

Larry Carr Dropzone Threads
Carr posted as "Ckret" on Dropzone, beginning in 2007.

Ckret

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Sep 7, 2007, 3:56 PM

Post #436 of 1694 (2258 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [skyjack71] D B Cooper Unsolved Skyjacking - NEW [\[In reply to\]](#)

Getting caught up on this thread is exhausting, but I have done it. So lets start from the beginning, who was DB Cooper?

-DB Cooper was not a drinker, he only had one drink and spilled a portion of that. If someone was a drinker, in a situation like this he would have had more than just one in the five hours he was on the plane.

-He was not a chain smoker, he was on the aircraft for five hours and only smoked 8 cigarettes. That would make him a smoker of less than a pack-a-day and this under normal conditions.

-He spoke in an intelligent manner and never lost his cool, he was always polite throughout the ordeal.

-He had brown eyes (Schaffner saw his eyes before he put on the glasses, he looked directly at her several times urging her to read the note)

-He is 5'10 to 6'1 (Mucklow is 5'8 and spent 5 hours with Cooper, she would know if he was her height or taller. Have someone 5'8 stand next to someone 6 feet, the difference is obvious. Better yet, position yourself at a level of 5'8 and look at someone at a 6' elevation. Now spend 5 hours with that person, you'll know the difference. No one put Cooper under 5'10.

-He had olive skin (no make-up, neither Mucklow, Schaffner or Hancock made comment on make-up which would have been very obvious. Again, do the math, put dark makeup on someone then sit next to them with your shoulders touching, you can see the make-up.)

-He had dark hair, receding with sideburns (no wig, this would have been painfully obvious, if a man was wearing a wig with a receding hair line and side burns everyone would have noticed, especially Mucklow and Schaffner.)

-He was med built (no one put him over 190 lbs, in fact most put him 180 or under. Find a man 6 foot 180 lbs, that's a med to thin build.)

These are the facts on his physical make-up, if your suspect does not match these you may want to start looking at someone else.

DB Cooper had A.D.D, his attention to detail was poor. He got the big picture, but missed the brush strokes. He was also a "know-it-all." The type of person who would learn a few facts and then become an expert on the subject. One of those people who has just enough knowledge to be dangerous.

DB Cooper most likely served in the military and upon leaving used his technical training as a contractor in the airline industry, in and around Seattle. He rose to a mid-level management position but when he could rise no further or his project never got off the ground, he quit or was fired, "because no one understood him or were just to stupid to get it."

Soon thereafter he ran into big financial problems that had a set deadline for resolution. Just as always he developed the "big picture" for getting the money but the escape was very poorly planned.

Would any of you make the following jump?

Here are some facts to consider if he survived and if you could pull it off.

The weather: Ceiling of 5,000 feet, broken clouds at 3,500, scattered clouds at 1,500. Winds of 12 to 14 knots, light rain showers.

The jump: DB's chute was a military style 28' canopy. The planes speed was 173 knots when he jumped at 10,000 feet in full darkness.

The landing: Forest with no lights. Possibly mountainous depending upon which theory you buy into.

So, You would have to make the jump in a business suit, old military style 28' chute, in a rain storm, at night, no lights, or equipment of any kind. Oh, and you would have to tie an additional 25 pounds to your waist to recreate the weight of money and jump at 10,000' from the back of a plane moving at 200 mph. In the end you'd have to stick the landing in the middle of a forest at about 30 mph with a 14 knot wind.

And it goes on and on.

Hopefully I will soon be able to answer many questions in this case and perhaps maybe the ultimate one.

And yes Grabgrass, FBI agents can read.

<http://www.dropzone.com/cgi-bin/forum.cgi?post=2943113;#2943113>

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Sep 7, 2007, 12:38 PM

Post #1 of 2 (127 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

DB Re-Due - NEW

[Quote](#) | [Reply](#)

Here are some facts to consider if he survived and if you could pull it off.

The weather: Ceiling of 5,000 feet, broken clouds at 3,500, scattered clouds at 1,500. Winds of 12 to 14 knots, light rain showers.

The jump: DB's chute was a military style 28' canopy. The plane's speed was 173 knots when he jumped at 10,000 feet in full darkness.

The landing: Forest with no lights. Possibly mountainous depending upon which theory you buy into.

The question is, if you were told you could receive \$200,000 for a successful "DB re-due" would you do it?

You would have to make the jump in a business suit, old military style 28' chute, in a rain storm, at night, no lights, or equipment of any kind. Oh, and you would have to tie an additional 25 pounds to your waist to recreate the money and jump at 10,000' from the back of a plane moving at 200 mph. In the end you'd have to stick the landing in the middle of a forest at about 30 mph with a 14 knot wind.

Any takers?

And did he make it?

