

11/24 04
305 OUT PDX 2253/2258 ETA SEA 2336 18.5
RB
KC2307CK

3:07 PM, PST

11/24 04
305 PSGR ADV IS HIJACKING ENRTE TO EA
STEW HAS BEEN HANDED NOTE REQST 2HND THSD
AND KNAPSACK BY 5PM SEA THIS AFTNN
WANST 2 BAK PAK PARACHUTES
WANTS MONEY IN NEGOTBL AMERICAN CURRENCY
DENONMINATION OF BILLS NOT IMPORATANT
HAS BOMB IN BRIEF CASE AND ILL USE IT IF
ANYTHING IS DONE TO BLOCK HIS REQUEST
ENRTE TO SEA
KC2313CK

3:13 PM, PST

1124 11/24 04
305 AFTR LANDG IN SEA REQ NO ONE MEET
ACFT TO HINDER DO NOT WANT ANY FBI
AGENTS OR ANYONE TO EET ACFT
WILL PARK ACFT OTHER THAN GATE DO NOT
WANT ANYONE TO PRCH CFT FROM ANY DIRECTNS
WIL ADV LATER INSTRCTNS DO NOT WANT ANY
EQUIP AT ACFT
R
KC2315CK

3:15 PM, PST

11/24 04
305 ADV THE PSGR THAT IS HIJACKING THE FLT
BRDD AT PDX
MSPXR 2320CK

3:20 PM, PST

11/24 04

305 APRCHG LOFALL INTSXN ON 307 DEG DRL SEA
WILBE HLDG TIL SUCH TIME AS THE MONEY AND
PARACHUTES ARE AVBL WIL REQ FUEL TRUCK TO
BE STANDG BY ALSO GRND VECHICLE TO TAKE
THE PSGRS OFF AND RETURN THEM TO TRMNL
RB

3:26 PM, PST

KC2326CK

11 240

305 THE INDVDL IS NOT IN THE COCKPIT
SO IF COMP WANNTS TO TALK TO US ITS OK
RB

3:44 PM, PST

KC2344CK

11 240

305 AS SOON AS HIS DEMANDS ARE MET HE WILL
RELS THE PSGRS HE ALSO REQST MEALS FOR
THE CRW UT FUTURE DSTN NOT YET ADVZD
MSPO R

305 NAME OF MAN UNKNOW ABT 6FT 1 INCH HIGH
BLACK AIR ARXXX AGE ABT 50 WHGT 175 LBS
BRDD AT PDX
MSP FLT OPNS OK

3:54 PM, PST

KC2354CK

11 2404

SEADD ARE IN CTC WITH LOCAL BANK AND
ARRANGING FOR THE MONEY ND WILL HAVE
THE TWO CHEST PACKS SOON ALREADY HAVE
THE TWO BACK PACKS

305 R WIL ADV PSGRS HAVE HAD SLIGHT
MECHCL DIFF WIL NOT ADV THE REAL NATURE
OF THE PROBLEM YET

SEADD R

3:57 PM, PST

KC2357CK

11/24 @
305 DID NOT ADV ATC OF THIS PROBLEM
REQ SEADD ADV ATC OF OUR PROBLEM
THEY TREATING US OK
MSP RB
KC2358CK

3:58 PM, PST

11/24 @
MSP FLT OPNS SUGGEST U SQUAWK 3100 NOW
305 R WILDO
KC2359CK

3:59 PM, PST

11/25 @
SEADD EVERYTHING REQSTD SHUD BE AVBL
AT 1700
305 R WIL TAKE I SOONER IF AVBL
SEADD 4
305 THE HIJAKER IS ADVIZING THAT IFNTHING
TO HINDER THINGS WIL DEF IGNITE
THE BOMB HAVE 6 CREW MEMBERS ABRD
SEADD R
KC0012CK

4:12 PM, PST

11/25 @
SEADD DO U KNOW WHERE HE WQNTS TO GO AFTR
REQUEST MADE AND REFUELD
305 NEG HAVE ASK HIM ONCE AND SO NOT
WANT TO ASK HIM AGAIN
SEADD CAM BRING OUT THE MANUALS TO ALASKA
IF U THINK SO
305 WUD SUGGEST WAIT TO SEE WHERE HE WANTS TO
GO
SEADD R
KC0014CK

4:14 PM, PST

11/25 04
305 43 47 2485
305 HE HAS WRITTEN OUT HIS REQ
WHEN WE HAVE BEEN ASSIGNED ON FIEL
FUELING TO COMMENC ON ENC SHUTDOWN
AT APPROX SAME TIME THE MONEY IS TO BE
BROUGHT TO CDT XXX CDFT THE AXXX
INDVDL WHO HAS THE MONEY SHUD HXXX MAKE
HIMSELF KNOWN THE STEW WILL COME DOWN AND
MEET THE INDIVIDUAL WITH MONEY BUT DO NOT
COME ON ACFT TIL LTR ADVZD PSGRS WILL
BE ALLOWED TO DEPLANE AFTR THAT

4:16 PM, PST

KC0016CK
11/25 04
MSP FLT OPS ADV HIJACK MONEY ON WAY
CUMIN FROM DOWNTWN SEA BANK BE THERE APPROXP
5PM ALL OTHR REQ WIL BE HOWERD SPI
WIL USE ALL LEE AS COURIER SAS XXX AS THE
COURIER TO BRING THE MONEY ND THE
CHUTES

4:24 PM, PST

305 R
MSP FLT OPNS DONT WANT ANYONE ELSE BUT ALL LEE
LEE TO GO OUT THERE AND BE THE COURIER
ONLY ONE TO GO TO HE ACFT
305 R
KC0024CK

11/25 04

11/25 04
305 HE UNDERSTAND THE MESSAGE AND OPEN
TO ANY NR OF VEHICLES AS NEEDED AS LONG
AS NO FUNNY STUFF
MSP FLT OPNS R
305 R JUS NORML APRCH TO ACFT BY OTHER
VEHICLES IS OK
MSP FLT OPNS R
KC0038CK

4:38 PM, PST

11/25 04

EPT HS SAYS AGAIN TO HAVE FUELING TO BEGIN
AS SOON AS ACFT HAS COME TO STOP
CQN ABV IS FLT 305
MSP

4:39 PM, PST

R
KC0039CK

11/25 04

MSP FLT OPNS DO NOT HAVE UR UNIFORM ON
WHEN U GO O PLANE
ALL LE SEA OK JUST HAVE A TAN RAINCOAT
AND SLACKS
305 R
KC0040CK

4:40 PM, PST

11/25 04

MSP FLT OPNS THE PSGR THAT BRDD AT PDX
HAD PREVS ARREST FOR DRUKENESS
805 R
KC0045CK
305 R

4:45 PM, PST

11/25 04

MSP OPNS MR NYROP ADV ALL POLICE AND FBI
THAT NO ACTION IS TO BE TAKEN ON THEIR PART
ALL LEE ALSO TO BE MADE AWARE OF THAT FACT
305 RB
KC0051CK

4:51 PM, PST

11/25 04
AL LEE WAITING FOR THE CHUTES FROM MCCORD
HAVE MONEY WITH GEORGE HARRIS AND ASS SOON
AS THE CHUTES ARRIVE WILL BE EADY TO
GO TO ACFT NOW LEAVING SEADD THE MONEY
IS AT LOAD CONTROL
305 R
KC0053CK

4:53 PM, PST

11/25 04
305 WILL MAKE APRCH NOW THE AREA SHUD
BE SECLUDED BUT LIGHTED AREA TO PARK
SEAD D NO KLXXX LITES IN THAT AREA
BUT WILL CHK FOR LITES
305 R
KC0055CK

4:55 PM, PST

11/2504
SEADD ALL LEE TALKING NO LITES IN THAT
AREA HE WANTS TO PARK ASK HIM IF OK TO
PARK IN A LIGHTED AREQA
305 R WIL ASK HIM
KC0058CK

4:58 PM, PST

11/25 01

SEADD LEE STATE PATROL BRING THE CHUTES
TO APRT NOT TRYING IN NO WAY TO STALL HI M
305 R AS SOON AS WE STOP WANT S THE FUEL TO
START AND STEW WIO GO OUT AND PICK UP THEP
MONEY THEN PSGRS CAN DEPLANE NO ONE ELSD
TO COME ON BOARD MONEY BEING PICKED UP
FROM MORE THAN ONE BANK DONT HOLD ALL THE
MONEY YET BUT IT HAS BEEN PICKED UP AND IS
ON WAY

5:01 PM, PST

305 R HIS REQ FOR PARKING CUMIN UP NOW
KC0101CK

11/25 01

305 OK TO USE LIGHTED AREA
ROLL OD 16R TAKE RITE TURN
OR CAN STAY RITE ON RNWY IF WANT TO
SEADD LEE R
305 WILL PLAY IT BY EAR ON IN
SEADD R
KC0104CK

5:04 PM, PST

11/25 01

305 MUST HAVE MONEY FUEL TRUCK AND STAIRS
AS SOON AS WE LAND
SEADD O WIL CHK IT
305 R
KC0105CK

5:05 PM, PST

11/25 01

SEADD LEE MONEY IS AT APRT ITNIXXX ITHIN
CQN WITHIN NEST TEN MINS SHUD HAVE THE TWO
OTHER CHUTES
305 R
KC0107CK

5:07 PM, PST

11/2504

305 OK TO HAVE THE MAPS AND CHARTS AVBL
AT ACFT AFTR WE LAND
SEADD OK WIL HAVE A AND B CHARTS
WHICH ARE INTNTNL CHARTS
MSP FLT OPNS TAKE THE WOLE SET OF CFARXXX
CRAFT MAPS WITH YOU
SEADD R
KC0116CK

5:16 PM, PST

11 2504

305 HE GETTING VERY IMPATIENT FOR THE CHUTES
WILHV TO COME UP WITH THEM PRETTY QUICK
SEADD THE CHUTES SHUD BE HERE ANY MINUTE
NOW AS SOON AS ARV WILL PIC K THEM UP AND
BE ON WAY
305 HE HAS INQUIRED 3 TIMES NOW ABOUT THE
CHUTES HE IS NOT ACCEPTING THE FACT THAT THEY
ARE NOT AVBL LOCALLY
SEADD R ASSURE HIM TIS SO
KC0122CK

5:22 PM, PST

11/25 04

SEADD LEE HAVE THE 2 BAK PAKS AND HAVE
THE MONEY IF CAN LAND NOW WXXX AND COME BACK
AND GET THE TWO CHUTES WHEN THEY ARRIVE
AND LET PSGRS OFF ETC WIL DO
305 R WILCHK
KC0125CK

5:25 PM, PST

11/25 04

305 HE FULLY AWARE THAT TCM IS 20 MI AWAY
SEADD LEE THE CHUTES ARE HERE NOW
AND WILL PICK UP THE MONY AND OTHERPACKS AND
BE ON MY WAY
305 JUS A MIN
KC0126CK

5:26 PM, PST

11/25 04

SEADD EVERYTING HAS ARVD AND ALL LEE IS
ON WAY WITH ALL OF IT
305 WILL EGIN OUR DSMT NOW
SHADD R
KC0130CK

5:30 PM, PST

11/25 04

MSP FLT OPS DONT HURRY O MUCH SO ALL OW
ACFT TO GET OUT THERE
305 R
KC0130CK

5:30 PM, PST

11/25 04

MSP FLT OPNS CQN DONT HURRY TO MUCH MUST AL
ALLOW THE ACFT TO GET THERE FIRST
SEADD R
KC0131CK

5:31 PM, PST

11/25 001
305 ABT 5 MI OUT ON FINAL
SEADD R EVERYTING IS READY FOR UR ARVL
305 R
KC0137CK

5:37 PM, PST

011/25
MSP FLT OPNS ANY WORK YET
SEADD THE FLT IS ON GRND AND THEY AREP
MAKING PREPARATIONS TO HOOK UP THE UELING
TRUCK THE HIJACKER IS IN THE LAV ND THINK
WIL STAY THERE OR A WHILE
KC0147CK

5:47 PM, PST

11 2504
305 WE HAVE INSTRCINS FROM THE INDVDL
WANTS MRI GG TO MEXICO CITY
2 TO FLY WITH GEAR DOWN ND FLAPS AT 15 EGDEG
AFTR UNDERWAY ALL LITHGHTS TO BE TURND OUT
IN ACFT
CANNOT LAND IN US FOR FUEL OR OTHER REASON
NO CREW MEMBER IS TO GO AFT OF F C CURTAIN
MSP FLT OPNS R EVEN IF FULL TANKS U CANNOT
LAND IN MEXICO CITY

305 R HNBVEXXX AFT PSGR LOADING DOOR WILL
BE OPEN AND WILL REMAIN IN THAT POSN
AND AFT STAIRS TO BE LWRD AFTR TKOFF
MSP FLT OPNS THE DRAG WIL BE SUCH THAT U
CANNOT MAKE MEXICAN BORDER EVEN WITH
AFT STAIRS UP
305 R WIL HAVE TO NEGOTIATE WITH HIM AD
WIL HAVE TO STOP FOR FUEL
GIRLS NOT OFF YET SR GIRL STATION ON
AFT SIDE OF COKPIT IN HER ST REMAINING SEATED
2ND GIRL IN FWD R ST IN C SXN TOLD NOT
TO GET UP 3RD GIRL IS INTERMEDIARLY AND
SITTING IXXXX WITH THE INDIVIDUAL
MSP FLT OPNS THE PLANE IS OPERABLE WITH THE
AFT STAIRS XTENDED

305 R
MSP FLT OPNS JUST CANNOT MAKE IT WITH THE
FLAPS DOWN GUESS CAN GO ONLY TWO TO
2 AND A HALF HOURS AFXXX AS FAR AS CAN GO
THAT WUD BE FRISCO UNDER THAT DRAG CONDTN
305 WILL TALK TO HIM AGAIN
KC0221CK

6:21 PM, PST

11/25 01

91 AER 08070
305 ADVZD RANGE LMTNTNS AND HE ADV
WILL ACPT OUR WORD QUESTIONS IF CAN MAKE
PHOENIX UNDER THOSE CONDINS
MSP FLT OPNS R RECHECKING ON THAT NOW
MITE MAKE PHOENIX BUT ITS QUESTIONABLE
305 R WILL TALK TO HIM AGAIN
MSP FLT OPNS RANGE LMTD ABT 2 HOURS
ABILITY TO JUMP OUT OF A 707 WITH
A PARACHUTE ON IS NIL
305 R WIL TALK TO HIM AGAIN
KC0225CK

