

(Mount Clipping In Space Below)

Cooper Bill List Creates 'Unusual Interest' In \$20s

Banks in the Portland area are reporting an "unusual interest" in \$20 bills.

They believe the demand for the bills is the result of the decision of The Journal to publish the numbers of all the \$20 bills included in \$200,000 extorted by airline hijacker D. B. Cooper two years ago.

A man calling himself Cooper extorted the money from Northwest Orient Airlines, then apparently bailed out of a skyjacked plane over Southwestern Washington.

John Kodel of First National Bank said all of the tellers of the bank's Head Office

branch had been asked to change money into \$20 bills by persons hoping to cash in on The Journal's offer to pay \$1,000 to the person bringing in the first \$20 bill from Cooper's haul.

The money may also be turned in to any office of the Federal Bureau of Investigation.

Kodel said fairly large sums of money were being exchanged for \$20 bills, many by people carrying copies of The Journal's list.

The largest sum was brought in by a man who laid five \$100 bills on the

counter and asked for \$20 bills in return," said Kodel.

One woman wrote The Journal from Orlando, Fla., saying that she had asked for her Social Security payment in \$20 bills.

The Florida correspondent and others writing from New York, Virginia, Vermont, California and Hawaii have been advised to check the numbers of their \$20 bills at local offices of the Federal Bureau of Investigation.

Copies of the numbers also are in the hands of Scotland Yard, Interpol and major police agencies throughout the world.

(Indicate page, name of newspaper, city and state.)

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Being Investigated

a wristwatch with a clunky leather band, as I remember. Hell, you've seen one stew, you've seen 'em all.

ANON: What did you do while you were waiting for the money and chutes.

COOPER: I watched, waited, and smoked. Oh, and I prayed to high heaven they didn't call my bluff. All I could have done was give them a shave. Seems like I smoked a couple packs of Raleighs too.

If the FBI was going to make a move it would have been at Sea-Tac. Everybody but the stew with me and the three-man crew was clear of the aircraft. I buzzed the cockpit and asked the captain what the hell was the holdup. He said they were having trouble with the vapor lock, and that another truck was coming. I said, "OK, but remember, one truck at a time." Eventually five trucks came out, but only three of them were able to deliver. At this juncture, I came awfully close to blowing my cool. I went forward to the cockpit.

ANON: You were in the cockpit?

COOPER: Affirmative. In point of fact, I was there twice while the ship was on the ground, both times flashing my "bomb", of course.

ANON: Do you recall what you told the captain?

COOPER: The last time, I do. I said, "It's takeoff time. Take me to Mexico."

ANON: What was the Captain's reaction?

COOPER: About the same as if I had said, "Take me to Katmandu". He looked at me as if I were totally insane. He said he could try Medford, Red Bluff or Reno, all on Vector 23. My response was negative. He then suggested San Francisco; I told him no, very emphatically. I said, "I want the flaps at 15 per cent and the gear down. I also want the ventral staircase down when you take off." He gave me a negative on the stairs. He said, not too gently as I recall, "God damnit, I can't rotate for departure—lift the nose and rotate—with those stairs down." He also told me that he couldn't make Mexico with the flaps and gear down, but that he would compute the fuel consumption and shoot for Reno. I was glad he got my idea all by himself. I told him affirmative, to head south. Then I slammed the cockpit door and went back to the tourist compartment with the stew. According to my watch, we got airborne at 7:40 p.m., four hours and 42 minutes since leaving Portland. Like I said, I have a very good watch.

ANON: Speaking of Portland...Shortly after takeoff you handed your skyjack note to one of the stewardesses...

COOPER: Yes. The brunette, and she thought I was trying to proposition her...In a way, she was right.

ANON: You were very careful about retrieving that note, about not leaving it—or anything else—behind as evidence. Could you tell us what the note said?

COOPER: Word for word, it said, "I am hijacking

Courtesy of Vancouver Columbian

The Search: "The FBI was wrong."

way to Cuba. I began to realize that if I didn't hurry up and do it, I was going to go dingy.

ANON: It sounds like a Jerry Lewis movie. Have you heard that song about you?

COOPER: Yes. And I still hear it in my sleep, I think it should be number one on the shit parade. It stinks.

ANON: D.B. Cooper...Is that your real name?

COOPER: Of course not!

ANON: There was another passenger on Flight 305 named Cooper. Was that your inspiration or what?

COOPER: I stuck a pin in a Seattle phone book. You can look it up if you like. There is a D.B. Cooper listed.