<http://www.dropzone.com/cgi-bin/forum.cgi?post=2942938;#2942938>

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Sep 8, 2007, 2:38 PM

Post #445 of 1694 (2102 views)
[Shortcut](#)

Registered: Sep 7, 2007

[Re: \[awsee1\] D B Cooper Unsolved Skyjacking](#) [[In reply to](#)]

In any investigation there are a set of known facts that can't be reasonably disputed, a foundation if you will. From there you move into reported fact, information provided by witnesses both actual observers and those related to the event by some circumstance. Combined with physical evidence, these form investigative theory which hopefully was derived by careful analysis.

It is the theory that drives the investigation in a logical direction, without a solid one you would spin off in directions

Posts: 522

that would not lead to a resolution.

I would urge you to strip away all in your current investigation back to the raw facts, What do you know for sure that no one can reasonably dispute? Make that your baseline.

Then add those reported facts that are not in dispute.

Now look at the reported facts that are in dispute, where did you get your information and compare it to the information that disputes your reported facts. Where did the person that is disputing your reported facts get their info from.

When you go back and look at your investigation to date, I think you'll find many of the reported facts that your basing some of your investigative theory on are actually theoretical fact (he wore makeup, he had a wig.....)

The physical description I provided is a reported fact. No matter how much you would like to change it you simply can't throw it out and replace it with theoretical fact so it fits your suspect. If you do, your investigation is doomed to fail.

No matter how much someone wants to put DB Cooper's height at 5'8" will never change the fact he was reported to be 6'. You can certainly say it's so but you have to have articulable fact to support the dismissal of the witnesses credibility. But if you discredit the witness on one piece of her statement you may have to discredit all, you can't have it both ways.

I gave you the reported facts from the original 302's completed by the agents who personally conducted the interviews.

The theory (A.D.D., "know it all" ...) is what I came up with from almost 20 years of experience, actual and reported fact.

[#2943815](http://www.dropzone.com/cgi-bin/forum.cgi?post=2943815)

Same thread, later comments:

Not using any one persons description as the end all but the totality of all the descriptions. Not one person described him much different than the others. Yes some put him in his 30's most put him in his mid 40's to 50's. Some did not see him standing, others did.

He boarded with others, at one point he got up and went to the restroom. When they landed in Seattle he got up in the rear of the plane. He stood with Mucklow as she showed him how the airstairs were lowered. He was standing when he cut open the chute and wrapped the money. Tina watched him put on one of the chutes and on it goes.

On Monday I will give you all a brief on how many people gave a description and what it was and how they are related to the case.

.....

If you're willing to accept that these individuals were not able to obtain basic physical identifiers for Cooper then he could have been of any race, any height and any weight. The description came from many who saw him, not just Schaffner and Mucklow. Several passengers sat near Cooper and noticed him because of his actions. They reported a physical description of Cooper as Schaffner and Mucklow. As did the ticket agent in Portland.

Under the "trust no I-witness" philosophy, there is no base of fact to go from, maybe he was actually a she? Where do you stop? there has to be a baseline of fact, you simply cannot conduct an effective investigation if every human being is a suspect.

.....

There is the key difference, "it happened so fast" Not the same in the Cooper case. Mucklow spent almost five hours with Cooper, I think she could have got the base physical identifiers correct, especially when the others reported almost the same.

This from a convo where Carr takes Q&A from the forum:

<p>Ckret PM Friend</p> <p>Jumps : License : In sport: Nov 25, 2007, 7:54 AM Post #585 of 1694 (2001 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>Re: [NickDG] Thanksgiving Eve. 36 yrs later - NEW [In reply to]</p> <p>http://www.oregonlive.com/news/oregonian/index.ssf?/base/news/119588193341980.xml&coll=7&thispage=1</p> <p>Well written story about what I am trying to do and why. I would be willing to answer questions about the Cooper case with my theory left out. One request, can we keep it civil?</p>
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<p>Orange1 PM Friend</p> <p>South Africa Jumps : 138 License : B 2638 In sport:</p>	<p>Re: [Ckret] Thanksgiving Eve. 36 yrs later - NEW [In reply to]</p> <p>clicky: http://www.oregonlive.com/...oll=7&thispage=1</p> <p>Are you saying you are Carr?</p>
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Nov 25, 2007, 12:05 PM

Post #586 of 1694 (1980 views)
[Shortcut](#)

Registered: Mar 3, 2005
Posts: 3355

One thing i have difficulty understanding is why the fact that Cooper only had one or two drinks is repeatedly used as "evidence" that he wasn't a heavy drinker. Surely anyone attempting a risky jump like that would not want to do it under the influence...

Skydiving: wasting fossil fuels just for fun.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Nov 25, 2007, 1:05 PM

Post #587 of 1694 (1958 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[Orange1\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

I am Carr,

Having only one drink is not evidence someone is or is not a heavy user of alcohol or that he is even a user of alcohol. It is simply evidence used in making a value statement. What is the most probable statement? Deduced from human behavior it is most probable that whoever DB Cooper was, he was not a heavy user of alcohol.

