVE TO REFUEL. A MALE PASSENGER TRIED TO RESIST THE HIJACKERS WHILE

THE AIRCRAFT WAS IN FLIGHT AND WAS SHOT IN THE LEG, HAND AND STOMACH.

THE HIJACKERS ALLOWED THE PASSENGERS TO DEPLANE AT SAN JOSE IN EXCHANGE

FOR FUEL. THE PRESIDENT OF COSTA RICA, JOSE FIGUERES, ARRIVED DURING

THE REFUELING AND PERSONALLY TOOK COMMAND. HE ORDERED THE POLICE TO

PREVENT THE AIRCRAFT FROM TAKING OFF. ONE OF THE HIJACKERS WAS POINTING

A GUN AT THE HEAD OF ONE OF THE STEWARDESSES IN THE COCKPIT. FIGUERES

ORDERED THAT TEAR GAS BE FIRED AT THE PLANE. CIVIL GUARDSMEN THEN SHOT

UP THE AIRPLANE'S TIRES AND ONE OF ITS ENGINES, SETTING THE CRAFT ON

FIRE. AFTER BEING TOLD THAT THEY WOULD BE FURNISHED WITH ANOTHER CRAFT,

THE HIJACKERS LEFT THE BURNING PLANE AND WERE SHOT DOWN BY

XXX

THE GUARDSMEN. ONE OF THE HIJACKERS -- LEONEL MENA VALLADARES WAS KILLED

AND THE OTHER TWO -- RAOUL ARANA IRIAS AND GUSTAVO VILLANUEVA VALDES

WERE RETURNED TO NICARAGUA FOR PROSECUTION.

Original signed by

James M. Yohe

21 DEC 1971

JAMES M. YOHE

ACTING DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

TSA-62

IA-132

HQ-10

AM-1

U.S. Marshals

RCMP

Ministry of Transport

Allied Pilots Assn.

SE-1(2)

SE-300/400

SE-5

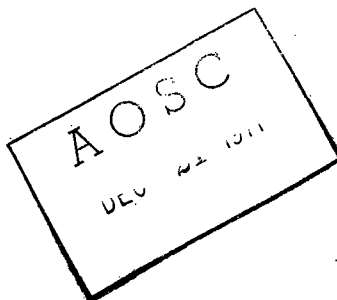
SE-5:WDMOORE:sds:12/21/71

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C. 20590



13 December 1971



602-10-
1-540

Mr. John Cook
Ministry of Transport
AOSC
Ottawa, Ontario
Canada K1A0NB

Dear John:

I refer to our recent telephone conversation when I promised to forward hijacking summaries.

Please keep in mind these summaries will contain the best possible information available prior to completion of any real investigative action. Because of requests from some of our consumers, we have attempted to establish a 7-day deadline.

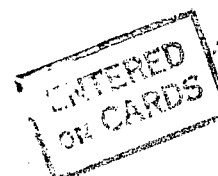
We will continue to forward future summaries directly to you.

Sincerely,

V. L. Krohn
for V. L. KROHN

Chief, Operations Liaison Staff
Office of Air Transportation Security

Enclosures



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16/12

1971-1972

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FAA
Office of Air Transportation Security

ROUTINE

22 October 1971

W.D. Moore
~~A. J. Casucci~~

426-8038

x

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

INFO: AIR TRANSPORT ASSOCIATION
ATTN: MR. MURPHY
1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

22 Oct. 71 1923Z

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL)

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 10-71

SUBJECT: INCOMPLETE HIJACK OF WC 15, B-737, ANCHORAGE, ALASKA, ON
18 OCTOBER 1971

AT 0500L, 18 OCT. 1971, A PERSON SUBSEQUENTLY IDENTIFIED AS
DALE L. THOMAS APPROACHED THE ALASKA AIRLINES (AS) TICKET

XXX
COUNTER, ANCHORAGE ALASKA. WHEN ASKED WHERE HE WANTED TO GO, THOMAS ANSWERED THAT HE DIDN'T REALLY CARE AND WOULD GO TO EITHER SEATTLE OR FAIRBANKS. THE AS TICKET AGENT ADVISED THOMAS THAT THE NEXT FLIGHT OUT OF ANCHORAGE WOULD BE TO FAIRBANKS VIA WIEN CONSOLIDATED AIRLINES (WC) AT APPROXIMATELY 0700L. THOMAS THEN LEFT THE AS COUNTER AND WALKED TOWARD THE WC COUNTER, CARRYING ONLY A SMALL, CARRY-ON CLOTH BAG.