ANON: We'd like to know something about the parachutes that were delivered to you aboard the jet. Were they to your liking?

COOPER: Negative. Somebody was playing games there. The backpack harness did not have the necessary D-rings for attaching the chestpacks. They were some sort of emergency rigs for aerobatic flying, I guess. So I just said to hell with it, I'd have to jump without a reserve.

ANON: Everyone assumed you asked for two parachutes so they wouldn't give you one with a note that said crime doesn't pay in it, not knowing whether you were going to force somebody, like the stewardess maybe, to bail out with you. What did you do with the extra parachute?

COOPER: I made a special point of not leaving it behind in the cabin. I cut it up into strips and used the strips to tie the money bag to my waist, very securely. Next question.

ANON: You've told us something about the jump, about working the escape door and plunging out into the darkness. How did you bail out without tipping off the crew?

COOPER:

(tape garbled briefly here.)

...took the stewardess forward, and ordered the captain to lock the door from the inside. I checked it out. It was locked. I returned aft, closing the first-class and tourist compartment curtains securely behind me.

playing hero? Uh-uh.

He did try to humor me with a steady line of patter on the passenger P.A. And he was a smoothie.

ANON: What did he say?

COOPER: He kept saying that a smart hijacker would land in San Francisco, things like that. Jesus, I almost thought he was in my corner. It didn't take much of that to piss me. I told him to knock it off, that his monolog was beginning to bug me and that if I got too bugged my bomb was liable to go off. Then I said, as I remember,

"I'll be back in five years..."

"Now hear me, this is your skyjacker speaking. Nobody, under any circumstances, is to attempt to make an further contact with me. Is that understood?" The understood.

ANON: It was at that time that you leaped clear with the \$200,000?

COOPER: Well, sometime after that.

ANON: One final thing, Mr. Cooper. You've got \$200,000, a national reputation, you've been first something you've wanted to do. That's awkward. Do you know what I mean...what now?

COOPER: I'm going to retire. Tonight, I am leaving for parts unknown.

ANON: You aren't going to fly, are you?

COOPER: What do you think?

ANON: Don't know, to tell the truth.

COOPER: Good. Loose lips sink ships. I've let my flap far too freely. It's very hard to keep a story like

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Hijack 'Near-Misses' Surface

The Journal has received several telephone calls from people who have \$20 bills in which the serial numbers almost match those from the D.B. Cooper hijack loot.

None, however, have matched all the way and thus the newspaper's offer still stands to pay \$1,000 for

the first \$20 of the Cooper money to be turned in.

The money given to the man called Cooper was hast-

ily gathered in the Seattle area on Thanksgiving Eve, 1971. The serial numbers are not in consecutive order, al-

though the FBI's list, which is being republished in The Journal in installments, has been arranged alphabetically and numerically.

The newspaper began re-producing the list on Nov. 22, and additional numbers have been published each day except for the weekend edi-tions.

(Indicate page, name of newspaper, city and state.)

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Cooper Bill List Sparks New Leads

The FBI has received several new leads and offers of help in the 2-year-old D.B. Cooper hijacking case since The Journal offered to pay \$1,000 for the first \$20 of the "Cooper cash" to be turned in.

Julius Mattson, agent in charge of the Portland office of the FBI, said every response is followed through and that there have been several new ones during the days the newspaper has been publishing the list of serial numbers of the bills Cooper disappeared with.

A man who gave the name Dan Cooper when he purchased a ticket at Portland hijacked a Northwest Orient Airlines Boeing 727 Thanksgiving Eve, 1971, and extorted \$200,000 from the airline. He and the money disappeared when he parachuted from the jet somewhere between Seattle and Reno.

Anyone coming into possession of one of the 10,000 \$20 bills can call The Journal at 221-8374, use the newspaper's Secret Witness if he desires safeguard his identity or bring the bill to the news-

paper or to the nearest office of the FBI. If it is the first one to surface from the money Cooper had, and that fact is verified by the FBI, the newspaper will pay the holder \$1,000.

The Journal began publishing the list of serial numbers Nov. 22 and other parts of the list have appeared each day since with the exception of weekend editions. Persons unable to obtain copies of the newspaper may, by checking with their nearest FBI office, be able to inspect a copy of the official list there.

(Indicate page, name of newspaper, city and state.)

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Could D.B. Cooper Be In Kansas?

Is D. B. Cooper alive and well in Kansas?