Human behavior would dictate that a person who was a heavy user of alcohol, would have had more than one drink given the circumstances Cooper put himself in. He was on the plane for several hours and drinks were offered to him on several occasions. If he regularly consumed alcohol, reason would dictate he would have accepted the offer. Not to the point of intoxication, but he could have easily consumed four drinks and still have had his wits about him

Having written that, DB Cooper may have been an alcoholic and spent few hours out of the day in a sober state.

More likely he drank from time to time and used the request for one as a means of passing the note to Schaffner, not quelling thirst.

[grimmie](#)

[PM](#) [Friend](#)

Jumps : 3500
License : D 18890
In sport: 17 years

Nov 25, 2007, 3:17 PM

[Re: \[Ckret\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

Ckret,

How many "missing persons" were reported up to a week before or month after the jump? If DB went in you would think a friend or relative would be worried and report it.

Post #588 of 1694
(1935 views)
[Shortcut](#)

Registered: Oct 18,
2005
Posts: 2118

Ckret

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Nov 25, 2007, 4:24 PM

Post #591 of 1694 (1908 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [airtwardo] Thanksgiving Eve. 36 yrs later - **NEW** [\[In reply to\]](#)

One of the factors in the case that has not been resolved is the missing person aspect. It would stand to reason if DB Cooper went missing, someone would miss him. That does not seem to be the case here. It seems as if no one has missed him or did not realize their missing loved one was in fact DB Cooper. That means if DB died the night he jumped he most likely was a loner with few ties to anyone or anywhere.

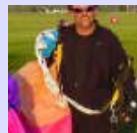
As far as hitting the flask during the flight, none of the witnesses ever stated he was drinking from a flask during the flight nor did they state he smelled of an alcoholic beverage, or acted in an intoxicated state. From this I am sure he had the one drink on the flight and not much more anywhere else.

I have poured over the files in this case and have a large knowledge base on the subject matter. If I don't have an answer I have access to the answer in regard to the investigation to date. I did not write the piece, I spoke to the reporter, he wrote the piece.

bozo

 [PM](#)  [Friend](#)

United States
Jumps : 2970
License : D 10154
In sport: 30 years



Nov 25, 2007, 4:42 PM

Post #593 of 1694 (1899 views)
[Shortcut](#)

Registered: Oct 30, 2002
Posts: 2402

Re: [Ckret] Thanksgiving Eve. 36 yrs later - **NEW** [\[In reply to\]](#)

In Reply To

I have poured over the files in this case and have a large knowledge base on the subject matter. reply]

Baloney. You guys keep saying how violent the jump was and that you're quite sure he died.
Have you made any jumps? What's your knowledge base on that?

I am quite certain me or any number of the posters to this thread and literally hundreds of jumpers that never come here could do this jump and survive.

There's a huge knowledge base you know nothing of, such as the things to look for on a nite jump where to land.....what does a roadway look like at nite with and without traffic....what does a waterway look like at nite. Tree landing in the forest? Smokejumpers do it

all the time.

Ive done 220 nite jumps, with rounds and squares, and my knowledge base on the subject could be called extensive.

bozo

Pain is fleeting. Glory lasts forever. Chicks dig scars.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Nov 25, 2007, 5:02 PM

Post #594 of 1694 (1891 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[bozo\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

Bozo, no I have not jumped day or night, but I never stated I had a knowledge base in jumping, just the investigation to date. Experts at the time were interviewed regarding the jump and gave the opinion that he most likely did not make it and if he did was in no shape to walk out.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Nov 25, 2007, 6:09 PM

Post #598 of 1694 (1861 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[airtwardo\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

The experts are two jumpmasters with the Army and the person who packed the chutes Cooper used for his jumps. The packer was also an instructor at Seattle Sky Sports (he was not the one who provided the dummy reserve).

They all stated the jump could be done with not much training or skill, under the right conditions and using the right equipment. When they factored in the conditions, equipment and dropzone they all came to the same conclusion, "most likely didn't make it and if he did he probably wouldn't have been able to walk out.

Of course almost anything is possible.

[airtwardo](#)

[PM](#) [Friend](#)

[Re: \[Ckret\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

The experts are two jumpmasters with the Army and the person who packed the chutes Cooper used for

United States
Jumps : 3800
License : D
In sport: 36 years



Nov 25, 2007, 6:34 PM

Post #599 of 1694 (1850 views)
[Shortcut](#)

Registered: Oct 30, 2002
Posts: 26887

his jumps. The packer was also an instructor at Seattle Sky Sports (he was not the one who provided the dummy reserve).

In Reply To—

😄 I know who the experts were...it's a small world this skydiving thing.

Did you ever give thought to the possibility that it may have been somewhat discouraged disclosing the rudimentary planning and simplicity it actually took to pull this off?