THE AS TICKET AGENT CONSIDERED THOMAS SUSPICIOUS. IN THE ABSENCE OF THE AIRPORT POLICE WHO CAME ON DUTY AT 0600L, SHE ALERTED THE AIRPORT SECURITY OFFICER. THE AIRPORT SECURITY OFFICER CHECKED THOMAS THROUGH THE ALASKAN CRIME INFORMATION CENTER, SEARCHED HIS CARRY-ON BAG AND CONSIDERED HIM TO BE OKAY. ALTHOUGH THERE ARE TWO MAGNETOMETERS AT ANCHORAGE AIRPORT, THEY WERE NOT IN USE AT THAT TIME. THE WC TICKET AGENT SOLD THOMAS A ONE-WAY TICKET TO BETHEL, ALASKA, FOR WHICH HE PAID WITH A \$100 BILL. IN PASSING CONVERSATION, THOMAS STATED THAT HE HAD NO PARTICULAR REASON FOR GOING TO BETHEL EXCEPT THAT HE HAD NEVER BEEN THERE BEFORE. THE WC TICKET AGENT ALSO BECAME SUSPICIOUS AND REQUESTED THAT THE AIRPORT SECURITY OFFICE CHECK THOMAS' CARRY-ON BAG. THE SECURITY OFFICER STATED THAT HE HAD ALREADY DONE SO AT THE REQUEST

XXX
OF AS AND THAT THOMAS WAS OKAY.

THOMAS BOARDED WC 15, A B-737, CARRYING 31 OTHER PASSENGERS AND A CREW OF 4. SHORTLY AFTER DEPARTURE AT 0530L, THOMAS, ARMED WITH AN AUTOMATIC PISTOL, ENTERED THE COCKPIT AND ORDERED THE PLANE TO GO SOUTH. THE STEWARDESS CONVINCED HIM TO ALLOW THE FLIGHT TO RETURN TO ANCHORAGE WHERE THE 31 PASSENGERS DEPLANED, AND THE AIRCRAFT REFUELED. RENUMBERED AS FLIGHT 2711R, THE AIRCRAFT DEPARTED ANCHORAGE AT 0740L FOR VANCOUVER, B.C., CANADA. WC 2711R LANDED AT VANCOUVER AT 1227L WHERE IT WAS AGAIN REFUELED AND WHERE FOOD AND CHARTS TO MEXICO WERE TAKEN ON. THE HIJACKER HAD MENTIONED GOING TO CUBA. THE FLIGHT TOOK OFF FROM VANCOUVER AT 1243L WITH CLEARANCE TO MEXICO CITY. AT 1332L THE AIRCRAFT, THEN OVER NEVADA, TURNED AROUND AND RETURNED TO VANCOUVER, WHERE THE HIJACKER REPORTEDLY WANTED TO SWITCH TO A LARGER AIRCRAFT. THE FLIGHT LANDED AT VANCOUVER AT 1532L. THOMAS REQUESTED THAT A ROYAL CANADIAN MOUNTED POLICE (RCMP) COME OUT TO THE AIRCRAFT. AT 1652L THE FOUR CREWMEMBERS WERE RELEASED AND AT 1713L THE HIJACKER, IN THE CUSTODY OF THE RCMP OFFICIAL, LEFT THE AIRCRAFT.

ON 19 OCT. 1971 THOMAS WAS DEPORTED TO THE U.S. VIA BLAINE, WASHINGTON, AND WAS PLACED IN THE CUSTODY OF

XXX
THE U.S. MARSHAL SERVICE AWAITING REMOVAL TO ANCHORAGE.