6:25 PM, PST

11 2504
305 HAV NOXXX NEGOTD RLS OF 2 GIRLS LVG
ANY MOMENT 3RD GIRL TO STAY ITH ACFT
WANTS HER TO MANIPULATE STAIRS FOR HIM
AFTR PLANE AIRBORNE HAVE TRIED TO TELL
HIM INXXX UNAM OPRT STAIRS TO LWRD AFTR
TKOFF TRYING TO GET HIM TO LET US LWR
STAIRS PARTLLY FOR TKOFF
MSP FLT OPNS DONT KNOW OF ANY WAY TO LOCK
STAIRS IN INTIMIDE POSN
305 R WIL TALK TO HIM AGAIN
KC0238CK

6:38 PM, PST

11/25 01
305 READING PROPOSED PRDR SAYS STAIRS
WIL OPEN ABT 20 EG A 120 KTS IS THAT ENUF
FOR AN INDVDL TO ESCAPE ACFT
MSP WITH HIM ON STAIRS WILL PPENXXX OPEN
POSSBLY FOR HIM TO ET OUT TO GET OUT
REMAIN UNPRESSRZD BE LANDING CONFIG WITH
FLAPS SLOW TO ERTL SPEED BEFORE TRY TO
EXTEND STAIRS CQN SLOW TO THRSOLD SPEED
TRY WITH EITHER GEAR UP AND IF UNABLE THEN
TRY WITH GEAR DOWN
KC0240CK

6:40 PM, PST

11/25 01
120 IN BZN 0209/0213 N D
01
120 OUT BZN 0234/0237 ETA BIL 0309 19000
KC0242RG
FROM BZN OPS

6:42 PM, PST

11 250:

305 OTHER TWO GIRLS LVG ACFT
MSP R
KC0244CK

6:44 PM, PST

11/250:

~~XXXXXXXXXX~~

0:

MSP FLT OPS HAVE NO CNTRL PROBLEM WHEN XTND
MAY BE SUM SLITE PITCHUP BUT ERY CNTRLBL
PLANE HAS BEEN FLOWN THIS WAY HAVE LARGE
BOXES OF 2 TO 3HND LBS THRU THE DOOR IN THIS
CONFIG MUST BE DOWN WITH LANDING FLAPS
SPEED NOT TO CRITCCL ANY FLAT POSN BTWN
5 AND 40 AND SPEED TO 120 KTS
DONT HAVE ANGE YET BUT WORKING ON IT
305 R FIRST TRUCK WAS NOT FULL 2ND TRUCK
CUMIN UP AND REQSTD 3RD TRUCK TO STANDY
THE 3RD GIRL IS STILL WITH HIM HE INSISTS
SHE STAY WITH HIM THE OTHER 2 GIRLS HAVE
LEFT THE ACFT

305 R WHOLE CREW IS STILL IN COKPIT DOR
IS CRACKED THE ONE GIRL IS MISS TIME
BUFF MUCKLOW CQN MISS IINA B MUCKLOW

MSP R

305 HE SEEKS TO BE INSISTENT WITH STAIRS
IN 1 DEG

MSP IMPOSS TO TKOFF WITH STAIRS XTND BUT
FULL UTXXX UP

305 R WANTS GIRL TO INITIATE STAIRS AFTR
TKOFF SHUD WE TIE HER DOWN TO STRUCTURE

MSP R AGOOD IDEA TO TIE HER TO ACFT

305 R

KC0259CK

6:59 PM, PST

11/25 04
305 SEEM TO HAVE FIXXX DIF WITH FUEL TRUCKS
2ND TRUCK PULLING AWAY HAVE ONLY 26T LBS
CQN 24T FOB SO FAR NOT SURE IF HAVE
PROBLEM WITH FUELING VALVE ON ACFT OR WITH
THE TRUCKS
MSP R UNAB ADV RE THIS BUT TRY THE 3RD
TRUCK
305 R
KC0301CK

7:01 PM, PST

11/25 04
MSP FLT OPS PRELI M RANGE INFO
SEA MEX 22HND MILES WITH GEAR DOWN
PROBLY ITHSD MILES MAX
SEA RENO WUD BE MUCH MORE REASONBLE PLAN IF
CAN ARRANGE SEA PHX MITE BE POSBL
BUT THAT HIGHLY DOUBTFUL RENO MAKES
A BETTER CHOICE FOR A WISE HIJAKER
305 R
MSP FLT OPS WITH GEAR DOWN AND FLAPS AT
15 DEG AND DOOR DOWN ADV IHIM CANNOT TAKOFF
WITH DOOR DOWN
305 R
KC0305CK

7:05 PM, PST

11/25 04
305 ADVZD HIE RANGE LIMITNS RCPTS SACCPG
SEA RENO AS FIRS STOP FOR FUEL
ALMOST TOPPEED OFF WITH UEL ABT 5HND
LBS REMAINING TO BE PUMPED
MST R SEA RENO IS ABT 5HND MILES WILL ND
OTHER STOPS OF ABOUT THAT LEG OF 5 TO 6HND
MILES

305 R WIL PLAN RENO FIRST STOP
MSP R A SECOND STOP YUMA ARIZONA ITS
87 MILES ON 076 RDL OF SAN DIEGO THE SECOND
VOR ON THE NR2 SIDE OF SAN DIEGO AND THE
DISTANCE 120 MILES INSTED OF 87 .8^3
MILES

305 R FUEL TRUCK LEFT STAIRS REMOVED
WILHV AL LEAVE AREA AND FWD DOOR HAS BEEN
CLOSED HE HAS AGREED TO LET US TKOFF
WITH STAIRS IN FULL URXXX UPRITE POSN AND
HE HAS JUST CALLED AND SAID GOXXX TO GET THE
PLANE ON THE ROAD
MSP R WIL ADV U MORE

305 R
KC0322CK

7:22 PM, PST

11/25 04
305 GRND CNTRL ADV MOCA TO RENO IS 15THSD
MSP R
KD0325CK

7:25 PM, PST

305 WIL BE UNPRESSRZD HE XXX AND HE HAS
SAD WE MUST STAY ELOWXXX BELOW WUL GO
XXX WUD SUSGEST GO VIA COAST THEN BAK ON
ROUTE

MSP R
305 WIL POSITION FOR TKOFF

7:27 PM, PST

KC0327CK

11/25 04
MSP TAIL RAMP WILHV TO BE RETRACTD FOR LANDING
305 R

MSP IT WOULD PREVENT ANY SUBSEQUENT TKOFF
IF U LANDD WITH DOOR DOWN

305 R
KC0333CK

7:33 PM, PST

11/25 04
22 ONEILL 32/370 ETA MSP 0420
-60 WINDS 305 SLASH 85
KD 0334KN

7:34 PM, PST

11/2504
MSP FLT OPS
305 OUT SEA 14 MILES ON V23 OUT SEA
HE IS TRYING TO GET THE DOOR W DOWN
STEW IS WITH US HE CANNOT GET THE STAIRS
DOWN WE NOW HAVE AN AFT STAIR LITE ON
MSP FLT OPS R
KC0342CK

7:42 PM, PST

11/25 04

305 STILL AT 7THSD FT 19 DME S V23
DUNNO NO COMMS WITH HIM BUT HAVE
AN AFT STAIR LITE
MSP FLT OPNS AFTR WHILE SOMEONE WIL HAVE
TO TAKE A LOOK BACK TO SEE IF HE IS OUT OF
ACFT
305 R
MSP IF HAVE CONT ANY DISTANCE IN THAT
CONFIG 170 IS UR INDCTD OPTIMUM SPEED
305 R

7:45 PM, PST

KC0345CK
11/25 04
MSP FLT OPNS HAVE PDX REDFBLUFF AND MEFXXX
MEDFORD AS ALINTS
305 R
SEADD R HAVE THE WEA HERE
MSP FLT OPNS IS IT GENRLLY GOOD
SEADD ITS FOG AND HAZE
MSP FLT OPNS WIL GET IT HERE
KC0346CK

7:46 PM, PST

11/25 04
305 HLDG 160 INDCTD WHICH IS APPROX 5 KTS
ABV THE BUG HLDG 7THSD FT INDCTD 160
FUEL FLO IS 4TXXX RTXXX RTHNDXXXX 45HND
MSP FLT OPNS OK U WIL NOT BE ABLE TO GET
TO RENO IN THAT CONFIG UNLESS HE IS GONE
305 R
MSP R 170 KTS INDCTD AND HIER THE CABIN IS
THE BETTER IF U GUYS HAVE MAKS ON
305 R
KC0348CK

7:48 PM, PST

11/25 04
305 GG TO 15DEG AND BEGINNING OUR CLIMB
MSP R
KC0348CK

7:48 PM, PST

11/2504
MSP FLT OPS AS SOON AS REASONBLY SURE TH E MAN
HAS LEFT THE QUICKER U CAN LAND
305 R MISS MUCKLOW SAID HE APPARENTLY
HAS THE KNAPSACK AROUND HIM AND THINKS HE
WILL ATTEMPT A JUMP
MSP FLT OPS R AFTR LVG THIS FREQ GO TO
131.8 WE HAVE DIRECT PHONE PATCH THERE
305 R

7:54 PM, PST

KC0354CK
11/25 04
MSP FLT OPS HAVE STEW DESCRIBE TO U
THE BRIEF CASE CONTENTS UNDERSTAND
RED DYNAMITE STICKS WIRE AND BATTERY
305 STEW IN BRF CASE LEFT CONRNER HAD 8
STICKES OF KXXX DYNAMITE ABT 6 INCHES LONG
AND 1 INCH IN DIAMTR TWO ROWS OF THEM
THEN A WIRE OUT OF THERE THEN A BATT LITE
A FLASHLITE BATT ONLY AS STRIK AS MY ARM
AND 8 INCHES LONG
MSP R
KC0357CK

7:57 PM, PST

11/25 04
MSP FLT OPS WHT IS ALTDE
305 NOW AT 15THSD INDCTD 160 FUEL FLOW
4000 15 DEG FLAP GEAR DOWN CON WILL STAY
AT IXX TEN THSD TIL HE HAS LEFT
MSP FLT OPS R
KC0401CK

8:01 PM, PST

11/25 04
MSP FLT OPNS NO TERRAIN XCEES 8THSD ON THAT
RTE THEN HAVE TO GO TO TEN FIVE OR ELEVEN BTWN
RED BLUFF AND RENO IF U HAVE TO GO THAT FAR
305 R
KC0402CK

8:02 PM, PST

11/25 04
305 TTL AIR TEMP MINUS 7 DEG MACH METER
NO INDCN
MSP FLT OPNS OK THE MACH METER WOULD INDTE TIL
U GET HIER
305 R
KC0403CK

8:03 PM, PST

11/25 04
305 HAVE ATTEMPTD 2 OCCNS TO MAKE CTC
WITH INDVLD HE DID NOT APXXX EPLY
DID NOT REPLY THEN P A SYSTEM AND HE
SAID EVRYTHING IS OK
MSP FLT OPS OK
KC0405CK

8:05 PM, PST

PORTLAND

11/25 04
MSP FLT OPNS MEDFORD IS BEST CHOICE SHORT
OF RENO AND RENO MAY ECOME A IT TITE
305 R
KC0406CK

8:06 PM, PST

11/25 04
305 CHK MANUALS DONT HAVE MEDFORD APRCHP
PLATES
MSP R WILHV IT FOR U IF WE HAVE A COMM
PROBLEM THE TWR WILL GUIDE IT THRU IT
305 R
KC0409CK

8:09 PM, PST

SEADD EXXX WE GAVE NINE PLATES FOR ALL OF IT
305 R FOUND IT

11/25 04
MSP FLT OPS RENO LOLKS BETTER AS TIME
GOES BY HAS 25T OVC 12 MILES N WIND 15
GUSTY
305 R
KC0410CK

8:10 PM, PST

11/25 04
305 GETTING SOME OSCILLATIONS IN THE CABIN
MUS BE DOING SOMETHING WITH AIR STAIRS
MSP FLT OPS R
KC0412CK

8:12 PM, PST

11/25 04
305 CALLED
MSP FLT OPS GO TO 131.8
SEADD HE IS ALREADY ON THAT FREQ
MSP R WE ON THE PHONE WND WILL BE TALKING
TO HIM SHORTLY
SEADD R
KC0420CK

8:20 PM, PST

11/25 04
57 BY BIL 0413/350 OAT -58 C-5
DSR GEG 0530 SHIP 377 NO MNTNC
MSP GAVE 0400Z OBS
KD0424 KN

8:24 PM, PST

SEATTLE APPROACH CONTROL/NWA-305
NOVEMBER 24, 1971

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 2315 Greenwich November 24, 1971 to approximately 0011 Greenwich November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording. These communications were recorded on 119.5 MHz during the period NW Flight 305 was in communications with Seattle Approach Control. Time Period: 3:15 PM to 4:11 PM, PST.

Pilot (P): Northwest (NW) 305 descending 8.

Control (C): Northwest 305. Approach Control. .

continue present heading (unintel).

P. (Unintel).

C. Seattle Approach, . please enter at 418, Level

3.

P. Is there 418 approach to ident.? Flight 8340.

C. Yeah, there's one 47 turned up. 070.

C. NW 305, descend to 6,000. Turn left 340.

P. 340, I'll take to 6,000.

C. That's good.

C. NW 305, turn left 320.

P. Left 320,305.

C. Use 418, turn right 1305 miles from marker.

Clear now 16 left approach tower. 1.99.

P. (Unintel) 150 knots.

C. That's good. No, 305, reduce air speed to 200.

P. Verify 200.

C. Okay, that's good.

P. Approach 418. How far is the 747 in front of us?

C. Five miles.

P. Thank you.

P. (Unintel)

P. Ah. .Seattle Approach, NW 305. .

C. NW 305. .Go ahead.

P. Okay, we've got a bit of a problem up here.

We'd like to. .ah. . .have you give us some holding instructions or something where we can go out in a holding pattern where we're not going to be involved in your traffic. .ah. .