If the 'experts' would have said... *So easy a caveman could do it*, forests everywhere would be littered with parachutes.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Nov 25, 2007, 6:34 PM

Post #600 of 1694 (1850 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [grimmie] Thanksgiving Eve. 36 yrs later -
NEW [\[In reply to\]](#)

I would go with all of your points but the last, he thought it out.

Just a few points to ponder:

-Why not ask for hundreds? He knew he was going to make a challenging jump so if he planned it out why would he not ask for 100's. He only requested negotiable US currency. He got 20's, if he would have said 100's he could have reduced his weight by almost 15 pounds and bulk by a wide margin.

-Why not ask for a specific flight path? He never made that request nor did he ever ask the aircrew where along the flight path they were, he just jumped without much of a clue where they were at.

-Why not ask for good equipment, ParaComanders were available.

I don't have the answers just a guess on my part, but if he planned it to me those seem like important issues that could lead to success or failure.

From 1968 to 1972 there were approximately 133 hijackings in the US. They were on the news constantly and it was known airlines would be compliant with demands. It did not take much planning to hand over a note and pack a suitcase

	<p>with road flares to receive \$200,000. It's all of the details missed by Cooper after that leads one to think maybe he didn't put much into it.</p> <p>Maybe he was that cavalier and daring that the details of the jump never bothered him, maybe he winged it and made. If so, hope he calls me, it's going to be one hell of a story.</p>
<p>Ckret</p> <p>PM Friend</p> <p>Jumps : License : In sport:</p> <p>Nov 27, 2007, 3:30 PM</p> <p>Post #614 of 1694 (2033 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [SafecrackingPLF] Thanksgiving Eve. 36 yrs later - NEW [In reply to]</p> <p>Cooper never asked for any type of denomination.</p> <p>the reserve chute he jumped with was for classroom demo, it was not a functioning chute (Cossey did not provide the chute, he discovered the mistake the next day. The chute was provided by someone else at Sky Sports)</p> <p>The backback Cooper jumped with was an NB6 manufactured in 1959.</p> <p>The money was not found in a bag, the bundles were stuck together by the muck and time.</p> <p>Jo, you have my number.</p>
<p>SafecrackingPLF</p> <p>PM Friend</p> <p>Jumps : License : In sport:</p> <p></p> <p>Nov 27, 2007, 5:33 PM</p> <p>Post #615 of 1694 (2011 views) Shortcut</p> <p>Registered: Nov 27, 2007 Posts: 439</p>	<p>🔒 Re: [Ckret] Thanksgiving Eve. 36 yrs later - NEW [In reply to]</p> <p>Thank you for responding Ckret. I knew that article mentioning the money found in a bag had to be a mistake.</p> <p>Many posters here have mentioned that Cooper never specified a route, though he was saying to head south to Mexico. He also wanted the jet to take off with the stairs lowered. Wouldn't it seem that the original plan of Cooper's was to jump in Burien or the Des Moines area (in other words, Sea Tac area)?</p> <p>If I understand correctly, the money had no bands left and it was all clumped together. Given the rot and that it was found near water, does the fact that the bills were stuck to themselves support nine years of being in water flow?</p> <p>Most things expand in water, and running water has a tendency to tear fibrous materials apart. The weathering on the bills (stuck to themselves with the outer edges all moldy and decomposing) do not lend themselves to 9 years of water logging and even slow water movement. What type of condition would create a stack of bills that sticks to themselves with the outer</p>

portions suffering from mildew? Remember, we're talking about 9 years.

Figuring out this clue might become a key that unlocks the mystery of deciphering Cooper's fate.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Nov 27, 2007, 7:15 PM

Post #616 of 1694 (1985 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

Your right, I believe the reason DB Cooper never specified a flight path is because it did not matter, he was going to jump just a few minutes out of Seatac, so the flight path was of no concern. When plan A failed there was no plan B, plan B became as soon as he could get the air stairs down.

Not long after takeoff Cooper tried to get the stairs to lower. After several minutes he called up to the captain saying he could not get the stairs down. The captain leveled the flight and slowed the planes speed. The crew called back a few minutes later and Cooper said everything was ok. Not long after that communication, out into the night.

The money still had bands around the bundles.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Nov 28, 2007, 5:07 AM

Post #625 of 1694 (1890 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

Why would Cooper bury the money? Some have said to throw the investigation off. Why would that throw the investigation and how? If you were going to throw the investigation why would you do it with buried money that may never be discovered. In this case the only way for the rouse to work is by discovery, to leave it to chance if it is part of your escape plan makes little sense. Good points nonetheless.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Nov 28, 2007, 2:52 PM

[Re: \[grimmie\] Thanksgiving Eve. 36 yrs later - NEW](#) [\[In reply to\]](#)

Here's the scoop on the money. It was found in a area known as Tena's Bar which is just northwest Vancouver. The money was found 6 to 8 inches below the surface along the northern shore of the Columbia. This area was owned by the Fazio Brother's Farms.