THOMAS HAD BEEN CONVICTED OF MANSLAUGHTER IN 1965 AND HAD SERVED 6 YEARS
IN LEAVENWORTH AND A PRISON ADULT CAMP IN ALASKA PRIOR TO BEING PAROLED
ON 23 AUGUST 1971. HE OBTAINED EMPLOYMENT AT A SERVICE STATION AT
PALMER, ALASKA, NOT FAR FROM ANCHORAGE.

THE OWNER REPORTED THE THEFT OF SOME \$300 IN CASH AND SOME TOOLS ON
16 OCT. ON 17 OCT. THOMAS INFORMED HIS EMPLOYER THAT HE WAS LEAVING
THE ANCHORAGE AREA. THOMAS IS DESCRIBED AS A WHITE MALE, DPOB:
29 DEC. 1942, HAWTHORNE, CAL., 72", 150 LBS., BROWN HAIR, AND BLUE EYES.
THOMAS APPARENTLY HAD A VERY CLOSE ATTACHMENT TO HIS MOTHER. HIS FATHER
IS DESCRIBED AS WEAK AND UNINTERESTED IN HIS SON'S ACTIVITIES. THOMAS
HAS NEVER BEEN MARRIED AND HAS NO CLOSE FRIENDS.

ORIGINAL SIGNED BY
JAMES T. MURPHY

22 OCT 1971

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
HQ-10
IA-132
TSA-62
U.S. Marshals
SE-300/400
SE-1(2)
SE-5

SE-5:WDMOORE:sds:10/22/71

FAA

Office of Air Transportation Security

ROUTINE

26 October 1971

W. D. Moore

426-8038

X

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

28 Oct. 71 19262

INFO: AIR TRANSPORT ASSOCIATION

ATTN: MR. MURPHY

1000 CONNECTICUT AVENUE, N.W.

WASHINGTON, D.C. 20036

CENTRAL INTELLIGENCE AGENCY

ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION

ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE

ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY

ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL)

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 1(-71

SUBJECT: SUCCESSFUL HIJACKING OF EA 953, 9 OCTOBER 1971

FOLLOWING A TELEPHONIC RESERVATION EARLIER IN THE MORNING, A MALE USING

THE NAME, R. JOHNSON, PURCHASED A ONE-WAY TICKET AT THE EA TICKET COUNTER,

DETROIT, FOR EA FLIGHT 953 TO MIAMI WITH A 0940 DEPARTURE

1 3

XXX

TIME. JOHNSON ALERTED THE MAGNETOMETER WHEN HE PASSED THROUGH AND THE LEFT AGENT AT THE BOARDING GATE RECOGNIZED THAT R. JOHNSON MET THE HIJACKER PROFILE. THE AGENT REQUESTED SOME IDENTIFICATION, BUT R. JOHNSON PRODUCED NONE. THE AGENT INVITED MR. JOHNSON TO HAVE A SEAT AND REQUESTED HIS ASSISTANT TO CALL THE DEPUTY U.S. MARSHAL. R. JOHNSON PRODUCED A .38 CAL. REVOLVER AND FORCED HIS WAY ABOARD THE B-727. THE HIJACKER GRABBED THE BOARDING STEWARDESS, PLACED THE GUN TO HER HEAD, AND ORDERED HER TO TELL THE CAPTAIN TO GO TO HAVANA. THERE WERE 41 PASSENGERS AND 7 CREW ABOARD. THE RAMP DOOR WAS CLOSED BEHIND THE HIJACKER TO PREVENT ANY MORE PASSENGERS FROM BOARDING. EA 953 DEPARTED DETROIT AT 1334Z AND ARRIVED HAVANA AT 1723Z WITHOUT FURTHER INCIDENT. ATTEMPTS TO DISSUADE THE HIJACKER WERE TO NO AVAIL. THE HIJACKER STATED THAT HE WAS NOT IN SYMPATHY WITH THE U.S. FORM OF GOVERNMENT AND OPPOSED TO THE IDEAS OF HIS "WHITE MIDDLE CLASS ESTABLISHMENT FAMILY." HE ALSO STATED THAT HE HAD MADE SEVERAL FLIGHTS WITH METAL IN HIS LUGGAGE TO TEST VARIOUS MAGNETOMETERS AND HAD NEVER BEEN STOPPED OR IDENTIFIED DURING THESE PREPARATORY TRIPS. THE FLIGHT, LESS THE HIJACKER, DEPARTED HAVANA AT 2104Z AND ARRIVED MIAMI AT 2142Z. THE HIJACKER WAS IDENTIFIED AS RICHARD FREDERICK DIXON, BORN: 5 AUG. 1940,