C. NW 305, turn left heading 300, verify altitude now.

P. Ah. .We'll level at 6,000 feet. We're turning left at 300.

C. Maintain (unintel) 300 heading.

P. Yeah, the 499 turned left (unintel).

C. NW 305, ah, we'll switch you to low power interception to hold on Seattle 307 radio at low fall, maintaining 6,000.

P. Okay, we'll clear the hold on the 307 degree radio. I'll let ah. .low fall interception on NW 305.

C. That's correct. Maintain 6,000. Intercept 307 setting.

P. Okay (Unintel).

P. NW 305's at low fall honoring hold at 6,000.

C. (Unintel).

P. Approach from NW 305. We find that your low fall interception's going to put us into ah. . .some overcast and some icing conditions here. We'd like to hold. . .ah. . .if we could hold at about. .ah. .20 PME 15-20. .something like that if that is not going to be in your approach pattern. We'd appreciate that.

P. NW 305. Should we start to climb a little higher also?

C. NW 305, turn left heading 130 and then you can talk about that altitude later.

P. Okay, we'd just as soon stay 6, if we can if it's smooth.

C. Okay, fine.

P. Seattle Approach. NW 305. We're still at 6 and. .ah. .we're about 22 PME out on 307 radio. Or ah, we'll be pulling back on the 307. Ah. .we could just find ourselves a place to hold out here somewhere in the 20 PME range would be okay. Looks like it'll keep us in the clear and smooth.

C. Okay, fine. If you want to hold on the 307 radio between 15 and 25 PME would be fine.

P. Okay, we'll. .ah. .we'll do that.

C. NW 305. Say altitude.

C. NW 305, verify altitude at 6,000.

P. Verified at 6.

C. Did you call 305.

P. 305. Negative.

P. Approach, NW 305, ah. .a little rain up over here. We'd like to hold it at about. .ah. .turn back on the radio now and go out to about, oh, 30 would be a little better.

C. It'll be okay.

P. NW 305. Seattle Approach. Roger.

C. NW 305, verify you're still at 6,000 please.

P. Holding at 6,000.

P. I don't know, I think it's free. .free to call us. .ah. .nobody's giving us any trouble up here. He's in the back.

C. We won't bother you unless we absolutely need to.

C. NW 305. Approach. Are you ah. . .in (unintel) conditions or what are your flight conditions now?

P. Well, we're ah. .we'll be up higher. .ah. . we're just about. .looks like the scattered layout here is about 5 to 55 variable.

C. Okay, if you get too far beyond low fall, it will be necessary to go up a little higher than 6,000 for a minimum terrain (unintel).

P. Okay fine. We. .ah. .plan not to take it

beyond low fall here, we get little bumps once in awhile.

This ends Reel #1 of the re-recording. Time at this point is approximately 0011 Greenwich.

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Time Period: 4:11 P.M. to 5:05 P.M., PST

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0011 Greenwich, November (24), 1971, to approximately 0105 Greenwich, November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording.

CONTROL: Northwest 305 Seattle approach, climb your turns to the right, this holding power if at all possible.

CONTROL: Northwest 305 traffic at twelve o'clock four miles southbound (unintelligible) slope.

Do you want to be bothered with this traffic advisor or would you rather skip it.

PILOT: No, that's fine. I've got visibility here. About good as (a daisy?).

CONTROL: It's eleven o'clock about three miles now, just don't fly on the slope.

CONTROL: Northwest 305 previous traffic no longer effective.

This ends the recorded reel number 2. Time at this point is approximately 0105 Greenwich. These communications were recorded on 119.5 megahertz during the period Northwest Airlines Flight 305 was in communication with Seattle approach control.

Time Period: 5:05 P.M. to 5:59 P.M., PST

The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0105 Greenwich November 24, 1971, to approximately 0159 Greenwich, November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify that this is a true copy of the original recording.

CONTROL (C): Northwest 305 traffic twelve to one o'clock five miles northbound Western 720 out at 6,000 descending.

C: Northwest 305 traffic at one o'clock, six miles northbound Air Force CL 41 at 5,000 enroute to Paine.

PILOT (P): Northwest Air 305 roger, we've got some lights on for them, we're looking, we don't see them.

C: Seattle approach Northwest 305 put your (altimeter?) setting down and out.

P: (altimeter?) 2991.

C: 91, thank you.

P: Seattle approach Northwest 305, we're ready to make our approach now and understand that... oh, we're standing by for approach (unintelligible).

C: Okay Northwest 305, would you have any objection to a right turn from your present position back on

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a base light with a turn on at about 16 miles.

P: That should not present any problem and we understand we'll be landing at 1608. Is that correct.

C: Correct. 16 right this'll be an ILS approach to the left and change over to land 16 right. Turn right heading 360. Maintain 6,000. I'll have a low altitude for you in just a moment.

P: I understand turning right to heading at 360 and maintaining 6. 305, and, okay.

C: Northwest 305 descend and maintain 4,000.

P: Northwest 305 out of 6 to 4.

C: Northwest 305 continue right to heading 070.

P: My times 070 and I'll approach 305.

C: Northwest 305 descend and maintain 3,000.

P: Okay, we're out of 5 thou we're descending to 3.

C: Alright.

C: Northwest 305 traffic at eleven o'clock, two miles southbound slow.

P: Northwest 305, no contact

C: Roger

C: Northwest 305, turn right heading 110.

P: Right turn 110, Northwest 305. We're out of 3,500.

C: You'll be intercepting final about 7 miles north of park.

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P: Understand.

C: That slow moving traffic southbound for 305 at twelve o'clock a mile, turn right heading 130, 9 miles from park, cleared for (the islands?). 16 left approach tower, park 119.

P: (unintell) 16 left approach, 130 on the heading. Negative contact traffic and 119.9 at park. Northwest 305.

C: Correct.

C: Northwest 305 is by the traffic now no longer effective.

P: Northwest 305, thank you.

C: Northwest 305, traffic at eleven o'clock, four miles northwest bound. Looks like possibly a light aircraft in the pattern east in Boeing on the down north first south landing.

P: Northwest 305, roger, we don't see him at the present.

C: Disregard that traffic, it's a skywatch airplane over the freeway, traffic slicer.

P: Understand.

This ends communications with Seattle approach control on 119.5 megahertz. The time at this point is approximately 0141 Greenwich.

The following recorded communications are between Northwest Airlines Flight 305 and the Seattle-Tacoma Tower. These communications were conducted on 119.9 megahertz and commence at approximately 0140 Greenwich time.

P(?): Seattle tower and approach. 305 is (unintell) and we'll break it off now for the right one.

C: (Unintell) 305 Seattle-Tacoma Tower 1196 of 8, ready to land when 130 degrees at 8 and then plan on keeping out on the runway if you wish. If you want some light we can turn the high intensity runway lights up after you land and they're pretty bright.

P: Okay, that'll be okay, we'll pick the lights as they are right now and will advise after we land. But we'll stay on the runway now.

C: (Unintell)

P: (Unintell)

P(?): Okay, you can turn the lights up if you like. Slowly, okay?

C(?): What do you think?

C: Northwest 305 ground control 121.7.

P: 1217, okay. Thanks for the help.

This ends communications with Seattle-Tacoma Tower on 119.9 megahertz. The time at this point is approximately 0143 Greenwich time.

The following recorded communications are between Northwest Airlines Flight 305 and Seattle-Tacoma Tower ground control position. These communications were conducted on 121.7 megahertz and commence at approximately 0143 Greenwich time.

P: 1217. Okay, thanks for the help.

P: Northwest 305 is on 1217.

C: 305 roger. Until the end the vehicles on the left and they'll start out as you return.

GROUND CONTROL (GC): 305, this is (A1?). Can you get (unintell). If you want to stay on the runway that's fine with us, we'll just (unintell).

P: Okay, we might pull off to the right side just a little bit of the runway, we'll stay out of there and we'll, ah we'll...

GC(?): You can stay there for just a half, for just a moment until we (get court made?) with our friend in the back. (Unintell).

P: Okay, thank you.

GC: 305, that runway is closed now, it's yours, if you want to stay on the runway.

P: Thank you.

GC: 305, do you want the runway lights on bright?

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P: Yeh, yeh it probably would be better. You could probably turn them down a step or two.

P: Okay, Al can you hear me?

GC: Yes sir.

P: Okay, he at the present time is in the lavatory and apparently desires to stay there at the present time. We have the aircraft shut down and we have the APU on and we ask that the fuel truck come out first and initiate fueling.

GC: Are you sure you want (unintell) or you want the fuel truck only?

P: (Unintell) we'll stand by to get the next word from him.

GC: And I'll stay right here. I'll go back and get the fuel truck started.

P: Okay, fine. You're on the first vehicle, is that correct?

GC: Yes sir, they have a portable radio and a dialer here and we can answer your questions if you have any.

P: Okay, fine. Okay, be sure to get the fuel out here right now.

P: Are you there, Al, or whomever?

GC: (Unintell)

P: Okay, now you can send the air stair, or the stair

truck up and pull it up into position and we'll initiate the door and so forth and advise the individuals not to get out of the vehicle.

GC: Okay, is it okay if I positioned it at your (unintell) position or do you want it out here?

P: Oh, that's fine. You can bring it up.

GC: Okay, I'll have to get out of the vehicle to get the pack out of the (truck, the chutes that we took?).

P: Okay, please wait until we request that you do so.

GC: Yup. I know (unintell).

P: Okay, we'll wait for the stairs now.

GC: Okay, we're bringing the stairs up now.

P: Understand

C: We're going to position (unintell).

P(?): Okay.

C: I've already got 305 parked, 337.

GC: 305, this is Al.

P: Go ahead Al.

GC: These passengers are coming off (to do refueling, right??)

P: The passengers will begin coming off the aircraft right now, Al, and after they have completely... I might suggest that you come out of the automobile

now if you will and direct the passengers to gather behind the automobile where they have been so directed to go, just to make sure that they all stand clear and as far back as possible.

GC: Okay, I'll get them all behind the automobile and, you're going to leave them all off now or...

P: At the affirmative and, we're going to try to allow him to let the girls go, but we're going to work on that later. Right now, we're just allowing the passengers to come off. Once they have all gotten off the aircraft, we'll get the chutes.

GC: You know, I got the maps here and I have a deal from Boeing on how to jump out of that thing if you have to get out, if somebody wants to get out.

P: They understand in the back now that the passengers will be deplaned first, then (Peg, a stewardess?) will come down and begin picking the chutes up one at a time and she'll direct you once she gets down there. He will not allow anyone else but her to bring the chutes on. She will make four trips. He understands that, this is his request.

GC: Yeh, but one thing I want to say now is I have the chutes in the trunk of this car and I'll go ahead and open up the trunk of the car.

P: Okay, we've got a lot of conversation going on here.

GC(?): So long.

P: Al, we've got to have somebody at the bottom of the steps. We've had a passenger who just came back up the aircraft. Please come to the bottom of the steps and monitor the unloading of the passengers.

GC: Repeat (did not read that?)

P: Alright. Is this Al?

GC: Yeh.

P: Okay, please go stand by the bottom of the stairs and secure that area. We just had a passenger that came back up the steps because he forgot a bag. We just had to literally push him back off the steps.

P: Okay, all the passengers are now off the aircraft. We re-emphasize that you can turn your headlights off. We can better see the passengers and keep an eye on them and we want to make sure that they're (curtained off?) and that no one will make any attempt to come towards the aircraft. The aisles have to remain cleared. No one is to come near the aircraft.

GC(?): Seattle ground from 305.

C: (Unintell).

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P: Okay, we want as rapidly as possible another fuel truck and a third fuel truck to stand by. We've got some difficulty in pumping at the present time and we're not able to take on fuel. We need another fuel truck and a third fuel truck to stand by in case of another backup. Understand?

GC: Certainly (unintell). Third vehicle on ground. Fourth vehicle on ground. Over.

GC: Did you call gate control maintainance to send out another fuel truck?

P(?): Two fuel trucks, and get them out there as fast as you can.

GC: Well listen, can I take the car and go back and get them and bring them back out again. Listen ground control, 305, this is Al.

GC: Right Al.

GC: Yeh. You take and call gate 31 9, you know our company, and tell them to get two more fuel trucks out here.

GC(?): Yeh, we're working on it. They've been alerted to it. We have one more request. We asked the passengers to go back on the taxi strip (unintell) there's no reason for them to be standing there. They're only going to create confusion and some

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apprehension, so please direct those passengers to move back about 200 yards onto the common taxiway, please.

?: Roger.

This ends reel number 3 and the time at this point is approximately 0159 Greenwich. The aircraft, Northwest Airlines Flight 305 is in communications with the Seattle-Tacoma Tower Ground Radar position on this portion of the recording.

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Time Period: 5:59 P.M. to 6:59 P.M. PST

This is re-recording Reel #4. The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0159 Greenwich, November 24, 1971 to approximately 0259 Greenwich, November 24, 1971. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording. The following conversation is between Northwest Airlines Flight 305 and the Seattle-Tacoma Tower ground radar position with other conversations recorded at the ground radar position during this period of time.

Ground Control (GC): Ground Control - Flight 305 this is AL.

Pilot (P): Right AL.

(GC): You take and call gate 319 in our company and tell them to get two more fuel trucks out here.

(P): Yeh, we're working on it. They've been alerted to it. We have one more request, we ask those passengers to go back on the taxi strip and clear the runway. There's no reason for them to be standing there. They're only going to create confusion and some apprehension so please direct those passengers to move back about 200 yards onto the common taxiway please.

(GC): Roger.

(P): No, we want them to go the other direction - the other direction! Advise them right now -- the other direction, behind the automobile.

(GC): 305 ground, are you free to listen?

(P): Affirmative, go ahead. Go ahead ground, 305 listening.

(GC): I didn't think you were getting the message. 305 request after you depart when the passenger or person bails out squak 77 emergency for 30 seconds then flash your landing lights at the time he bails.

(P): Okay, after he bails you want 7700 and flash the landing lights 30 seconds after?

(GC): No, no. Squak 7700 for 30 seconds and blink at the time he goes out. Blink everything you've got.

(P): Okay, I understand. You want me to squak emergency 7700 for 30 seconds after he goes out along with flashing the lights, is that correct?

(GC): That's correct. Thank-you.

(P): Thank-you; we'll try it.

(GC): Okay, we'll keep an eye open.

(GC): AL for one

(GC): Yeh, ground

(GC): AL for one, roger

(GC): Do you have the request that he wanted two more fuel trucks over here as fast as he can get them.

(GC): I understand they're already on the way.

(GC): Okay, BILL, and you've got people on that runway and now the ground control.