The money was found with the rubber bands around the

Post #629 of 1694 (2193 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

bundles. The rubber was described as very fragile.

The river in the area where the money was located had been dredged August 19 through the 25th, 1974. The dredge material was deposited on the banks of the Fazio Brothers farms and spread by front loaders.

A geology professor from Portland state studied the sediment from the location where the money was recovered. He determined the money could not have been deposited prior to the 1974 dredging operation. There was a clear delineation between the 2 sediment layers, pre 1974 and post 1974.

Had Cooper buried the money the night he jumped it would have been several feet below the 1974 dredged material and found in a different type of sediment then what it was discovered in.

The most likely scenario provided was that the 1977 Washougal River flood started the package of money on its journey from where it landed in 1971 towards the Columbia. Over time the bag and cords holding it together broke apart releasing the bundles of money.

Because it had been in the bag, the money had not began to disintegrate. Once out of the bag the money began it's slow rot, eventually making it into the Columbia sometime around late 1978 early 1979.

Once in the Columbia, the bundles began drifting down stream. It would have taken 14.7 hours for the bundles (if unobstructed) to make it to Tena's Bar, where 3 bundles washed up. Once on shore the money was covered over by sand, which acted as a natural preservative, leaving what was left intact until it's discovery four to 12 months later.

[SafecrackingPLF](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:



Nov 28, 2007, 6:42 PM

Post #630 of 1694 (2162 views)
[Shortcut](#)

 **Re: [Ckret] Thanksgiving Eve. 36 yrs later - NEW** [\[In reply to\]](#)

Exellent post!

For clarification, what type of bag did the FBI put the money in? What material was it made of? Where was the zipper (if there was one) located?

Second question, approximately where was the reported "blip" where they figured Cooper jumped? Some type of direction & proximity to a known landmark would be helpful (eg. 3 miles southeast of woodland). It wouldn't have to be exact, just close.

Was there any other river dredging from 74 to the

Registered: Nov 27, 2007
Posts: 439

time the money was found?

I'm going to have to look at some old maps to find this Tena's bar. I always figured it was within a reasonable distance to caterpillar, maybe west to southwest of felida... as long as we're close, the location is elementary other than the terrain where the money was found.

Thank you Ckret for helping the community try to unravel some of the mystery.

Ckret

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Nov 28, 2007, 7:07 PM

Post #631 of 1694 (2155 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

🔒 Re: [SafecrackingPLF] Thanksgiving Eve. 36 yrs later - NEW [\[In reply to\]](#)

The money was provided by Seafirst bank which is now Bank of America. The money came from a fund that had been developed for situations like the Cooper hijacking. Seafirst security packaged the money (all of the serial numbers on the bills had been prerecorded by Seafirst) into a white cloth bag with no zipper or draw string.

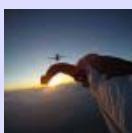
The pressure bump occurred at 8:11PM, this put the fight in the area of Highland, Wa or grid 18 of a Clark County.

No other dredging occurred.

SafecrackingPLF

[PM](#) [Friend](#)

Jumps :
License :
In sport:



Nov 29, 2007, 2:43 PM

Post #645 of 1694
(1960 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

🔒 Re: [NickDG] Composition of paper bills - NEW [\[In reply to\]](#)

Very interesting pictures.

I was curious why Ckret never mentioned the size of the bricks. Suppose there were no bricks, only bundles of 100 (so 100 total bundles of 100 bills each secured by a rubberband). In this case there's really only two plausible theories:

1. The money was buried there
2. The money was buried somewhere else

The reason is because of the compression. The bundles were all sticking to each other. You could argue they stuck to each other because sitting under 6 to 8 inches of sand and decomposing would provide enough compression & "muck" (as we're told) to glue these three bundles together.

However, we know they weren't purposely buried there. You might argue they were placed there post 1974, but it wouldn't make any sense.

If there were no bricks and only bundles, this would mean the

bills washed up ashore already stuck upon each other. This would imply compression during the rotting. This would not fit the "most likely" theory that investigators came up with in early 1980.

I highly doubt the bundles would stick to each other all the way down several high velocity creeks and streams. The whole bag would have had to go down those streams carrying all the money with it, and there would be water in between the bundles preventing them from sticking to one another very strongly.

If there were bricks, then we can say the bundles stuck to themselves because the rubber band(s) held the bundles together. Otherwise, we're back to only one possibility: the money was buried elsewhere and somehow washed up at Tena's bar.

Ckret

 PM  Friend

Jumps :
License :
In sport:

Nov 29, 2007, 4:59 PM

Post #646 of 1694 (1942 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SafecrackingPLF] Composition of paper bills - NEW [\[In reply to\]](#)

The money was packaged in varying amounts, so one bundle would have \$500.00 another \$1,000.00, there was no uniformity to it. I have been searching for the evidence report from the lab but have not found it yet, lots of files to go through. When I get it you'll be the second to know.