XXX
HEIGHT 72", WEIGHT 170 LBS., BLOND HAIR, BROWN EYES, SLENDER BUILD,
AND FAIR COMPLEXION. HE HAD BEEN RELEASED 27 AUG. 1971 AFTER SERVING
THREE YEARS OF A FIVE-YEAR SENTENCE FOR BANK ROBBERY.

ORIGINAL SIGNED BY
JAMES T. MURPHY

28 OCT 71

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
IA-132
TSA-62
HQ-10
U.S. Marshals
SE-300/400
SE-1(2)
SE-5
SE-5:WDMOORE:sds:10/26/71

FAA
Office of Air Transportation Security

ROUTINE

19 November 1971

W. D. Moore

426-8698

x

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
WASHINGTON, D.C. 20036

26 Nov. 71 2147Z

AIR LINE PILOTS ASSOCIATION
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MUNSEY BUILDING
1329 E STREET, N.W.
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DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL)

FAA INTELLIGENCE SUMMARY NO. 12-71

SUBJECT: SUCCESSFUL HIJACKING OF AA98 TO

HAVANA, 25 OCTOBER 1971

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ON 25 OCTOBER 1971, AMERICAN AIRLINES FLIGHT 98, A B-747 CARRYING 220 PASSENGERS AND A CREW OF 16, DEPARTED JFK AT 2245Z DESTINED FOR SAN JUAN. ABOARD WERE 3 SKY MARSHALS (2 IN FIRST CLASS, 1 IN ECONOMY) AND A VACATIONING FBI AGENT.

AT APPROXIMATELY 2350Z A LONE MAN PRESSED A HARD OBJECT IN THE BACK OF ONE OF THE STEWARDESSES IN THE AFT GALLEY AND ORDERED HER TO TAKE HIM TO THE COCKPIT. SHE PRECEDED HIM BY SEVERAL STEPS AND GUIDED HIM TO THE FIRST CLASS LOUNGE. WHILE CLIMBING THE STAIRS TO THE LOUNGE, THE STEWARDESS TURNED, LOOKED AT ONE OF THE SKY MARSHALS SITTING IN FIRST, AND SMILED AT HIM. THIS CAUSED HIM TO THINK THAT EVERYTHING WAS ALL RIGHT. THE HIJACKER ORDERED THE STEWARDESS TO TELL THE CAPTAIN TO GO TO HAVANA, WHICH SHE DID. THE STEWARDESS INSISTED THAT THE HIJACKER WAS ARMED WITH A PISTOL. THE HIJACKER THEN POSITIONED HIMSELF IN THE LOUNGE SO AS TO COVER THE HOSTESS, THE COCKPIT DOOR AND THE STAIRS LEADING UP FROM FIRST. THE SKY MARSHALS TRIED TO THINK OF SOME WAY TO FOIL THE HIJACKING, BUT FEARED FOR THE LIFE OF THE STEWARDESS BEING HELD HOSTAGE.