(GC): We commute any of the passengers they want back over towards the runway. We need to know if there's any individual on that runway who were using it for jet traveling.

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(GC): No, no. They're on the taxiway right off on the left side of this end of one six.

(P): Okay, real good. Do you mind telling them all to stay off that runway because we're going to have jets taking off and landing.

(GC): Yes sir.

(P): Ground from 305

(GC): 305 go ahead.

(P): Okay is this the other fuel truck now with the flashing headlights.

(GC): Just a minute

(GC): No there's a school bus running around there with flashing amber lights

(P): They're probably over by the Alaska hangar with flashing amber lights, you better, probably better alert him and get those things off

(GC) AL to Two will you hit the button and tell him to turn off the blinking lights.

(P): AL put your (UNINTEL)

(GC): Ground 305 do you have the money on board

(P): Say it again.

(GC): Do you have the money on board?

(P): Affirm.

(GC): Then advise when you get the parachutes and everything up.

(P): I'll keep you posted.

(GC): 305 as long as you're free to talk, can you give me any more information and type of device or anything about it that you can talk now, when you can talk freely.

(P): Ground stand by.

(GC): Still holding on.

(P): Ground we want to emphasize again that any vehicles that come out approach slowly; we don't want any vehicles, first of all, unless we request them; but we want this one fuel, second fuel truck and a third one to stand by as a reserve, but he doesn't have to, the third one does not have to be out here. But, under any circumstances we don't want any flashing lights of any sort, only those necessary to get them out here.

(GC): Roger.

(GC): This is AL again.

(P): Yes, AL.

(GC): Yeh, the fuel truck should be on the way and you only want one out here and then the other one to stand by, by the people, is that okay with you?

(P): That's okay, we're having a problem you understand with this truck over here. He's got a vapor lock or something and we are not taking fuel on board.

(GC): Yeh, well okay, we'll get this other truck out here as soon as possible.

(P): Okay.

(GC): Did you say you wanted us to turn off our rotating beacon too?

(P): AL, I think those people could still move back. We've

(P): been able to confirm he, according to the stewardess that has been with him, she saw red (UNINTEL) dynamite sticks and the battery and wires in his briefcase so if this thing goes, those people are far too close for, okay shouldn't they really get back out there a few yards or so.

(GC): Would you ask him if we could get a bus out here to get these people out of here. How does that sound?

(P): Yeh, as soon as we get a chance to make contact with him. He's writing down his instructions right now.

(GC): (UNINTEL) well I'll move them back some more then but I don't want to get them too flustered (UNINTEL) over there (UNINTEL)

(P): We understand but I tell you what to do if you'd like you could move your vehicle back. He's on the other side of the aircraft and he's not watching anything but if you want to move your vehicle back with the people, that would be alright and is the man who operates the stairs still on the truck?

(GC) Yes sir. Are you going to let those girls out?

(P): Well that's what we're working on now. What we're trying to figure out is someway that we can get everybody up here and down those stairs and we're kept still on the backend.

(GC): Well how many girls you got trained?

(P): A good bunch.

(GC): That one that came down here, she's pretty sharp; get her and then make a mass exodus and leave this parachutist go.

(P): Right now that's our

(GC): He's just hanging out there on the edge

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(P): That's why we want everybody back here

(GC): Do you want a ride

(P): So that we're the last ones to go if the situation arises, bail themselves

(GC): Seattle-Tacoma Tower now for one - stand by fuel truck just crossed in front of Northwest hangar.

(GC): Alpha 2 go on.

(GC): Stand by

(P): Go ahead ground.

(GC): Can you check over here AL at 2 gate and see how long that fuel truck's going to take and give me a time on it.

(GC): Okay, ten-four.

(P): Well we'd like to park right in front of you there

(GC): Alpha 2 ground

(GC): Yeh, what did he say now

(P): (?) He was giving instructions there. He was talking about Mexico City. He isn't watching those people and then when we can get them away from the airplane that would give us a chance if we have to, if we can't get this thing fueled, we're all going to have to make a run for it so could you get those people over on the other side of the runway, then I think that he wouldn't notice anybody picking them up, over on the other side of the west runway.

(GC): (UNINTEL) the girls, are they in the cabin yet?

(GC) (?): No we're kind of getting them the word (UNINTEL)

(P) (?): We're closing this out so this thing is 3500 feet of the runway. South 35 is closed.

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(GC): If we can get the people out of here well then we wouldn't have to worry about them

(GC): Well the people are all out in front there now. I think they're out of danger okay.

(GC): Alpha 2 go on.

(GC): This is Alpha 2 I'm approaching bravo concourse over

(GC): There's a fuel truck that just pulled up at the end of bravo there it looks like he's waiting you might hit him and find out if that's the one and if it is tell him when he goes to cross to go very slow and approach the aircraft slowly.

(GC): Ten-four

(GC): And do it by himself no other vehicle with him

(GC) Ten-Four

(P) BILL, would you feel better with these passengers on the other side of one six, on the other side of the runway?

(GC): Well I just saw a bus come out so wait a minute

(GC) No, we haven't ordered a bus yet, BILL. I can get one out here though.

(GC): Right away ground. 305 we've closed south 3500 feet of the other runway. You can tell those people to walk across the runway. We've got airplanes clear of it. They'll be not using that southend.

(P) (?): Tell them to walk straight toward the hangar there and then to the left they'll be okay, huh. We'll send a car down there to pick them up.

(GC): They can walk straight across and when they get on each side of the two white lines they can wait there and a bus will pick them up. We'll have something there to pick them up.

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(P): Okay

(GC): You can start them over there now that runway is closed that southend.

(GC): Will do

(GC): This is Alpha 2

(GC): Alpha 2 go.

(GC): I have the gas tank here and the driver is not certain of the direction. He will require an escort at least part of the way, is this possible, over.

Okay part of the way. You can take him on the north-south taxiway down to that taxiway and then head him straight for the airplane and it's a straight shot over there and he can go straight out and you can drop him there.

(GC): Okay, ten-four.

(P) (?): And tell him to watch out for passengers. They're waling across there now in the dark.

(GC): Ten-four.

(P) (?): 305 did you count the fuel trucks on the way

(P): Are you there AL?

(GC): I hear you, we got the whole thing

(P): Are you there AL?

(P): Okay, we better advise that the passengers will be allowed to take a bus to the terminal and you can advise AL if he doesn't know already that they should run fast back there and wait for ground transportation.

(GC): We have word that they'll move across the double white line (UNINTEL)

(P): That's okay. Okay, fine. Alright we're going to

(P): leave you for a moment.

(GC): Alpha 2 can you stop there now and direct him to go straight across to the aircraft?

(GC): Okay, will do.

(GC): Alpha 2 ground, Alpha 2 ground.

(P): We're just getting out of your way here.

(GC): Alpha 2 ground.

(GC): This is Alpha 2.

(GC): Why don't you wait right there. The passengers are arriving there off your nose. Why don't you get them all in a group and maybe flag down a bus and bring them back to the terminal.

(GC): Greyhound this is Alpha 3. I have a bus here and we're going to take it over right next to one six left and they can board there.

(GC): Alpha 3, and they're all there on the left side of the runway, or the east side.

(GC): Alpha 3, we've closed the airport now. You can advise when you get all the passengers clear and then we'll start running a little more traffic.

(GC): Alpha 3, Roger.

(GC): And 305 the fuel truck is on its way now, coming up to you.

(P)(?): (UNINTEL).

(GC): Alpha 2, when the second fuel truck comes up will you stop him and just tell him to wait there until they need it. They don't want the second fuel truck over there.

(GC): Alpha 3, out. - 169 -

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(GC): Go ahead

(GC): Could you stop that bus and tell him to turn off his blinkers.

(GC): Yeh will do.

(GC): Alpha 3 go on.

(P): No, let's make it two, Alpha 2 go on.

(GC): Two here.

(GC): Can you verify when all the passengers are clear of that runway and when we can start using it again. Right now the airport's closed.

(GC): Alright, ten-four.

(GC): Ground control this is Alpha 2, all passengers are now loaded on the bus and enroute to Bravo 2. The runway is clear.

(GC): Alpha 2 understand runway is clear and we're reopening then with one six left.

(GC): That's affirmative, all the passengers. I have no knowledge of other vehicles on that side at this time. All passengers have left the area and is now boarded on the bus, over.

(GC): Okay, looks like the fuel truck is going to head back toward us.

(GC): Alpha 2 go on.

(GC): Alpha 2

(GC): Did you stir up a second fuel truck for reserve. He wanted another one standing by in case he needs it.

(GC): Ten-four. We have that information. I'll confirm that with the Northwest Operations, over.

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(GC): Why don't you dig it up and see if they can get it out there where if they need it they can get it right there.

(P): Get that other one to stand by in case we have to use it.

(GC): Ground this is Alpha 2. The third truck is standing by. Will be used on your request, over.

(P): Alpha 2 check with operations and let us know now can we start using one six left as far as the ports concerned, are they opening in the runway again?

(GC): Affirmative, you may use it now

(GC): Okay, we'll consider one six left open.

(GC): That's affirmative.

(GC): Don't know that's a 3-1 Victor.

(GC): 3-1 Victor turn off the strobes and your rotating beacon and contact Tower 919 for taxi.

(GC): 3-1 Victor.

(GC): Control Tower take it 3-1 Victor.

(GC): 3-1 Victor taxi intersects one six left

(GC): 3-1 Victor

(GC): Steady course on 695 hold it to gate and we'll give you a call the airport's closed at this time.

(GC): Roger.

(P): Northwest 305 ground.

(P): Northwest 305 ground.

(GC): 305 just a minute

(GC) Northwest 305 if you can hear ground can you blink your nav light

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(P): Ground disregard

(GC): 305, are you on?

(P): Disregard

(GC): Was it 305?

(P): That's okay, we're going to talk to the company for just a minute here.

(GC): 305 ground

(GC): Northwest 305 ground

(GC): Northwest 305 ground

(P): Go ahead ground

(GC): 305 the airport's closed and we have planes holding and we need to get a few off. Would it be alright with you to put an unlighted vehicle on each side of one six left at that taxiway so we can be sure there's no people on that runway or we can have lights on whatever but just to check the runway and there'll be radio control on this frequency.

(P): Stand by one

(GC): (UNINTEL) down here 305

(P): Yes sir, I will not

(GC): Okay, all the passengers are out. There's nobody between us and the rear. It's clean down in this area.

(GC): Well the ports closed and they say they won't open it unless they can get a radio vehicle on each side to be sure nobody gets out there heading towards the airplane.

(GC): Well yeh, okay let's, but I'm standing here now looking straight across towards our hangar and Alaska's. They're pumping out here right now (UNINTEL).

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(GC): Ground are you on?

(GC): Yes.

(P): Did he say it looked like there was somebody trying to sneak across there?

(GC): No, the port I guess just doesn't want to open unless we get a radio vehicle out there to be sure no

(P): Here's the deal now, will you ask that LEE and that portable radio, if he will agree to control eastbound traffic from there

(GC): Okay, any vehicles coming this way?

(P): Yes.

(P): And on the other side. They've got them stopped on the other side.

(GC): Alpha 2 ground

(GC) Alpha 2

(GC): Do you want to head that other fuel truck out there and hold him on the taxiway. They need the second fuel truck.

(GC): Alright, ten-four.

(GC): (UNINTEL)

(GC): LEE ground

(GC): Yes sir, go ahead

(P): Can you control the fuel trucks leaving there and the vehicles leaving there coming toward the terminal, if you can let us know when they're coming, we can run the aircraft if you control the vehicles.

(GC): Well I can control anything that's leaving here, the airplane can.

Okay, good and you can let me know. It looks like a fuel truck is going to start across now towards you.

(GC) (UNINTEL)

(GC): Okay, you control that and let us know and we'll control everything from this side and we're going to start rolling airplanes.

(P): Ground is that other fuel truck on its way?

(GC): Affirmative, it looks like it.

(P): Do you know what we can use to pump it

(GC): Yeh, there's one coming right now; he's about to come across one six left.

(P): Alright.

(GC): Alpha 2 if that's okay with you tell him to go ahead across and you stay on this side

(GC): Stand by

(GC): 305 can you tell us how many pounds the first truck put on

(GC): Ground this is Alpha 2. This is the third fuel truck and he's on his way. Over.

(GC): Okay. Alpha 2 remain where you are.

(GC) 305 ground if you comp. we need the pounds of fuel you got off that last truck

(GC)(?): We got around 3000

(GC) 3000 Roger

(GC): Alpha 2 we're opening up the runway now after that fuel truck crosses, so you're going to stay there and watch for vehicles going westbound?

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(GC): That's affirmative, Roger.

(GC): We've got 23,000 on board now.

(GC): 23,000 on board. Thank-you.

(GC): 305 ground on that destination you gave earlier, there's a full flight flying on board if you need it.

(P): Okay, AL. I'm trying to figure out what figuration he wants to fly it in, it's going to limit us.

(GC): Roger

(GC): 305 ground can you affirm the, confirm the two stewardesses are off or are they still on?

(P): The stewardesses are off and the fuel truck can come on up and fuel and you better get another one to stand by too.

(GC): Okay, Alpha 2 you comp., they're going to need a fourth fuel truck.

(GC): Ten-four I comp. I don't have sight of those stews here.

(P): The stewardesses are in the automobile. Don't worry about them. Just get over here and start pumping gas.

(GC): Well, LEE, can you flag that fuel truck up, I can't get him to move, he doesn't have a radio.

(P)(?): He's at the fuel truck.

(GC): Okay.

(GC): Ground this is Alpha 2 did they give you the exact position of those stewardesses, over.

(GC): They're in the car, don't worry about the stewardesses. They need the fuel truck.

(GC): Ten-four.

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(P): We have two of the three stewardesses in the car. We have one remaining with the individual and he's not going to let her leave the aircraft at this time.

(GC): Roger.

(P): We do want the fuel truck to come up and if they're

(GC): Yeh, there he comes

(GC): Alright

(GC): Alpha 3 ground, can you work on another fuel truck?

(GC): A fourth truck is standing by.

(GC): Okay, he only wants an ounce

(P): I hope that thing is full. If it isn't, you'd better get another truck out here so we can maintain continuity of filling this aircraft up. He's getting awfully (antcy)

(GC): Roger

(GC): Okay, gray patrol this is LEE

(GC): Go ahead LEE

(GC): Would you get ahold of Operations and have them round up another truck?