Ckret

 PM  Friend

Jumps :
License :
In sport:

Nov 30, 2007, 2:07 PM

Post #653 of 1694 (2419 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SafecrackingPLF] Composition of paper bills - NEW [\[In reply to\]](#)

I found the cover sheets to the lab reports which summarize the findings. I also found the interviews of the Ingram family with regard to the recovery. I found the following:

The money was not stuck together with muck.

The money was found under just a few inches of sand.

They were still bundled with rubber bands, however, the bands crumbled to the touch when they picked them up.

The Ingams took the money to their house and laid it out to dry.

The only thing in the lab report was that the money was

consistent with being submerged in water and that sand recovered off the money was consistent with silt from the Columbia.

From what I have read in the files the best theory I can come up with is that Cooper tied the money bag into a tight enough bundle that it stayed sealed for several years.

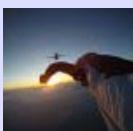
As time passed the bag was pushed by the elements into a creek or feeder stream, finally into a high velocity creek that eventually pushed it into a tributary that feeds into the Columbia.

Once in the Columbia the bag bounces along the bottom, snagging every now and then. Sometime in late 78 or early 79 the bag breaks open near Tina's Bar and a few bundles wash up and are covered by the sand.

[SafecrackingPLF](#)

[!\[\]\(2c3352433bff267ed8ae00945ed009eb_img.jpg\) PM](#) [!\[\]\(069c83240c095fe7767b7327eef55806_img.jpg\) Friend](#)

Jumps :
License :
In sport:



Dec 2, 2007, 11:59 AM

Post #658 of 1694 (2226 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

🔒 Re: [Ckret] Composition of paper bills - NEW [In reply to]

Thank you Ckret!

I do have one final question... am I safe to assume that there was no bundle of 300 (\$6,000)? When I spoke of bricks earlier, I meant taking several bundles and rubberbanding them all together.

If so, then obviously we have more than one bundle found together.

A "few" inches is quite a bit different than 6-8 inches. I'd say 2-4 inches is a "few" inches.

Can waterlogged bills at the bottom of a river find a way to float to the surface? We know that damp or dry bills CAN float. Waterlogged, I'm not so sure about... I used to work at a water park somewhere in the NW, and when I'd clean the pools in the morning, I'd often find a 5, 10, or even 20 in the pool. These bills were NEVER floating, they were ALWAYS at the bottom.

I'm not an expert at fluid dynamics of the Columbia river, but my mind would tell me if the bills were at the bottom of the river, it would take a large upward draft to bring items already on the bottom up to the surface. A severe change in depth would do this, but it would have to be a change in depth all the way across the river, or the items would just go around the obstacle. This is path of least resistance.

Let's suppose for a moment that right where the

money was found, there was a shallow spot in the river... am I safe to assume that there was no bundle of 300 (\$6,000)? In other words, we're talking multiple bundles all found together.

Yes?

[Ckret](#)

 PM  Friend

Jumps :
License :
In sport:

Dec 2, 2007, 1:13 PM

Post #659 of 1694 (2212 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [SafecrackingPLF] Composition of paper bills - NEW** [\[In reply to\]](#)

There were multiple bundles recovered under 3 to 6 inches of sand, just at the waters edge (according to the Ingams) no bricks of money. I found reference to four bundles, of which the rubber bands were still around them, there were 290 20's. I can't imagine the bundles broke from the bag and entered the river at some other location and then multiple bundles land at the same beach several miles down stream. Once in the flow of the river there would be nothing to keep the bundles together to allow several of them to land at the same beach.

What I think that means is the bag had to have landed at the beach with all of the money inside. While on the beach or just at the waters edge the bag finally snagged something that broke it open.

Once open, several bundles fell from the bag and stayed on the beach. Due to the flow of water, the bag, along with the rest of the money drifted off in the Columbia.

[Ckret](#)

 PM  Friend

Jumps :
License :
In sport:

Dec 4, 2007, 11:53 AM

Post #666 of 1694
(2024 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [SafecrackingPLF] Composition of paper bills - NEW** [\[In reply to\]](#)

It was a small paper sack he brought on the plane with him, unknown contents.

[Ckret](#)

 PM  Friend

 **Re: [Orange1] Is Cooper reading this post - NEW** [\[In reply to\]](#)

The clasp is to small to obtain prints.

Jumps :
License :
In sport:

Dec 4, 2007, 12:07 PM

Post #667 of 1694 (2021 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Christiansen was dismissed because the only part of his physical description that matches Coopers is that he is male. There were other items as well, one of them was that he was a Northwest flight attendant. It does not fit (for me) that a NW stew would hijack a flight associated in his area of operation. The chance someone would recognize him immediately would be too great. On top of that the chance someone that works for Northwest would have said, "Cooper looks like that guy I work with, you know Kenny?" Which never happened.