THE AEROCRAFT LANDED AT JOSE MARTI AIRPORT

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AT 0058Z, 26 OCTOBER 1971. THE CUBANS TOOK THE HIJACKER, WHO WAS "ARMED" WITH A BALL-POINT PEN, INTO CUSTODY. THE CUBANS ASKED THE FBI AGENT TO IDENTIFY HIMSELF, WHICH HE DID, BUT DID NOT MAKE THE SAME REQUEST CONCERNING THE SKY MARSHALS. THE CUBANS WOULD NOT ALLOW THE B-747 TO TAKE OFF WITH ITS LOAD OF PASSENGERS, CLAIMING POSSIBLE DAMAGE TO THEIR RUNWAY. THE PASSENGERS AND CREW WERE PUT UP AT VARIOUS HOTELS FOR THE NIGHT AND TAKEN ON TOURS THE FOLLOWING DAY. AMERICAN AIRLINES SENT IN A B-707 AND A B-727 TO PICK UP THE PASSENGERS ON THE 27TH AND FLEW THEM TO SAN JUAN. THE B-747 WAS PERMITTED TO TAKE OFF AND JOINED THE OTHER TWO AIRCRAFT AT SAN JUAN.

THE HIJACKER HAS BEEN IDENTIFIED AS ANGEL LUGO-CASADO, DPOB: 1 MARCH 1949, PONCE, P.R., 63", 120 LBS., BLACK HAIR, BROWN EYES, MUSTACHE. HIS MOTIVE FOR THE HIJACKING IS UNCLEAR, BUT HE COMPLAINED OF DISCRIMINATION AND LAUDED CUBA. LUGO HAS BEEN ACTIVE IN THE PUERTO RICAN INDEPENDENCE MOVEMENT. HE DID NOT MEET THE PROFILE.

FAA COMMENT: AT THE TIME OF THIS HIJACKING AMERICAN AIRLINES USED NO PREDEPARTURE SCREENING. THE PREDEPARTURE CREW - SKY marshal brie

XXX

MARSHAL BRIEFING WAS TOO INFORMAL. THERE WAS NO ASSURANCE THAT THE STEWARDESSES WERE AWARE OF THE EXISTENCE, IDENTITY AND LOCATION OF THE SKY MARSHALS, AND NO SIGNALS WERE ESTABLISHED TO COMMUNICATE THE FACT OF AN ONGOING HIJACKING OR OTHER INFLIGHT EMERGENCY. THE SKY MARSHALS IN FIRST WERE NOT THE BEST LOCATIONS TO COVER THE STAIRWELL TO THE LOUNGE, INASMUCH AS THEY WERE SEATED ONE BEHIND THE OTHER ON THE SAME SIDE OF THE AIRCRAFT. THERE WAS NO SKY MARSHAL COVERAGE OF THE LOUNGE. MEASURES HAVE BEEN TAKEN TO RECTIFY THESE DEFICIENCIES.

FOR REGIONS: PLEASE PASS TO ATSFOS.

Original signed by

James T. Murphy

26 NOV 1971

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-11

cc:

SE-1

SE-5

SE-300/400

AM-1

HQ-10

TSA-62

IA-132

U.S. Marshals

SE-5:AJCASUCCI:jlw:11/22/71

REWRITTEN PER SE-1

SE-5:VLKROHN:jlw:11/24/71

FAA

Office of Air Transportation Security

ROUTINE

1 December 1971

W. D. Moore

426-8698

x

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

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03 Dec. 71 2036Z

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ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRONS-90 (EXCEPT GL)

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 14-71

SUBJECT: SUCCESSFUL HIJACKING/EXTORTION,

NW 305, 24 NOVEMBER 1971

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ON 24 NOVEMBER 1971 A LONE MALE, IDENTIFIED ONLY AS D. B. COOPER, LATE 40'S, TALL AND SLIM, BOARDED NW 305, A B-727, AT PORTLAND, OREGON, ON A FLIGHT TO SEATTLE. EN ROUTE, HE HANDED A NOTE TO ONE OF THE STEWARDESSES STATING THAT HE HAD A BOMB IN HIS BRIEFCASE AND WAS HI-JACKING THE AIRCRAFT. HE ORDERED THE STEWARDESS TO INSTRUCT THE CAPTAIN AND COMPANY OFFICIALS THAT HE WAS DEMANDING \$200,000 AND THAT HE WANTED 4 PARACHUTES (2 CHEST AND 2 BACK PACKS). HE SHOWED THE STEWARDESS THAT HIS BRIEFCASE CONTAINED SEVERAL RED STICKS, WIRE AND A BATTERY.