(GC): We're working on it.

(GC): Truck is ready, over.

(P): AL, we had one further request that so far we haven't seen it. We requested meals and we haven't seen; what's the status of that?

(GC): The meals are on board.

(P): The meals are on board?

(GC): Yes sir. There was food brought out.

(P): How did it get on board?

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(GC): TINA brought them on board with first class. They're in cardboard boxes.

(P): Thank-you.

(GC): Alpha 1 ground

(GC): Alpha 1

(GC): Are you checking with Company and digging up fuel trucks from somewhere

(GC): Affirmative, the fourth truck is standing by ready to move on your request. Over.

(GC): Okay. Why don't you put him up there by Alpha 2 so when they need him they can get him across.

(GC): You want him out here on the taxiway with Alpha 2 over.

(GC): That's correct. Why don't you put him out by Alpha 2 so they can get him over there when they want him.

(GC): Affirmative.

(GC): Ground this is LEE again.

(GC): LEE go ahead

(GC): Would you give that fuel truck that's sitting by the aircraft here that's eastbound give him a green light when he crosses the runway.

(GC): Yeh, we'll get him over here.

(GC): The fourth gas truck will be coming out. Over.

(GC): Thank-you.

(GC): Can you clear that fuel truck across now?

(GC): We're coming across.

(GC): Okay, there he goes.

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(GC): Okay ground, this is LEE again. Has there ever been a fuel truck on their way up?

(GC): Yeh, it's going to be on this side of the runway and when you want him holler.

(GC): Very good, thank-you.

(GC): 305 this is AL.

(GC): 305 this is AL.

(P): Go ahead AL.

(GC): I just talked to the stews here and if you'll call back there and tell him everything is under control and is fueling then he'll let this other one off too.

(P): Whose word is that? Whose idea is that?

(GC): This is the two stews that got off that were saying the guy don't really care if she stays on or not, but they suggested to call back and tell him everything is under control and that he'll let that third stew off.

(P): That's contrary to what's going on up here AL. He's not going to let her come off right now and we're trying to work out a way that we can get her up here somehow before we go. Right now he wants her to sit back there with him during takeoff and not to go forward of the tourist class section.

(GC): Okay, I was just wondering, you know. About the fuel, how much fuel do want on board or how much more can you take?

(P): Well we got a long way to go and he's getting antsy and that's our problem right now.

(GC): Well how much fuel have we got left to put on? What have we got on now?

(P): Well we've only got 26 grand, we're just half done with the refueling. We want to insure that we've got trucks, continuity of trucks coming out here so that we can maintain this fueling. Stand by we're going to talk to the company (UNINTEL).

(GC): Okay, well we've got another truck standing by when this guy empties it.

(P): Right.

(GC): This is Alpha 2 ground control, we have a fourth truck standing by here.

(GC): Alpha 2 why don't you ask him to check how many pounds he's got on it.

(GC): Okay, stand by.

(GC): Ground, Alpha 2 - 15,000 pounds on this fourth truck. Over.

(GC): 15,000?

(GC): Negative - 50,000. Over.

(GC): 50,000 or 5,000?

(GC): That's five zero thousand

(GC): Five Zero Thousand, okay.

(GC): Hello LEE is it possible to have him come over and have two trucks pumping fuel at the same time?

(GC): Hello LEE, I'll say it again; can two pump at the same time?

(GC) (?): Negative.

(GC): You know that aircraft that's landing now, we'd like to clear this other fuel truck over here and bring it over here behind this and we'll have him stand by then.

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(GC): Okay, he can go over now. Alpha 2 you can start the fuel truck over to the airplane.

(GC): Okay, Alpha 2.

(GC): Do I have to turn off the rotating beacon?

(GC): (UNINTEL) shut off the rotating beacon

(P):(?) 305 this is LEE again.

(GC): He's on company frequency AL. He should be off in a minute.

(GC): Thank-you.

(P): Go ahead AL.

(P): This fueling truck we go on here now it isn't putting on anything, we're not getting anything aboard. You got another one coming up there?

(GC): We're going to switch trucks and send that other truck up right away. This guy's going on.

(GC): Okay.

(GC): 305 ground, that other truck has 50,000 pounds will that do it, he he can pump?

(P): Yeh, 50,000 will be enough.

(GC): Okay, that other truck has it, so if he can't pump let us know and we'll get another one up there.

(P): Okay, thank-you.

(GC): Ground, Alpha 2, do you want another truck standing by?

(GC): You might, Alpha 2 that other one didn't pump a thing. Why don't you stir up another one?

(GC): Okay.

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This ends re-recording reel #4. The time at this point is approximately 0259 Greenwich.

1

Time Period: 6:59 P.M. to 7:41 P.M., PST

Re-recording Reel #5. The following is a transcribed copy of the original recording of communications with Northwest Airlines Flight 305. This transcription covers the period from approximately 0259 Greenwich, November 24, 1971 to approximately 0341 Greenwich, November 24, 1971. The following conversation is between Northwest Flight 305 and the Seattle-Tacoma Tower ground radar position with other various transmissions being received also at this position. This is JACK GRAVES, Assistant Chief, Seattle-Tacoma Tower, supervising the reproduction and I certify this is a true copy of the original recording.

Ground Control (GC): This one's got 50,000 pounds of fuel on it.

Pilot (P): Now what was that again, AL.

(GC): 305 this truck that just came out now has got 50,000 pounds.

(P): Okay, well we've got about 23 on right now so if we could just get one to pump it on then we'll do okay.

(GC): Yeh, well okay.

(GC): 305 ground, if you can, is there only one individual involved?

(P): Affirm

(GC): Roger

(GC): 695 shut off the rotating beacon

(GC): LEE ground, if you need to send that other truck across I gave him a light, but he didn't acknowledge

(GC): Okay, I'm going to put a couple passengers on that truck taking it up there to the ramp and then let's make sure its given a green light and then you'll put it over there, okay?

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(GC): Okay, fine.

(GC): Okay, you want to give him a green light

(P): 305 ground is that truck pumping alright?

(GC): Affirm

(GC)(?): LEE ground

(GC): Yeh LEE, go ahead

(GC) 305 on also?

(GC): Affirmative

(GC): Ground LEE go ahead

(P): Guess the guy's in the back of the airplane

(GC) 305 ground

(GC): 305 is the individual in the back; he can't hear.

(GC): What did he say

(GC) You can have all the conversation you want.

(GC): Okay.

(GC): 305 did you hear the message. FFA from Washington, D.C., from the FFA Chief Psychiatrist, he believes the second parachute is for the stewardess to use with him to go out, and after he leaves the airplane will be blown up.

(P): AL, I kind of figured someway to get her out, I'd kind of like to get her out we're ready to go.

(CG): Okay, you got the message. That's what we needed to forward.

(CG): BILL, this is AL here

(CG): Yeh.

(CG): Have you been able to get in the back end of that cockpit or won't he come out?

(P): He doesn't want any of us in the aisle. The only one he negotiates with is the stewardess and he doesn't want anybody beyond that first curtain. We've never left the cockpit.

(GC): Did you get the maps I sent out there?

(P): Yeh, we got all that stuff.

(GC): And you got that deal from Boeing on how to get out of there?

(P): Yeh we got that.

(GC): He's got that himself maybe. I don't know whatever you elect to do.

(P): We're in a rut. Well he seems to want those back steps down. Well we've kind of convinced him now we can't take off with them in ground position, but he want them down when we get airborne, fly with it down and then so he can bail out at any time, I don't know.

(GC): What's he want down?

(P): Back steps.

(GC): No, no you can't do that.

(P): We're talking to PAUL and he says we got a plan how we can get them down.

(GC): No, I don't know, maybe PAUL does.

(P): We're going to have to go unpressurized and of course he wants the rear down for some reason and he wants the flaps down to 15, I think. He seems to know a little bit about an airplane. He says we'll have to go unpressurized, though; he seems to - I don't know where he picked that up. He said we'll have to go below 10,000. If we could get the gal out, well we

(P): could make tracks ourselves but that's where we can't take and lose her.

(GC): Yeh.

(GC): Is it possible to commute with her to have her come forward to get food?

(P): No, we tried that.

(GC): (UNINTEL)

(P): No, we don't want to try that kind of stuff.

(GC): Ground control this is LEE again.

(GC): Go ahead LEE.

(GC): Do you have another gas truck standing by over there?

(GC): I have a report to brew one up. Alpha 2 are you getting us another gas truck?

(GC): Stand by LEE.

(GC): Well, we're getting up there, AL. I think we've got about 1500 pounds here so.

(GC): Did he want another gas truck. Over.

(GC): Just have one stand by in case that he

(GC): Alpha 2 have one stand by.

(GC): Ten-four

(GC): 305 let us know when he unplugs and you have your fuel.

(P): We're just about full.

(GC): 305 ground

(GC): Go ahead.

(P): About the (UNINTEL) I gave to you a little while ago it is a possibility that this is the same thing that was used in

5

(P): confirmation on it.

(GC): I see.

(GC): Northwest 305 ground.

(GC): 305 ground.

(GC): Northwest 305 ground.

(P): AL

(GC): Can you give me an ETD roughly?

(P): AL, we're ready to have the stairs removed if you want to advise the individual. We'll see if we can get it detached from here.

(GC): Okay. You call me back when you want your stairs towed away, okay?

(P): Alright we're going to try to give an official signal. We're ready to have the stairs removed right now.

(GC): Okay, I'll go up and get them.

(P)(?): Okay, AL, I think he's got the message there.

(GC): 305 this is AL again.

(GC): Northwest 305 ground

(GC): 305 go ahead

(GC)(?): AL, we checked on altitude here in Reno and the minimum obstruction altitude is 15,000.

(P): AL, okay, it's 15,000, huh?

(GC): Yeh, that's what we show here. The first league is 15,000 going J-5.

(P): Well we may have to go down the coast and come in from another route possibly. Let us check with the company here. We're about ready to crank if we can get some, he says let's get the show on the road so we're ready to crank up here and we want to, we'll

(P): have to pick a flight plan in the air. You get us headed the general direction; put us southerly out over the, somewhat along the coast.

(GC): Okay, we'll start you out here heading toward Portland and then we'll get your clearance cornered.

(P): Okay, fine and we've got the company working on the clearance so, or excuse me, on the flight plan so if we don't answer you right away we're trying to work a couple of free frequencies; the company, you and our friend in the aft end here.

(GC): That's okay. We'll listen to your company freak too so we can tell when you're busy.

(P): Roger, appreciate it, thank-you. We're going to leave you for just a minute now; we'll let the company know.

(GC): Yeh say, this is AL again. I'm down here in a car

(P): Yeh, AL, we're all set you can head on back if you'd like and we appreciate your assistance in this thing, and we're going to crank the engines so you've probably heard me say he's indicated that he wants the show on the road so we're going to get her cranked up here and pick our clearance in the air.

(GC): Or maybe you can get him into down towards Portland he might get homesick and want to land there again, I don't know.

(P): Well we'll hope for something to happen here that's a; well we're going to, you go ahead and pull out. We're going to get cranked up here now. So we'll see you later.

(GC): Yes sir, thank-you very much and best of luck.

(P): Yeh.

(GC): Now, LEE, if you're coming across you're clear to cross now.

(GC): Okay, we're coming across.

(GC): Coming across, overhead downstairs? He's starting now and we're going to have to show him direct Portland.

(GC): Okay.

(GC): On his planning does it look like he's going north?

(GC): No, he's going south, we'll get him on south (unintel).

(CG): Northwest 305 I hear you on company frequency. Taxi on six right, you can do a one eighty and taxi back, and refer to Portland Vector 23, maintain 10,000 and remain in this freak until advised and transfer under 3100 until the other codes advises. Out.

(P): Okay, Northwest 305 will taxi back up three four left and will clear to Portland by Vector 23, maintain 10,000 and 3100 transponder code.

(GC): That's correct and checking the maps all the way down, and 305 checking on the maps Vector 23 all the way south the highest mountain is 10,000 that looks about like the best to get you down and that goes all the way into Sacramento at 10 or less.

(P): Okay, fine. We've advised the company that this may be the best approach to go. We haven't really had time to check it out but of course somewhere along the coast would be best. Our company indicates to us that, well you probably heard PAUL saying that it wouldn't add appreciably to our Reno way by going doglegging it.

(GC): Yeh, Vector 23 you're over the valley most of the way. It's populated most of the way so it might be Vector 23 all the

(GC): way down. It looks to us like the best.

(P): Okay, fine that's alright as long as we got the (UNINTEL) that's all that matters.

(GC): And 305 ground if enroute there's any problem on communications why don't we just clear you to Sacramento that looks a little bit longer than Reno not much. Let's clear you to Sacramento to maintain 10,000.

(P): Okay, clear to Sacramento and maintain 10,000. How about re-routing Vector 23. We haven't got the maps out here and haven't really had a chance to look at it.

(GC): That'll be Vector 23 all the way to Sacramento.

(P): Okay, that's easy enough and ground no force on 305 be advised that I will be trying to make her up to altitude any way we can here now before going the, if possible the said or any other restrictions that may be imposed upon us.

(GC): No restrictions at all. You fly in the best way you can do her.

(P): Thank-you.

(GC): And 305 there'll be people with you all the way down.

(P): I would certainly appreciate it. Thanks alot.

(GC): And that goes for many others of us too.

(GC): Roger.

(GC): Hello Northwest 305 when departure sends you over to center, the frequency of center will be 121.2.

(P): Okay, the Seattle center will be 121.2 Thank-you sir.

(GC): That's correct.

(GC): The report is seven here altimeters can be missed at least 4,000 feet if it would help you at all.

(P): I'm sorry say it again please.

(GC): Altimeter can be missed at least 4,000 feet if it will help you.

(P): Okay.

(GC): And 305 another suggestion if you do get on top of 10,000 let center know because there's going to be people behind you and probably be trailing along with you.

(P): Ground Northwest 305 we didn't answer you, we were talking with the company.

(GC): Okay, you're going to have people following you all the way down so if you do get on top or where the visibility is good, you might advise center about it.

(P): Okay, we will do that. Thank-you sir.

(P): (UNINTEL) that's quite alright. It'll give us a chance to make a double check. We're not quite sure what our procedure is.

(GC): Everybody except Northwest 305 clear the frequency and 305 you're cleared for takeoff when you're ready and the wind is 180 degrees, one zero, and the altimeter is 2991.