Getting DNA tested is not a matter of me sending a request and Quantico jumping on it. They have much more important matters at hand and Cooper requests are at the end of the line. For me to make a request it would have to be someone who first and foremost matches the description of Cooper and has the background of who we think Cooper might be.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 4, 2007, 12:42 PM

Post #668 of 1694 (2015 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] Is Cooper reading this post - NEW](#) [\[In reply to\]](#)

Still looking for the cigarettes, after they were processed in the lab they were sent back to the field. So they are somewhere between Washington DC and Seattle or disposed of. Every spot on the plane possibly touched by Cooper was processed for prints. The seats he was sitting in were actually removed and sent to DC.

The DNA is male, the lab report stated the sample came from a combination of male doners.

[SafecrackingPLF](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:



[Re: \[Orange1\] The Tie - NEW](#) [\[In reply to\]](#)

One thing I'm curious about regarding the tie... suppose he does take it off before he puts his gear on...

Then why oh why is the tie clasp still on the tie? Did this guy not know that you clip the tie to your shirt? This would have **had** to been removed while removing a tie.

And one last thing, was cooper wearing a jacket underneath his raincoat? If so, were they both worn in

Dec 4, 2007, 2:14 PM
Post #669 of 1694 (2002 views)
[Shortcut](#)
Registered: Nov 27, 2007
Posts: 439

an open style? We've always been told Cooper wore a black tie with a pearl "tie tack"... is this what the witnesses reported, or was this based on the evidence left behind?

I'm not insinuating they're two different things, I'm just wondering how this description was generated.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 4, 2007, 2:46 PM

Post #670 of 1694 (1993 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] The Tie - NEW](#) [[In reply to](#)]

There is a small permanent indentation on the tie where one would place the clasp. From that I would imagine Cooper never took the clasp off of the tie. When he was done with it for the day he took it off, clasp in place and threw it in a drawer until the next time he used.

The witnesses stated he had a dark suit with an overcoat, I would think that means he had on a suit jacket under the overcoat. Since they stated he had on a tie and described the clasp I would assume he wore it open.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 5, 2007, 2:18 PM

Post #676 of 1694 (2557 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] The Tie - NEW](#) [[In reply to](#)]

The clasp was on the tie when it was recovered.

The tie and clasp were stored in evidence as separate items.

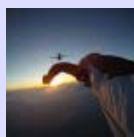
The tie clasp is basically an alligator clip with the same tension as a normal alligator clip.

There are shoeshiners in every airport, I just have not found any interviews of shoeshiners in the Cooper case files. Jo, can you be a bit more specific?

[SafecrackingPLF](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:



Dec 5, 2007, 2:33 PM

[Re: \[Ckret\] Cooper Eyewitnesses - NEW](#) [[In reply to](#)]

Ckret, I'd like to add that Shaffner spent **at least** 20 minutes sitting next to the guy.

This is not a case of quick events preventing accuracy.

What I was referring to (and I know it wasn't what you were responding to) was poor photo-line ups. Everyone always goes to Florence with a picture and asks "is that him? is that him?" this is a horrible way to do a photo line-up. I'm not saying you can't trust it, just it's very poor procedure and after 36 yrs, I

Post #677 of 1694
(2553 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

would listen to what she says, but I wouldn't give it the weight it would deserve if it were 1973.

You mentioned Tina joking around with Cooper. I swear I read in Tusow's book that Cooper had relaxed so much once he got the money that he actually offered some to Tina. This must be false... I must have been hallucinating when I read that book because I doubt it's in there.

Ckret

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 5, 2007, 3:25 PM

Post #678 of 1694 (2535 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SafecrackingPLF] Cooper Eyewitnesses - NEW [\[In reply to\]](#)

When Tina brought the money to Cooper, Cooper started talking excitedly about it (Flo's assessment about him being child like). He talked about how heavy it was and had Flo hold the bag so she could feel the weight. Tina then joked with Cooper about it being a lot of money and could she have some. Cooper reached into the bag and gave her a bundle of money. Tina then said to him she was just joking and that she could not accept gratuities and handed the bundle back to Cooper.

SafecrackingPLF

[PM](#) [Friend](#)

Jumps :
License :
In sport:



Dec 13, 2007, 9:03 AM

Post #683 of 1694
(2161 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

Re: [Ckret] Cooper Witnesses - NEW [\[In reply to\]](#)

Ckret,

Was there anything in any of the eyewitness testimony that would indicate whether Cooper was right handed or not? Were the questions and reports of the witnesses that detailed? I'd be curious to know which hand Cooper used to smoke, drink, and open the brief case.

Back to the tie for a moment, if I understand you correctly, you mentioned multiple male donors, is this correct?