THE COMPANY AGREED TO THE MAN'S DEMANDS. NW 305 ORBITTED NEAR SEATTLE WHILE THE REQUESTED MONEY AND PARACHUTES WERE ASSEMBLED. THE AIRCRAFT LANDED AT SEATAC AT 1742L. AFTER THE RANSOM AND PARACHUTES WERE PLACED ABOARD, COOPER ALLOWED THE 36 PASSENGERS AND 2 OF THE 3 STEWARDESSES TO DEPLANE. WHILE THE AIRCRAFT WAS BEING REFUELED, THE HIJACKER ORDERED THAT THE AIRCRAFT TAKE OFF WITH THE REAR DOOR EXTENDED, THAT THE CAPTAIN FLY NO HIGHER THAN 10,000 ALTITUDE AT A SPEED NOT IN EXCESS OF 200 MPH, WITH FLAPS AND LANDING GEAR DOWN, AND THAT ALL LIGHTS, INCLUDING CABIN LIGHTS, BE EXTINGUISHED WHILE EN ROUTE. HE WAS ADVISED THAT THE DOOR COULD NOT BE FULLY EXTENDED ON TAKEOFF, SO HE AGREED THAT IT SHOULD ONLY BE LEFT OPENED.

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NW 305 DEPARTED SEATTLE WITH 3 FLIGHT CREW, 1 STEWARDESS AND THE HI-JACKER AT 1936L. ALLEGEDLY THE FINAL DESTINATION OF THE FLIGHT WAS TO BE MEXICO CITY AND THE CAPTAIN INDICATED THAT THERE WOULD BE FUEL STOPS AT RENO AND YUMA. DUE TO THE LOWERED GEAR, FLAPS AND REAR DOOR, AIR SPEED WAS REDUCED TO 170 KNOTS. EN ROUTE, THE HIJACKER REMAINED IN THE REAR OF THE AIRCRAFT AND, AT HIS ORDERS, THE CREW REMAINED ON THE FLIGHT DECK. THE HIJACKER PULLED THE CURTAIN SHUT BETWEEN FIRST AND COACH CLASSES, MAKING IT IMPOSSIBLE FOR THE CREW TO OBSERVE HIM FROM THE FLIGHT DECK.

IT HAD BEEN ARRANGED THAT THE CAPTAIN WOULD SQUAWK CODE 7700 ON HIS TRANSPONDER AND FLASH HIS LANDING LIGHTS FOR 30 SECONDS IF THE HIJACKER WAS OBSERVED EXITING THE AIRCRAFT. MILITARY ESCORT AIRCRAFT WERE PROVIDED AND ALSO INSTRUCTED TO SQUAWK IF THEY OBSERVED A PARACHUTIST EXITING THE AIRCRAFT.

BETWEEN SEATTLE AND PORTLAND, THE CREW COMMUNICATED WITH THE HIJACKER VIA THE PA SYSTEM AND INTERPHONE. HOWEVER, THE HIJACKER DID NOT RESPOND AFTER PORTLAND. APPROACHING PORTLAND A LIGHT ON THE CAPTAIN'S PANEL LIT UP INDICATING THAT THE REAR EXIT STEPS WERE LOWERED AND LOCKED;

XXX
HOWEVER, THIS WAS NOT REPORTED TO FLIGHT CONTROLLERS. REPEATED REQUESTS BY FAA TO THE COMPANY TO HAVE THE CREW VERIFY THE HIJACKER'S CONTINUED PRESENCE ON THE AIRCRAFT WERE NOT HONORED BECAUSE OF POSSIBLE DANGER TO THE CREW.

NW 305 LANDED AT RENO AT 2302L. THE HIJACKER WAS NOT ON BOARD. THE ONLY ITEMS LEFT BEHIND WERE ONE SET OF CHUTES (1 CHEST AND 1 BACK PACK).