(P): Okay 2991 do you want us on the right or left?

(GC): The right one's fine. If you'd rather have the long one, the left one's fine. You can have it, it's your choice.

(P): Okay, we'd just as soon take the long one.

(GC): Okay, one six left declared for takeoff.

(P): Roger, understand. Do you want us to stay with you on departure?

(GC): This will be fine.

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(P): Thank-you.

(GC): And 305 you are clear from configuration as far as the back steps?

(P): That's affirm.

(GC): Roger

(GC): Northwest 305, he wants to go to altitude as fast as he can go, so don't restrict him.

(GC): Okay.

(GC): And he's cleared to Sacramento. I don't know he may deviate on his own, he said he didn't know what, but he would go one way or the other to do whatever he needs.

(GC): Okay.

(GC): And if you got (UNINTEL) he may change altimeter to give him an extra program.

(GC): 31 we're going to go straight to center with him.

(GC): Northwest 305 are you going to go (UNINTEL). Okay and if it looks good, good luck on it and contact center 121.2 Squak (UNINTEL).

(GC): AL, LEE's off and running.

(GC): Three you might tell center he's dirty, he's got gear hanging and flaps down.

(GC): Roger Alpha 3.

(GC): Alpha 3 ground.

(GC): Off the end of the concourse let's cross one six left and go over and go over and check the end of one six right for any debris or anything that might be there.

(GC): Three go to the runway one six left and halt traffic

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(GC): over the touching down.

(GC): Roger.

(GC): Alpha 3 when vehicles cross over, go on to one six right.

(GC): Alpha 3 roger.

This ends re-recording Reel #5. The time at this point is approximately 0341 Greenwich. This concludes the reproduction of this recording pertaining to the alleged hijacking of Northwest Airlines Flight 305 on the 24th of November, 1971, at Seattle, Washington.

Seattle Air Route Traffic Control Center

Name of Facility Preparing Transcription
Seattle Air Route Traffic Control Center

Subject of Transcription
Air-Ground Communications Pertaining to the Incident to
Northwest Airlines Flight 305

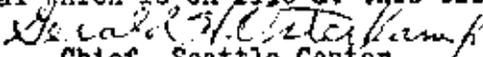
Date and Period of Time Covered by Transcription
0337:11 GMT to 0545:29 GMT 25 November 1971

| Agencies Making Transmissions and Abbreviation of Each | |
|--------------------------------------------------------|---------|
| Northwest Airlines Flight 305 | NW305 |
| Seattle ARTCC Position R2 | SEA R2 |
| Seattle ARTCC Position R5 | SEA R5 |
| Seattle ARTCC Position R6 | SEA R6 |
| Seattle ARTCC Position R10 | SEA R10 |

I HEREBY CERTIFY that the following is a true transcription of the recorded conversation pertaining to the subject incident.


Gerald H. Osterkamp
Chief, Seattle ARTCC

I certify that this is a true copy of the original which is on file at this office.


Chief, Seattle Center

0337:11 NW 305 Northwest three oh five we're ah
 (7:37 PM, PST)

0337:17 SEA R2 Northwest three zero five ident verify assigned
 one zero thousand

0337:23 NW 305 (Unintelligible) three zero five

0339:43 SEA R2 Northwest three zero five say altitude now

0340:02 SEA R2 Northwest one zero correction Northwest three
 zero five say altitude please

0340:06 NW 305 Three oh five through sixty five hundred ah trying
 to get the steps down down back there ah

0340:37 NW 305 One oh five ah three oh five we're gonna level off
 here for a while at seven thousand he wants the
 steps down and ah we're gonna have er about down
 to a hundred and sixty knots

0340:48 SEA R2 Northwest three zero five roger

0341:22 SEA R2 Northwest three zero five advise if you change
 altitudes over

NW 305 Okay we'll hold at seven here we got the back steps
 down now and ah it looks like we aren't gonna be
 able to climb anymore ah we'll hold seven thousand

0344:34 SEA R2 Northwest three oh five roger
 (7:44 PM, PST)

Page 2

0349:18 SEA R2
(7.49 PM, PST)

Northwest three zero five in event of lost communications contact Seattle Center one three three point niner

0350:05 SEA R2

Northwest three zero five Toledo altimeter two niner niner eight

0351:31 NW 305

Center Northwest three oh five ah we're gonna climb out climbing up ah to ten thousand and ah we're through nine now

0351:42 SEA R2

Northwest three zero five roger report level at one zero thousand

NW 305

Roger

0353:34 NW 305

Northwest three oh five we're leveling at ten thousand

SEA R2

Northwest three oh five roger

0353:40 NW 305

Airspeed in the vicinity of one seventy one eighty

SEA R2

Three oh five roger

0359:10 SEA R2

Northwest three zero five contact Seattle Center one three three point niner

0359:15 NW 305

Ah one thirty three point nine

(7.59 P.M. - PST)

Page 3

0413:14 NW 305 Center four oh five (unintelligible) twenty point
(8:13 PM, PST) nine ten thousand

SEA R5 Northwest three zero five ident

0415:52 SEA R5 Northwest three zero five the Portland ah altimeter
three zero zero three

NW 305 Zero zero three

0433:36 SEA R5 Northwest three zero five contact Seattle Center
one two five point eight

0433:46 NW 305 Twenty five point eight so long

SEA R5 Good day sir

0433:51 NW 305 Seattle Center Northwest three zero five ten
thousand

0433:55 SEA R6 Northwest three zero five Seattle Center one zero
thousand ident

0445:45 SEA R6 Northwest three zero five Eugene altimeter three
(8:45 PM - PST) zero zero six

NW 305 Ah one three zero point six

SEA R6 Negative sir Eugene altimeter three zero zero six

NW 305 Okay switching

SEA R6 Negative sir remain on this frequency that's an altimeter ah the current altimeter is three zero one one

0446:06 NW 305
(8:46 PM, PST)

Oh okay three zero one one

0454:47 SEA R6 Northwest three zero five Seattle radio check

NW 305 Three oh five load and clear

0454:53 SEA R6 Roger sir I lost your transponder

0503:36 SEA R6 Northwest three zero five contact Seattle Center now on one two five point three

0503:41 NW 305 Okay twenty five point three Northwest three oh five

0503:57 NW 305 Seattle Center Northwest three zero five at ten thousand

0504:05 SEA R10 Northwest three zero five Seattle Center ident
(9:04 AM - PST)

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0513:10 SEA R10 Northwest three zero five Medford altimeter three
(9:13 PM, PST) zero one three

0513:16 NW 305 Three zero one three

0528:01 SEA R10 Northwest three zero five request the outside air
temperature at your altitude

NW 305 Ah three oh five you came on with somebody else
say again

SEA R10 Northwest three zero five request the outside air
temperature at your altitude

0528:28 NW 305 Ah (unintelligible) minus five

SEA R10 Understand minus five zero five

NW 305 (Unintelligible)

SEA R10 Northwest three zero five verify that temperature
as centigrade

0529:04 NW 305 That's okay centigrade

SEA R10 Roger

0538:31 SEA R10 Northwest three zero five the Montague altimeter
(9:38 PM, PST) three zero one one

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0541:48 SEA R10

(9:41 PM, PST)

Northwest three zero five the Montague altimeter
three zero one one

0541:52 NW 305

Three zero one one roger three oh five

0543:26 NW 305

Ah Northwest three zero five

SEA R10

Northwest three zero five go ahead

0543:32 NW 305

Roger we'd like to start climb to eleven thousand
(unintelligible) okay with you

SEA R10

Northwest three zero five ah climb to one one
thousand under your conditions are approved
report reaching

0543:46 NW 305

Three oh five

0545:20 SEA R10

Northwest three zero five contact Oakland Center
on one two zero point four good luck sir

0545:29 NW 305

(9:45 PM, PST)

Okay one two zero point four thank you

SE 164-81

FEDERAL AVIATION ADMINISTRATION LOG

OAKLAND (CALIFORNIA) CENTER

Insertions have been made to convert the Greenwich
Mean Time (GMT) to Pacific Standard Time (PST).

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIR ROUTE TRAFFIC CONTROL CENTER
5125 Central Avenue
Fremont, California 94536



30 November 1971

Facility : Oakland Air Route Traffic Control Center

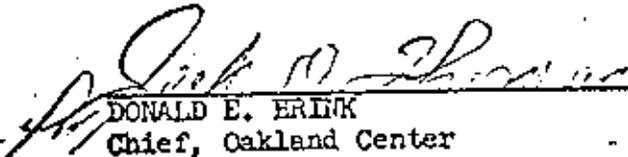
Subject : Report Concerning Hijacking of Aircraft NW305

Date : 25 November 1971 -- 0544 GMT to 0635 GMT

List of Agencies :

| | |
|---------------------------|-----------|
| Oakland Center | OAK ARTCC |
| Red Bluff Sector | (RBL) |
| Oakland Center | OAK ARTCC |
| Reno Sector | (RNO) |
| Oakland Center | OAK ARTCC |
| Coordinator Position E03 | (E03) |
| Oakland Center | OAK ARTCC |
| Coordinator Position E04 | (E04) |
| Oakland Center | OAK ARTCC |
| Watch Supervisor Position | (WSE) |
| Oakland Center | OAK ARTCC |
| Flow Control Position | (FCC) |
| Seattle Center | SEA ARTCC |
| Sector D10 | |
| Reno Tower | RNO Twr |
| Reno, Nevada | |
| NW305 | NW305 |

Certification : I hereby certify that the following is a true transcription of the recorded conversation pertaining to the subject hijacking.


DONALD E. ERLIN
Chief, Oakland Center

GMT
TIME

0544

(9:44 PM, PST)

OAK ARTCC: Red Bluff
(RBL)

SEA ARTCC: Here's a handoff on Northwest three zero five

OAK ARTCC: Okay we don't see a target as yet
(RBL)

SEA ARTCC: Okay he's climbing slowly to one one thousand

OAK ARTCC: J M
(RBL)

0545

OAK ARTCC: Seattle go ahead with uh try again the handoff Northwest
(EO4) three oh five

SEA ARTCC: Northwest three zero five uh out of one zero thousand
climbing slowly to one one thousand is one mile south
Fort Jones

OAK ARTCC: Radar contact Northwest three zero five
(EO4)

SEA ARTCC: L E

OAK ARTCC: W X
(EO4)

0546

(9:46 PM
PST)

NW305: Uh climbing to eleven we're out of ten seven

OAK ARTCC: Northwest three zero five roger climbing to one one
(RBL) thousand ident

NW305: (Unintelligible)

GAT
TIME

OAK ARTCC:
(RBL) Northwest three zero five roger have radar contact uh part of your transmission was blocked by another aircraft go ahead with your request again

OAK ARTCC:
(RBL) Nine eight three stand by . . Northwest three zero five anything at all that you're requesting is approved uh you're requesting direct Reno at this time . . is that correct

NW305: I want to go direct Red Bluff to Reno and uh we can either do it on our own navigation or accept a radar vector if you want to give it to us

OAK ARTCC:
(RBL) Uh roger Red Bluff direct Reno is approved . . I'd like you a little bit farther south and clear a few more of the hills at one one thousand prior to going direct . . however if you keep me advised I'll give you headings at any time

0547 (9:47 PM, PST)
NW305: You can give us headings so I can get to Red Bluff please

OAK ARTCC:
(RBL) Uh roger depart Red Bluff then heading of zero nine zero vector to Reno

NW305: Okay will do

OAK ARTCC:
(RBL) Northwest three zero five Oakland Center radio check . . Rescue nine eight three I'm transmitting only on UHF now . . I don't believe the Northwest can uh copy . . uh you can monitor on one two zero point four but transmit on three zero six point nine

0552 (9:52 PM, PST)
OAK ARTCC:
(RBL) Northwest three zero five the Red Bluff altimeter three zero one eight

NW305: Three zero one eight thank you

GMT
TIME

0553

(9:53 PM, PST)

OAK ARTCC: Give me periodic checks on his position then
(WSE)

OAK ARTCC: Okay they are ten miles apart now . . we're starting to
(EO4) turn the rescue

OAK ARTCC: Yeah but I mean uh Northwest's position and any time you
(WSE) change his frequency or his altitude or whatever

OAK ARTCC: Yeah he's fifty northwest of Red Bluff Victor twenty
(EO4) three

OAK ARTCC: Okay
(WSE)

Q555

OAK ARTCC: Northwest three zero five are you now level at one one
(RBL) thousand

NW305: Three oh five roger we're level at one one

0559

OAK ARTCC: Northwest three zero five traffic ten o'clock eight miles
(RBL) westbound

NW305: This three zero five that for us

0605

(10:05 PM, PST)

OAK ARTCC: Northwest ten northwest Red Bluff
(EO4)

OAK ARTCC: Verify ten northwest of Red Bluff
(WSE)

OAK ARTCC: Yep ten northwest to be exact
(EO4)

OAK ARTCC: Okay and vector what
(WSE)

OAK ARTCC: Be zero niner zero out of Red Bluff
(EO4)

GMT
TIME

OAK ARTCC: Okay thank you
(WSE)

0606 (10:06 P.M., PST)
OAK ARTCC: Northwest three zero five traffic twelve o'clock six
(RBL) miles northbound

NW305: Zero five roger

0607
NW305: This Northwest three zero five er we start our turn to
ninety that okay

OAK ARTCC: Northwest three zero five affirmative
(RBL)

0608
OAK ARTCC: And Red Bluff now three zero one eight
(RBL)

NW305: Three zero one eight

0609
OAK ARTCC: Northwest three zero five present time Reno weather is
(RBL) clear and the visibility twelve

NW305: Roger thank you

0611
OAK ARTCC: Okay he's over Red Bluff turning
(EO4)

0614 (10:14 P.M., PST)
OAK ARTCC: Northwest three zero five you can expect radar vectors
(RBL) to intercept the ILS active runway one six at Reno

NW305: Zero five roger vectors for ILS for one six

OAK ARTCC: That's correct
(RBL)

GMT
TIME

NW305: Is the course that we're operating uh unpressurized and we're going to need a very slow descent whatever vectoring is necessary to get us about a three hundred per minute rate of descent ah maybe five at the outside uh we'll need plenty of time to do this and uh set ourselves up

0615

NW305: You read three zero five center

OAK ARTCC: Eh Northwest three zero five Oakland Center roger
(RBL) affirmative I did copy a slow rate of descent and unpressurized