A Wichita resident who heard of The Journal's offer to pay \$1,000 for the first \$20 bill to be turned in from the \$20,000 the man known as Cooper disappeared two years ago raised that issue in a letter to the newspaper.

He wrote that about the time The Journal began its search for the missing bills a Wichita television station re-

ported that a man who would not give his name was passing out \$20 bills to motorists on a turnpike. He reportedly was rewarding motorists who were driving at 50 miles per hour.

"After reading about Mr. Cooper I got to wondering if he could be possibly be doing

something like this to get rid of the money?" wrote the Wichita resident.

Whatever happened to the money the hijacker Cooper got, none of it has so far surfaced, not even in Kansas and not even with The Journal's continuing reward offer.

The Journal will continue \$20 of the Cooper loot until 1974, the third anniversary of its offer of \$1,000 for the first Thanksgiving Eve, the hijacking.

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(Indicate page, name of newspaper, city and state.)

6 THE OREGON JOURNAL
PORTLAND, OREGON

Date: December 4, 1968

Edition:

Author: Rolla J. Crick

Editor: Donald Sterline

Title: NORJAK

Character:

or

Classification: 164-2111

Submitting Office: Portland

 Being Investigated

Cooper Bill Hunt Hits Dixie

The Journal's offer to pay \$1,000 to anyone who turns in the first \$20 bill of the money extorted from Northwest Orient Airlines two years ago by the hijacker known as Dan Cooper has brought a tourist-oriented response from Florida.

"I could not think of a better excuse to visit your beautiful area if I were successful

in uncovering one of these bills," wrote C. J. Berg,

Lighthouse Point, Fla.

He sent money to pay for copies of the newspaper carrying some of the serial numbers of the missing bills and reported that his area is tourist and pari-mutuel oriented "and it is quite possible that some of those \$20

bills are being circulated here."

For persons who live in areas where it is inconvenient to obtain copies of The Journal, the newspaper advises them to check with their local FBI office for permission to inspect the official FBI list of bills. The Journal is reproducing that list in installments.

(Mount Clipping in Space Below)

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measuring 6 by 8 by 27 inches. The Journal will pay \$1,000 for the first bill turned in. This is another page from the FBI's booklet listing serial numbers of the missing currency. Check your \$20 bills against the newspaper.

(Indicate page, name of newspaper, city and state.)

**10 THE OREGON JOURNAL
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(Mount Clipping in Space Below)

\$20. FEDERAL RESERVE NOTE

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More Bills Listed

\$20 bills taken in the extortion and offered \$1,000 for the first of the bills to be turned in. Some of the leads involve reports of persons who look like the artist's sketch. The Journal ran recently of how people on the jetliner Cooper hijacked think he looked.

(Indicate page, name of newspaper, city and state.)

2 THE OREGON JOURNAL
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(Mount Clipping in Space Below)

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Beware Bogus Bills

FUNNY MONEY circulating in the Pacific Northwest could complicate the search for \$20 bills from the money taken by the hijacker known as D.B. Cooper when he parachuted from a plane two years ago.

The Journal is offering \$1,000 for the first of the genuine "Cooper cash" bills to be turned in and is publishing serial numbers of the bills in installments. But counterfeiters are circulating \$1 bills with pasted-on \$20 markings. Real \$20 bills do not have a picture of George Washington.

(Indicate page, name of newspaper, city and state.)

**2 THE OREGON JOURNAL
PORTLAND, OREGON**

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Edition:

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Editor: Donald Sterling

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Character:

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\$20 bills taken in the extortion and offered \$1,000 for the first of the bills to be turned in. Some of the leads involve reports of persons who look like the artist's sketch. The Journal ran recently of how people on the jetliner Cooper hijacked think he looked.

(Indicate page, name of newspaper, city and state.)

2 THE OREGON JOURNAL
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5 More Bills Listed

DON'T ASSUME that banks already have checked against the hijack loot of the man called D.B. Cooper the serial numbers of \$20 bills that come into your possession. It's true that since The Journal made its

offer to pay \$1,000 for the first of those bills to be turned in, many bank tellers have joined the public in checking serial numbers. But in this period of Christmas shopping the turnover of bills is so great that many \$20s likely escape comparison with the list the newspaper is publishing in installments.

(Mount Clipping in Space Below)

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(Mount Clipping in Space Below)

IN 'D.B. COOPER CAPER'

\$1,000 For Hijacked \$20 Bill

Offer Stands

By ROLLA J. CRICK
Journal Staff Writer

"Identity and whereabouts unknown; money not recovered."