FAA COMMENT: D. B. COOPER MET THE PROFILE: HOWEVER, THERE WAS NO PASSENGER PRE-BOARD SCREENING IN EFFECT BY NW AT PORTLAND. AS FAR AS PARACHUTISTS ARE CONCERNED, WE CERTAINLY URGE HOLD STORAGE OF SPORT PARACHUTES AND YOUR CABIN ATTENDANTS SHOULD BE ESPECIALLY ALERT TO CHALLENGE PASSENGERS WITH UNUSUALLY WRAPPED PACKAGES WHICH MIGHT CONTAIN A PARACHUTE. I THINK IT IS IMPERATIVE THAT THE ACTIVITIES OF A PARACHUTIST BE MONITORED IN FLIGHT SINCE HOW ELSE CAN YOU BE CERTAIN THAT A LIVE BOMB HAS NOT BEEN LEFT BEHIND AND SET TO DETONATE. TO FLY FOR HOURS AFTER THE EXTORTIONIST HAS LEFT THE AIRCRAFT COULD BE SUICIDAL. FURTHER, SUCH ACTION COULD HAVE ASSISTED IN THE EARLY APPREHENSION OF THE CRIMINAL THUS CURBING SOME OF THE ADVERSE PUBLICITY RESULTING FROM HIS ESCAPE.

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IT IS OUR OPINION THAT THERE WILL BE A SIMILAR ATTEMPT IN THE NEAR FUTURE.

ORIGINAL SIGNED BY

JAMES T. MURPHY
JAMES T. MURPHY

3 DEC 1971

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

AM-1

SE-1(2)

IA-132

TSA-62

HQ-10

SE-300/400

SE-5

SE-5:WDMOORE:jlw:12/1/71

RETYPE PER SE-2

SE-5:VLKROHN:sds:12/3/71

FAA
Office of Air Transportation Security

ROUTINE

2 December 1971

W. D. Moore

426-8698

x

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

2 Dec. 71 21492

INFO: AIR TRANSPORT ASSOCIATION
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1000 CONNECTICUT AVENUE, N.W.
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- AIR LINE PILOTS ASSOCIATION
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MUNSEY BUILDING
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. ACATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL)

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 15-71

SUBJECT: SUCCESSFUL HIJACKING OF TWA 106,

27 NOVEMBER 1971

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ON 27 NOVEMBER 1971, TWA 106, A B-727, EN ROUTE FROM PHOENIX TO CHICAGO MADE A SCHEDULED STOP AT ALBUQUERQUE, LANDING AT 0113L. WHILE BOARDING PASSENGERS, 3 BLACK ARMED MEN, LATER IDENTIFIED AS CHARLES HILL, 21, MICHAEL FINNEY, 20, AND RALPH GOODWIN, 24, WHO HAD COMMANDEERED A TOW TRUCK, APPROACHED THE AIRCRAFT. ONE OF THE MEN RAN UP THE STEPS OF THE AIRCRAFT AND HELD A PISTOL TO THE HEAD OF THE STEWARDESS. THE PASSENGERS WERE ADVISED THAT THE AIRCRAFT WAS BEING HIJACKED TO CUBA. TW 106 DEPARTED ALBUQUERQUE AT 0207L AND ARRIVED AT TAMPA 0630L WHERE THE AIRCRAFT WAS REFUELED AND THE 40 PASSENGERS DEPLANED. THE AIRCRAFT WITH 3 FLIGHT CREW, 3 STEWARDESSES AND THE 3 HIJACKERS DEPARTED TAMPA IN AT 0750L AND ARRIVED/HAVANA 0849L WHERE THE 3 HIJACKERS WERE TAKEN INTO CUSTODY. TW 106 DEPARTED HAVANA 281216Z AND ARRIVED AT MIAMI AT 1259L.