NW305: Roger thank you

0623

OAK ARTCC: Northwest three zero five the Reno altimeter three zero
(RBL) zero niner

NW305: Uh thirty oh nine

OAK ARTCC: Right
(RBL)

0626

(10:26 PM, PST)

OAK ARTCC: Northwest three zero five contact Oakland Center one two
(RBL) eight point eight

NW305: Okay one twenty eight eight bye

OAK ARTCC: Good day now
(RBL)

NW305: Oakland Center Northwest three zero five we're eleven thousand

OAK ARTCC: Northwest three zero five roger ident
(RNO)

GMT
TIME

0628

(10:28 PM, PST)

OAK ARTCC: Northwest three zero five left heading zero six zero
(RNO)

NW305: Okay zero six zero three oh five

NW305: On this kinda configuration uh we make pretty shallow
turns cause it kills off our speed pretty much if we make
a standard

OAK ARTCC: I understand you need a long final into Reno so I'm
(RNO) taking you up about oh twenty five or thirty miles north
of Reno

NW305: Okay

0632

OAK ARTCC: Reno Approach Center
(EO3)

RNO Twr: Reno

OAK ARTCC: Let's see if we can give you a handoff Northwest three
(EO3) zero five

RNO Twr: I don't see anything west yet

OAK ARTCC: Okay stretch your radar well out to the northwest
(EO3)

RNO Twr: Okay I'm out fifty miles now

0633

(10:33 PM, PST)

OAK ARTCC: Okay
(EO3)

RNO Twr: Is he still on thirty one

GMT
TIME

OAK ARTCC: Yeah he's on thirty one
(EO3)

0634

(10:34 PM, PST)

RNO Twr: Okay radar contact Northwest three zero five at forty two miles

OAK ARTCC: Okay forty two west northwest of Reno heading zero six zero one one thousand
(EO3)

RNO Twr: L H

OAK ARTCC: Wink what frequency for Reno Approach
(FCC)

RNO Twr: Put him one twenty six three please

0635

(10:35 PM, PST)

OAK ARTCC: One twenty six three
(EO3)

RNO Twr: Right

OAK ARTCC: Will do
(EO3)

OAK ARTCC: Northwest three zero five uh Reno Approach one one niner point two
(RNO)

OAK ARTCC: Northwest three zero five Oakland
(RNO)

NW305: Three oh five go ahead

OAK ARTCC: Roger Reno Approach on one two six point three
(RNO)

NW305: Twenty six three for approach roger

SE 164-81

FEDERAL AVIATION ADMINISTRATION LOG

RENO (NEVADA) CENTER

Parentetical insertions have been made to
convert the Greenwich Mean Time (GMT) to Pacific Standard,
Time (PST).

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

29 November 1971

AIRPORT TRAFFIC CONTROL TOWER
Reno International Airport
1900 National Guard Way
Reno, Nevada 89502



Transcription prepared by Reno Airport Traffic Control Tower, Reno, Nevada.

Subject: Conversation between Northwest Airlines Flight 305 and Reno Departure Control (Radar), Reno Local Control and Oakland Air Route Traffic Control Center pertinent to the incident of Northwest Airlines Flight 305 on 25 November 1971 between 0632 GMT and 0722 GMT.

Date and period of time covered by the transcription:

25 November 1971, from 0632 GMT to 0722 GMT.

Agencies making transmissions and abbreviation for each:

| | |
|-------------------------------------------|------------|
| Reno Departure Control (Radar): | RNO TWR DR |
| Reno Local Control: | RNO TWR LC |
| Oakland Air Route Traffic Control Center: | OAK ARTCC |
| Northwest Airlines Flight 305: | NW305 |

I HEREBY CERTIFY that the following is a true transcription of the recorded conversation pertaining to the subject incident.

J. E. Harris
J. E. HARRIS
Chief, Reno Airport Traffic Control Tower

0632 GMT

10:32 PM, PST

RENO TWR DR: RENO

OAK ARTCC: LET'S SEE IF WE CAN GIVE YOU A HANDOFF NORTHWEST THREE ZERO FIVE

RENO TWR DR: I DON'T SEE ANYTHING WEST YET

OAK ARTCC: OKAY STRETCH YOUR RADAR WAY OUT TO THE NORTHWEST

0633 GMT

10:33 PM, PST

RENO TWR DR: OKAY I'M OUT TO FIFTY MILES NOW

OAK ARTCC: OKAY

RENO TWR DR: IS HE STILL ON THIRTY ONE

OAK ARTCC: HE'S ON THIRTY ONE WE HAVE A ALSO CODE ELEVEN THIS IS A AIR RESCUE
FIVE ZERO NINE EIGHT THREE

OAK ARTCC: AND THE LET ME GIVE YOU THE TYPE I DON'T KNOW IF HE'S GOING TO
FOLLOW HIM IN FOR A LANDING

OAK ARTCC: AND IT'S A C ONE THIRTY COPY

RENO TWR DR: YEAH

OAK ARTCC: OKAY

0634 GMT

10:34 PM, PST

RENO TWR DR: RADAR CONTACT NORTHWEST THREE ZERO FIVE AT FORTY TWO MILES

OAK ARTCC: FORTY TWO WEST NORTHWEST OF RENO HEADING ZERO SIX ZERO ONE ONE
THOUSAND

RENO TWR DR: LH

OAK ARTCC: OKAY RESCUE FIVE ZERO NINE EIGHT THREE IS AH SIX IN TRAIL FIVE MILES PROVIDING HIS OWN SEPARATION

RENO TWR DR: OKAY I DON'T HAVE HIM YET

OAK ARTCC: OKAY HE'S ON CODE ELEVEN HOWEVER HE IS AT ONE TWO THOUSAND

RENO TWR DR: LH

0635 GMT *10:35 PM, PST*

OAK ARTCC: WAIT WHAT FREQUENCY FOR RENO APPROACH

RENO TWR DR: PUT HIM ON ONE TWO SIX POINT THREE

OAK ARTCC: ONE TWO SIX THREE

RENO TWR DR: RIGHT

OAK ARTCC: WILL DO

RM305: RENO APPROACH THIS IS NORTHWEST THREE ZERO FIVE ELEVEN THOUSAND HEADING ZERO SIX ZERO

RENO TWR DR: NORTHWEST THREE ZERO FIVE RENO APPROACH RADAR CONTACT THIRTY MILES NORTHWEST OF RENO USING RWYWAY ONE SIX WIND ZERO TWO ZERO DEGREES VARIABLE AT SEVEN ALTITUDE THREE ZERO ONE ZERO MAINTAIN PRESENT HEADING FOR VECTOR TO THE ILS FINAL APPROACH COURSE EXPECT LOWER ALTITUDE AN CORRECTION EXPECT A LOWER ALTITUDE IN TWENTY MILES

RM305: OKAY AH WE'RE TRYING TO MAKE CONTACT WITH THE BACK NOW AND AH WE'RE GOING TO GET THESE STEPS UP BEFORE WE CAN MAKE OUR LANDING SO AH WE'LL PROCEED IN AND AH WE'RE LEABLE TO BREAK IT OFF AT SOME POINT AND WE'LL KEEP YOU ADVISED

0636 GMT *10:36 PM, PST*

RNO TWR DR: OKAY FINE

0637 GMT *10:37 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU CAN EXPECT NINE THOUSAND IN THREE MILES

NW305: OKAY NINE THOUSAND THREE MILES

0638 GMT *10:38 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE DESCEND AND MAINTAIN NINE THOUSAND TURN
RIGHT HEADING ZERO NINE ZERO

NW305: RIGHT TO ZERO NINE ZERO THE HEADING AND DOWN TO NINE

RNO TWR DR: NORTHWEST THREE ZERO FIVE TURN RIGHT HEADING ONE THREE ZERO

NW305: RIGHT TO ONE THREE ZERO

0639 GMT *10:39 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE UPON INTERCEPTING THE RENO LOCALIZER TURN
INBOUND

NW305: OKAY UPON INTERCEPTING THE LOCALIZER WE'LL TURN INBOUND

0642 GMT *10:42 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU APPEAR TO BE ABOUT A MILE EAST OF THE
LOCALIZER NOW A RIGHT TURN BACK TO ABOUT ONE NINE ZERO WILL PUT YOU
BACK ON

NW305: OKAY ON ONE NINE ZERO

RNO TWR DR: NORTHWEST THREE ZERO FIVE DESCEND AND MAINTAIN EIGHT THOUSAND TWO
HUNDRED

NW305: EIGHT THOUSAND TWO HUNDRED ON THE ALT

0643 GMT *10:43 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE WHAT'S THE STATUS ON THE STAIRS NOW SIR

NW305: AH WE HAVEN'T BEEN ABLE TO GET A HOLD OF ANYBODY YET UR TRYING TO CONTACT HIM AND AH THEY'RE STILL DOWN SO I WE HAVEN'T DECIDED YET AH WE MIGHT COME IN AND LAND WITH THEM DOWN THERE'D BE SOME SPARKS SO

RNO TWR DR: OKAY IF YOU THINK YOU'RE GOING TO HAVE TO CIRCLE I'D SUGGEST YOU'D MAINTAIN ABOUT EIGHTY TWO HUNDRED

NW305: OKAY IS THAT EIGHTY TWO HUNDRED ON THE CIRCLE

RNO TWR DR: THAT'S OKAY

NW305: OKAY THANK YOU

0644 GMT *10:44 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE IF YOU DECIDE TO CIRCLE MAKE YOUR CIRCLE TO THE LEFT AND EAST OF THE LOCALIZER COURSE

NW305: THREE ZERO FIVE ROGER

0645 GMT *10:45 PM, PST*

NW305: AND THREE ZERO FIVE WE'LL PROBABLY BE AH HOLDING IN THE MARKER AREA OR THE AREA OF THE MARKER HERE AH WE'LL CIRCLE TO THE LEFT

RNO TWR DR: OKAY

RNO TWR DR: THREE ZERO FIVE MAINTAIN EIGHT THOUSAND FIVE HUNDRED FOR YOUR CIRCLE

NW305: AH THREE ZERO FIVE OKAY

0646 GMT

NW305: THREE ZERO FIVE AH WE'RE JUST COMING UP TOWARDS THE MARKER HERE
WE'LL START HER IN

RNO TWR DR: NORTHWEST THREE ZERO FIVE ROGER

RNO TWR DR: TRAFFIC WILL BE HOLDING ABOVE YOU AT TWELVE NO PROBLEM

NW305: THREE ZERO FIVE ROGER

0647 GMT *10:47 PM, PST*

NW305: RENO TOWER CAN WE GET THE WIND AGAIN

RNO TWR DR: THREE ZERO FIVE SAY AGAIN

NW305: CAN WE HAVE A WIND CHECK

RNO TWR DR: ONE FOUR ZERO DEGREES AT FIVE

NW305: ROGER

0648 GMT *10:48 PM, PST*

NW305: APPROACH AH THREE ZERO FIVE WE CAN'T SEEM TO RAISE HIM BACK THERE
IF HE IS THERE WE KIND OF HATE TO WE'D JUST AS SOON LAID WITH THE
THING HANGING DOWN IT ISN'T ALL THE WAY DOWN AND THEN PROBABLY
WOH'T HAVE ANY PRESSURE ON IT SO WE HOPE IT'LL (unintelligible)
FREE AND AH WHERE DO YOU WANT US TO GO AFTER WE GET ON THE GROUND

RNO TWR DR: NORTHWEST THREE ZERO FIVE PLAN TAXIING NOWH TO THE TERMINAL RAMP

NW305: AH WE DON'T WANT TO GET INTO THE TERMINAL AREA SOME AH RUNWAY THAT'S
CLEAR OF THE TERMINAL

RNO TWR DR: OKAY STANDBY

0649 GMT

RNO TWR DR: THREE ZERO FIVE DO YOU WANT TO HOLD ON THE RUNWAY

NW305: AH IF WE'VE GOT SOMEBODY ELSE COMING IN THERE WE'D JUST SOON GET OFF ON THE TAXIWAY SOMEWHERE

RNO TWR DR: OKAY WE CAN PUT YOU UP NEAR THE TERMINAL IT'S WELL CLEAR OF THE ALL BUILDING AREAS IT'S A AH VERY LARGE RAMP AREA

NW305: AH I WANT TO STAY AWAY FROM ANY HAZARD IF THE BOMB GOES OFF WE DOES'T WANT IT TO HINDER ANYONE AND UH WE'LL WAIT THE FUEL TRUCKS TO PULL UP SO AH ANYWAY IF YOU GOT A WIDE APRON

0650 GMT *10:50 PM, PST*

RNO TWR DR: OKAY I BELIEVE THE WIDE APRON WOULD BE BEST

RNO TWR DR: DO YOU WANT TO START INBOUND NOW SIR ON YOUR APPROACH

NW305: JUST A MINUTE

0651 GMT *10:51 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE YOU CAN PLAN ON PARKING IN THE TERMINAL RAMP IT'LL BE A HUNDRED AND FIFTY YARDS BACK FROM THE TERMINAL

NW305: OKAY YOU JUST LEAD US WHEN WE GET ON THE GROUND

RNO TWR DR: WE'LL DO IT

RNO TWR DR: DO YOU PLAN ON BRINGING IT IN NOW SIR

NW305: YES SIR

0652 GMT *10:52 PM, PST*

RNO TWR DR: THREE ZERO FIVE TRAFFIC ELEVEN O'CLOCK TWO MILES NORTHBOUND WILL
ABOVE YOU

NW305: THREE ZERO FIVE

NW305: OKAY WE'RE GONNA MAKE ONE MORE CIRCLE THEN WE'LL PROBABLY COME IN

0655 GMT *10:55 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE THREE MILES FROM SPARKS RADIO BEACON
CLEARED FOR AN ILS ALPHA APPROACH

NW305: CLEARED FOR THE APPROACH THREE ZERO FIVE

0657 GMT *10:57 PM, PST*

RNO TWR DR: NORTHWEST THREE ZERO FIVE REMAIN ON THIS FREQUENCY AND CONTACT
TOWER AT THE OUTER MARKER

NW305: OKAY WE'LL REMAIN ON THIS FREQUENCY WITH YOU AH RE ADVISED APPROACH
THAT UH WE'RE NOW MARKER INBOUND AND UH AH WE'RE GOING TO BE LANDING
WITH THE AIR STAIR IN THE DOWN POSITION AH WE DON'T SEEM TO GET ANY
RESPONSE FROM OUR FRIEND IN THE BACK