Those seven words sum up what has so far been an exercise in futility: The combined efforts of law enforcement to mark finis to the so-called "D. B. Cooper caper," the aircraft hijack that changed commercial air travel for everyone.

They also account, in part, for The Journal's offer to pay \$1,000 for \$20, providing the twenty can be verified to be part of the \$200,000 that the man known as Cooper extorted from Northwest Orient Airlines in an act of air piracy that began at Portland on Thanksgiving Eve, 1971.

The Journal will pay \$1,000 to the first person who brings in one of the 10,000 \$20 bills given to Cooper that rainy November night in ransom for the freedom of the passengers and some of the crew of the 727 jetliner



he commandeered with a threat to explode a bomb. The money may be brought either to The Journal or to any FBI field office in the nation or any law enforcement agency and The Journal will pay the \$1,000 when the FBI verifies that the bill is one of those Cooper had in his possession when he parachuted from the jetliner somewhere between Seattle and Reno.

What Cooper did had repercussions no one foresaw at the time. Because it was never really determined what happened to him and the money, a round of skyjackings was touched off in the U.S. and overseas, some resulting in loss of life, and now everyone boarding a commercial airliner is subject to some kind of screening process in a search for weapons.

The so-called "sterile concourse" concept is in force at airports from Portland, Ore., to Portland, Me., and from Seattle to Miami, whereby no one enters an aircraft boarding area without screening.

It has worked, for there have been no hijackings in the U.S. since August, 1972.

Meanwhile, only Cooper—if he did not die in his leap from the jet with the money—was successful among the skyjackers and attempted hijackers of U.S. aircraft in the past 24 months.

The FBI has prepared a law enforcement bulletin on the "Futility of Aircraft Hijacking" which shows a long list of persons who have been killed, have been prosecuted, are awaiting prosecution or are identified and being sought as fugitives.

Five hijackers have been killed by FBI agents and six wounded. Passengers have killed one and wounded another. Crewmen have wounded one and three have committed suicide.

Although members of the public have thought of Cooper as "the one who got away with it," most authorities believe that he died, perhaps plunging into some glacial lake in the Pacific Northwest.

Persons who believe they have one of the missing bills may telephone The Journal, 221-8370.

(See list of bills and story on page 4. There will be no list in the weekend edition of The Journal, but more of the serial numbers will be published Monday.)

(Indicate page, name of newspaper, city and state.)

1 THE OREGON
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Submitting Office: Portland

 Being Investigated

"NOT ONE OF THE \$20 BILLS HAS TURNED UP ANYWHERE." COOPER APPARENTLY STRAPPED THE MONEY TO HIS BODY FOR THE JUMP. A THEORY THAT HE MAY HAVE FALLEN INTO LAKE MERWIN EAST OF WOODLAND IN SOUTHWEST WASHINGTON ABOUT 30 MILES NORTH OF PORTLAND COULD NOT BE PROVED FOLLOWING AN EXHAUSTIVE SEARCH BY THE FBI AND ARMY TROOPS FROM FT. LEWIS, WASH.

THE RASH OF SKYJACKINGS THAT FOLLOWED BROUGHT MULTIPLE CHANGES FOR THE AIR TRAVELER, THE MAJOR ONE BEING SEARCH OF LUGGAGE AND PERSONS. THE TRANSPORTATION DEPARTMENT SAYS HALF A MILLION PERSONS A DAY FLY IN THIS COUNTRY.

THE ELECTRONIC SURVEILLANCE HAS PRODUCED AN ARSENAL OF WEAPONS AND EXPLOSIVES.

THE FEDERAL AVIATION ADMINISTRATION REPORTS THAT DURING THE FIRST NINE MONTHS OF THIS YEAR, 65,300 DANGEROUS ITEMS WERE SEIZED AT AIRPORT SECURITY CHECKPOINTS IN THE UNITED STATES. THE TOTAL INCLUDED 1,657 GUNS, 12,638 EXPLOSIVE DEVICES AND 21,221 KNIVES.

WHILE SKYJACKINGS NO LONGER ARE COMMONPLACE, THE FAA SAYS THE DANGER ALWAYS EXISTS, AND BECAUSE OF IT SECURITY CHECKS LIKELY ARE TO CONTINUE AS A PERMANENT PART OF AIR TRAVEL.

ADV FOR SUNDAY NOV 24
UPI 11-18 10:16 PES