FAA COMMENT: THE 3 HIJACKERS ARE ASSOCIATED WITH THE NEW REPUBLIC OF AFRICA (NRA), A MILITANT BLACK ORGANIZATION. THEY WERE BEING SOUGHT BY NEW MEXICO AUTHORITIES FOR THE 8 NOVEMBER 1971 MURDER OF A NEW MEXICO STATE POLICEMAN. THIS WAS THE FOURTH AIR CARRIER HIJACKING IN 1971 WHICH INVOLVED FORCIBLE BOARDING OF THE AIRCRAFT AND THE FIFTH WHICH INVOLVED UNTICKETED HIJACKERS. HOWEVER, THIS IS THE ONLY RECENT CASE INVOLVING WELL-PUBLICIZED

XXXX

INDIVIDUALS ESCAPING CRIMINAL PROSECUTION BY HIJACKING AN AIRCRAFT.

ORIGINAL SIGNED BY

JAMES T. MURPHY

2 DEC 1971

JAMES T. MURPHY

DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:

TSA-62

IA-132

HQ-10

AM-1

U.S. Marshals

SE-1(2)

SE-5

SE-300/400

SE-5:WDMOORE: jlw: 12/2/71

FAA
Office of Air Transportation Security

ROUTINE

8 December 1971

W. D. Moore

426-8698

*

ALL REGIONAL DIRECTORS (EXCEPT GL AND EU)

INFO: AIR TRANSPORT ASSOCIATION
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MUNSEY BUILDING
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WASHINGTON, D.C. 20004

CENTRAL INTELLIGENCE AGENCY
ATTN: J. LUDLUM

DEPARTMENT OF STATE (E/OA/AVP)

FEDERAL BUREAU OF INVESTIGATION
ATTN: CRIMINAL DIVISION

SECRET SERVICE (ID)

TREASURY DEPARTMENT (ASETO)

U.S. CUSTOMS SERVICE
ATTN: MR. AGATHANGELOU

NATIONAL SECURITY AGENCY
ATTN: M-5

WHITE HOUSE SITUATION ROOM

UNCLAS. ALRGNS-90 (EXCEPT GL)

FAA AIR TRANSPORTATION SECURITY INTELLIGENCE SUMMARY NO. 16-71

SUBJECT: ATTEMPTED HIJACKING OF PAKISTANI

AIRLINES 3 DECEMBER 1971

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2

CONCURRENCE
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE 12/8/71
RTG. SYMBOL SE-5
INITIALS/SIG. M
DATE Dec 71
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE
RTG. SYMBOL
INITIALS/SIG.
DATE

XXXX

ON 3 DECEMBER 1971 A LONE ARMED MALE COMMANDERED A PAKISTANI AIRLINES B-720B ON THE GROUND AT ORLY FIELD, PARIS FRANCE. THE HIJACKER, IDENTIFIED AS JEAN KAY, A FRENCHMAN BORN IN ALGERIA, THREATENED TO BLOW UP THE AIRCRAFT AND KILL THE PASSENGERS UNLESS HE RECEIVED 20 TONS OF MEDICINE FOR PAKISTANI REFUGEES. HE MANAGED TO HOLD MORE THAN 200 POLICEMEN AT BAY FOR SIX HOURS WHILE THE MEDICINE HE DEMANDED IN THE NAME OF THE BANGLA DESH, THE EAST PAKISTANI INDEPENDENCE MOVEMENT, WAS GATHERED AND TRANSPORTED TO THE AIRPORT. POLICEMEN DISGUISED AS PORTERS AND RED CROSS WORKERS FINALLY OVERCAME THE HIJACKER AS HE WAS INSPECTING SOME OF THE CASES THAT HAD BEEN LOADED ON THE AIRPLANE. THE HIJACKER FIRED ONCE DURING THE STRUGGLE, SLIGHTLY WOUNDING A POLICE OFFICER IN THE HAND.

ORIGINAL SIGNED BY
JAMES T. MURPHY

8 DEC 1971

JAMES T. MURPHY
DIRECTOR OF AIR TRANSPORTATION SECURITY, SE-1

cc:
TSA-62
IA-132
HQ-10
AM-1
U.S. MARSHALS
SE-1(2)
SE-300/400
SE-5:WDMOORE:jlw:12/8/71

2 2

000684