RNO TWR DR: DO YOU WANT THE EQUIPMENT STANDING BY

NW305: SAY AGAIN PLEASE

RNO TWR DR: DO YOU WANT THE EMERGENCY EQUIPMENT TO STAND BY

NW305: NEGATIVE NEGATIVE WE DON'T WANT ANY FLASHING LIGHTS WE DON'T WANT
ANYTHING BUT A NORMAL SITUATION WE ASK THAT YOU TREAT THIS AS
NORMAL LANDING IN EVERY RESPECT OVER

RNO TWR DR: YES SIR THAT'S THE WAY IT'LL BE

NW305: THANK YOU

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER CLEARED TO LAND

0658 GMT *10:58 PM, PST*

NW305: NORTHWEST THREE ZERO FIVE ROGER UNDERSTAND CLEARED TO LAND -----
THE FULL LENGTH OF THE RUNWAY IS AVAILABLE

RNO TWR LC: AFFIRMATIVE

NW305: THANK YOU

0659 GMT *10:59 PM, PST*

NW305: SAY YOUR ALTIMETER PLEASE

RNO TWR LC: THREE ZERO ONE ZERO

NW305: THIRTY TEN THANK YOU

0702 GMT *11:02 PM, PST*

NW305: WANT US TO ROLL TO THE END

RNO TWR LC: THREE ZERO FIVE YOU CAN TURN RIGHT THERE IF YOU LIKE AT THE AN
RUNWAY AND THEN ANOTHER RIGHT TURN AT THE TAXIWAY

NW305: OKAY WE'LL TURN DOWN THE ACTIVE RUNWAY WE DON'T KNOW THE NUMBER
IS IT TWO FIVE

RNO TWR LC: RIGHT THERE AT THAT RUNWAY THAT YOU'RE ON NOW IS A RIGHT TURN AND
THEN A RIGHT TURN AT THE BLUE LIGHTS

NW305: ROGER UNDERSTAND IT BE A RIGHT TURN NOW AH FIRST UH -----
TAXIWAY

RNO TWR LC: OKAY CONTINUE AHEAD TO THE BLUE LIGHTS THEN A RIGHT TURN AND THE
TERMINAL WILL BE THE NORTH END AND I WILL GIVE YOU INSTRUCTIONS AS
YOU PROCEED

NW305: OKAY AND AH THIS AH THE AREA YOU'RE TAKING US TO IS AH SOMEWHAT OF
A A ISOLATED AREA IS IT NOT

RENO TWR LC: IT IS THE EAST END OF THE TERMINAL RAMP AH WHERE YOUR FUELLING WILL
BE AVAILABLE TO YOU

0703 GMT *11:03 PM, PST*

NW305: OKAY UNDERSTAND

NW305: SEE ANY SPARKS COMING OFF THE TAIL AT ANY TIME ON AH TOUCHDOWN

RENO TWR LC: NEGATIVE NONE AT ALL THE ONLY THING THAT'S VISIBLE ON THE TAIL IS
LIGHTS AH APPARENTLY ON YOUR RAMP

NW305: ROGER UNDERSTAND STAIR LAMPS AH STAIR LIGHTS

RENO TWR LC: I DO SEE SOME AH SPARKS NOW JUST A FEW AH TRAILING YOU AH AS YOU'RE
TAXILING IN

NW305: OUR AH PASSENGER TRIED TO DISEMBARK

RENO TWR LC: I STILL DON'T AH GETTING A FEW SPARKS NOT VERY MANY AT ALL

NW305: OKAY WE'LL TRY TO SLOW OUR TAXILING HERE AS MUCH AH IT PROBABLY
IS DRAGGIN AH

0704 GMT *11:04 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER YOUR FLAPS ARE RETRACTED

NW305: AH ROGER THANK YOU

RENO TWR LC: OKAY CONTINUE STRAIGHT AHEAD AND AH ON YOUR LEFT YOU'LL SEE A AH
SERIES OF LITTLE RED LIGHTS POINTING TO THE RAMP IT'LL BE A LEFT
TURN THERE YOU'LL BE PARKED ON THE EAST EDGE OF THE AH CONCRETE
RAMP THAT THAT AH ADJOINS

NR305: OKAY UNDERSTAND THAT'LL BE THE FIRST LEFT AND THEN STAY TO THE EAST WHICH WILL BE THE OUTER SIDE OF THE RAMP IS THAT CORRECT

RNO TWR LC: THAT'LL BE AH TO YOUR AH AFTER YOU ONCE MAKE YOUR AH QUARTER LEFT TURN IT'LL BE ON YOUR RIGHT SIDE REMAIN JUST OFF OF THE TAXIWAY ON THE RIGHT SIDE OF THE RAMP

NR305: OKAY UNDERSTAND AND AH AH DO YOU HAPPEN TO KNOW HOW MANY FUEL TRUCKS YOU HAVE STANDING BY

0705 GMT *11:05 PM, PST*

RNO TWR LC: STAND BY I'LL SEE IF I CAN FIND OUT FOR YOU

RNO TWR LC: OKAY YOU CAN START YOUR LEFT TURN ANY TIME AH NORTHWEST THREE ZERO FIVE THEY'LL BE IN THAT AREA JUST TO YOUR LEFT THERE YOU CAN PARK IN THERE AH CLOSE TO THE TAXIWAY

NR305: OKAY UNDERSTAND AH WE'LL AH WE'LL PULL RIGHT OFF HERE AND AH AS I THINK AH MAYBE WE'LL FACE THIS THING TO THE AH IN A NORTHERLY DIRECTION HERE AH THAT'LL ALLOW FREE ACCESS TO THE FUEL TRUCKS FROM AH WE'LL THAT'LL LEAVE OUR POSE SOMEWHERE NEAR THE FUEL TRUCKS IS WHAT WE'RE GETTING AT I GUESS

RNO TWR LC: OKAY YOU CAN START A RIGHT TURN OR YOU CAN PARK IT RIGHT THERE YOUR CHOICE

NR305: WE'LL START A RIGHT TURN THEN IN ORDER FOR THE AH TRUCK TO GET ACCESS

RNO TWR LC: OKAY THERE'S ONE TRUCK AVAILABLE DO YOU WANT TWO

NR305: AFFIRMATIVE WE'RE GONNA NEED ANOTHER FUEL TRUCK WE'RE GONNA NEED APPROXIMATELY THIRTY FIVE TO FORTY THOUSAND AH POUNDS OF AH AH KERO

0706 GMT *11:06 PM, PST*

RNO TWR LC: UNDERSTAND THIRTY FIVE TO FORTY THOUSAND POUNDS

NW305: ROGER WE'LL GET AN AN TRY TO FIGURE HERE IN JUST A MOMENT AN

0707 GMT *11:07 PM, PST*

RNO TWR LC: ARE YOU READY TO START YOUR REFUELING NOW WITH BOTH TRUCKS THREE ZERO FIVE

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

RNO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: AN I'M SORRY WE'RE TALKING TO THE COMPANY AN RENO GO AHEAD SIR

RNO TWR LC: THREE ZERO FIVE ARE YOU READY TO START YOUR REFUELING NOW

NW305: AFFIRMATIVE AN DO YOU HAVE AN AN VEHICLE WITH AN THAT'S MONITORING US AT THIS TIME OUT THERE NEAR THE FUEL TRUCK

RNO TWR LC: AN THERE IS A FUEL TRUCK OUT THERE WE HAVE HIM ON GROUND CONTROL FREQUENCY

NW305: FINE AN AN WE WOULD LIKE TO BE IN DIRECT COMMUNICATIONS WITH HIM IF WE MAY PLEASE

RNO TWR LC: THE ONLY WAY WE CAN DO THAT AN'LL BE TO CHANGE AN YOUR FREQUENCY NOW TO ONE TWO ONE POINT NINER

NW305: OKAY AN DO DO YOU HAVE ANY CONTACT WITH EM

RNO TWR LC: AFFIRMATIVE

NW305: AN DID YOU SAY AFFIRMATIVE

RNO TWR LC: AFFIRMATIVE WE ARE TALKING TO THEM

0708 GMT *11:08 PM, PST*

NW305: OKAY AH I'LL TELL YOU WHAT STAND BY JUST A MOMENT WE'RE AH WE'RE
GONNA LOOK BACK HERE AND SEE WHAT'S GOIN ON

RENO TWR LC: OKAY

0709 GMT *11:09 PM, PST*

NW305: AH GROUND AH OR RENO STAND BY FOR JUST AH FEW MOMENTS PLEASE WE'LL
BE BACK WITH YA

RENO TWR LC: THREE ZERO FIVE ROGER

0711 GMT *11:11 PM, PST*

RENO TWR LC: THREE ZERO NORTHWEST THREE ZERO FIVE RENO TOWER

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

0712 GMT *11:12 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

0713 GMT *11:13 PM, PST*

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER DO NOT TOUCH ANYTHING ABOARD
THE AIRCRAFT EXIT THE AIRCRAFT FROM THE FRONT DO NOT TOUCH ANYTHING
ABOARD THE AIRCRAFT AND EXIT FROM THE FRONT

NW305: AH RENO RENO THIS IS NORTHWEST AH THREE ZERO FIVE

RENO TWR LC: NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: OKAY SIR BE ADVISED THAT AH WE APPARENTLY AH OUR PASSENGER TOOK
LEAVE OF US SOMEWHERE AH BETWEEN HERE AND SEATTLE WE HAVE AH MADE
A RATHER CURSORY EXAMINATION OF THE AIRCRAFT FOR THE AH BRIEF CASE

AND AH WE ARE UNABLE TO DO THIS WE WOULD LIKE TO SECURE THE AIRCRAFT
WE'LL LEAVE THE BEACON ON WE'RE GOING TO WELL FACT OF THE MATTER IS
WE'RE GOING TO SHUT EVERYTHING DOWN WE'RE GOIN TO TAKE LEAVE OF THE
AIRCRAFT WE WOULD REQUEST THAT AH WE HAVE GROUND TRANSPORTATION IF
YA WOULD AH WE DON'T NEED THE FUELERS WE CERTAINLY THANK THEM FOR
STANDING BY AND EVERYONE ELSE WE REALLY APPRECIATE THE SUPPORT AND
HELP WE GOT AND IF WE COULD GET SOME AH TRANSPORTATION INTO AH WELL
AH I THINK UNITED HAS AN OPERATIONS AH DEPARTMENT HERE DO THEY NOT

0714 GMT

11:14 PM, PST

RNO TWR LC: THREE ZERO FIVE AFFIRMATIVE DO NOT TOUCH ANYTHING ON THE AIRCRAFT
DEPART THE AIRCRAFT FROM THE FRONT ENTRANCE DO NOT TOUCH ANYTHING
ON IT JUST DEPART IT FROM THE FRONT WE WILL HAVE TRANSPORTATION
AVAILABLE

NW305: OKAY AH BE ADVISED AH WE GOT NO FRONT AH STEPS AND AH WE JUST SOON
NOT HAVE ANYONE COME OUT HERE AH WE'LL GO DOWN THE BACK STEPS AND
AH AH WE'LL BE TAKING LEAVE OF THE AIRCRAFT AND SHUTTING IT DOWN
AT THIS TIME AND WE'LL STAND AH ON THE FORWARD PART OF THE AIRCRAFT
AWAITING AH TRANSPORTATION

RNO TWR LC: DO YOU CAN YOU REMEMBER THE LAST TIME YOU VISUALLY OBSCUR OB
OBSERVED SA THE HIJACKER

NW305: I'M SORRY I AH AH WE HAVE AH BEEN GIVEN ORDERS IF YOU'LL IF YOU'LL
PARDON US FOR AH NOT CUTTING YA SHORT BUT WE'VE BEEN GIVEN ORDERS
NOT TO NOT TO AH ANSWER ANY QUESTIONS AT THIS TIME

0715 GMT

11:15 PM, PST

RNO TWR LC: THREE ZERO FIVE CAN YA STAND BY ONE MINUTE PLEASE

NW305: OKAY STANDING BY

RNO TWR LC: ALL RIGHT YOU'RE GONNA EXIT THE AIRCRAFT NOW AND STAND BY THE FRONT
IS THAT CORRECT

NW305: THAT IS AFFIRMATIVE THE ONLY THING THAT WE'LL NEED OUT HERE IS A
GROUND TRANSPORTATION THE TIE OTHER GENTLEMAN AH WE THANK THEM
VERY MUCH AS AH ER ALONG WITH YOU PEOPLE FOR THE SUPPORT THAT YOU
----- WE'LL BE IN THE NOSE OF THE AIRCRAFT AWAITING AH
TRANSPORTATION

RNO TWR LC: THREE ZERO FIVE TRANSPORTATION WILL PICK YOU UP AT THE FRONT OF THE AIRCRAFT

0716 GMT *11:16 PM, PST*

NW305: THANK YOU VERY MUCH AH OVER AND OUT

0720 GMT *11:20 PM, PST*

NW305: AH RENO READ AH NORTHWEST THREE ZERO FIVE SIR

RNO TWR LC: THREE ZERO FIVE NORTHWEST THREE ZERO FIVE RENO TOWER

NW305: AH ROGER AH WE'VE GOT OUR APU RUNNING OUT HERE AH AND THE AH FEEL HAVE COME ON BOARD WE AH WE'D LIKE TO REQUEST THAT AH AN ONE OF TWO THINGS EITHER WE HAVE A GROUND POWERED UNIT AH AVAILABLE SO WE CAN SHUT DOWN OUR APU OR HAVE A FIRE GUARD WITH A BOTTLE AVAILABLE AH FOR FIRE PROTECTION PURPOSES

RNO TWR LC: ROGER STAND BY

0721 GMT *11:21 PM, PST*

RNO TWR LC: THREE ZERO FIVE RENO TOWER

NW305: THREE ZERO FIVE GO AHEAD

RNO TWR LC: THEY WILL PROVIDE YOU A FIRE BOTTLE TEMPORARILY AND THEN BRING OUT THE POWER UNIT TO PLUG IT IN

NW305: OKAY FINE WE'RE GONNA TAKE LEAVE OF THE AIRCRAFT AT THIS TIME WE'LL BE OUTSIDE WAITING FOR THEM THANKS A LOT

RNO TWR LC: ROGER

NW305: GOOD NIGHT SIR

0722 GMT *11:22 PM, PST*

RNO TWR LC: GOOD NIGHT