Ckret, In about two weeks I will visit the regional library near the Cooper landing area. I will look at some maps & if I can, I will attempt to find where that Tena (or Tina) bar. As I stated earlier, I will post anything of interest.

I will also look at a topography map and use the landing area (blip that occurred at 8:11 pm) to check for streams/creeks/rivers that might feed into the Columbia from there. I'm hoping they'll have the resources for this.

Am I safe to assume the crew noted two distinct times, one when their ears popped (stairs lowered) and the other a blip, presumably from recoil of the stairs?

(This post was [edited](#) by SafecrackingPLF on Dec 13, 2007, 10:22 AM)

[Ckret](#)

[PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 13, 2007, 4:40 PM

Post #684 of 1694 (2109 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [SafecrackingPLF] Cooper Witnesses - NEW** [\[In reply to\]](#)

Yes there were mutiple male donors on the tie.

One pressure bump caused when the airstairs pushed back up into the aircraft.

No mention of whether he was right or left handed.

Video of Cooper parachute: http://www.liveleak.com/view?i=93d_1193988589

[Ckret](#)

[PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 16, 2007, 11:35 AM

Post #693 of 1694 (1870 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [NickDG] Video of Cooper Evidence - NEW** [\[In reply to\]](#)

No one from the cockpit ever left it until they reached Reno.

We may never know whether he jumped with the dummy chute or not. But if he went through the bother of throwing out the dummy, why not the second back chute and the one he took apart. The statements made by the witnesses indicate he tied the money to his waist.

[Ckret](#)

[PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 16, 2007, 12:46 PM

Post #696 of 1694 (1852 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [NickDG] Video of Cooper Evidence - NEW** [\[In reply to\]](#)

The rigger removed the D rings from the back packs, there was nothing for Cooper to clip the reserve to.

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 16, 2007, 1:52 PM

Post #699 of 1694 (1833 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

** Re: [SafecrackingPLF] Video of Cooper Evidence
- NEW [\[In reply to\]](#)**

Cooper made an inspection of the chutes when Tina was present. As well as the money and the bag the money came in. He made his concerns clear to Tina about the money bag. He checked the money and made statements about that. He stated several times, "no funny stuff," providing nonfunctioning equipment would be funny stuff. Reason dictates that if he knew the reserve was a dummy he would have said something about that as well.

I doubt that Cooper would have been able to gain any information about the wind conditions by throwing a chute off the air stairs. It was dark, the chute would have instantly disappeared from his sight the moment he let go of it.

Of course almost anything is possible, but the evidence points to him jumping with it, not that he did, it just points in that direction.

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 17, 2007, 9:07 AM

Post #707 of 1694 (2036 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 Re: [JerryBaumchen] Video of Cooper Evidence - NEW [\[In reply to\]](#)

In Cossey's statement to the FBI on 11/26/1971, 4th paragraph "...he described the missing back pack parachute as having a sage green nylon container, model NB6 with sage green nylon harness, which harness has no "D" rings to mount a chest pack."

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 17, 2007, 9:20 AM

Post #708 of 1694 (2031 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

** Re: [skyjack71] Video of Cooper Evidence
- NEW [\[In reply to\]](#)**

The chutes were secured through NWA's Seattle flight operations. The flight ops manager called an individual from Pacific Aviation who in turn called an individual he knew who had two back packs. This person put the two back packs in a cab and the cab driver delivered them to Boeing Field and then onto SeaTac by private car.

The chest chutes were picked up in Issaquah at Seattle Sky Sports and transported to SeaTac by the State Patrol.

I don't know why the D rings had been removed.

Zing

 PM  Friend

Jumps : 6000
License : D 6343
In sport: 34 years



Dec 17, 2007, 9:38 AM

Post #709 of 1694 (2029 views)
[Shortcut](#)

Registered: Jul 26, 2006
Posts: 900

Re: [Ckret] Video of Cooper Evidence -

NEW [[In reply to](#)]

An NB6 is a pilot/crewmember emergency rig. They don't have front mount D-rings. Unless the harness has been modified for sport parachuting use that requires both a main and a reserve parachute, there is no reason to install the front mount attachment points. The emergency rigs for some crew members and pilots were a harness worn by the person that has no backpack containing a parachute. If the need to jump arises, the person must locate the chest pack parachute and attach it to the D-rings on the front of the harness.

Some cockpits and crew member stations did not have enough room for a person to occupy the station with either a backpack style emergency rig or the chest pack in place.

The crewman on a Lancaster bomber in WWII who survived after jumping without a parachute crawled out of his station to find that his emergency chest pack parachute was on fire. He jumped out anyway after deciding that bouncing was a better way to die than burning to death, but he got lucky and crashed down through tall pine trees and hit the ground on a steeply inclined, snow-covered hillside.

As I recall, when the British flyer was captured, the Germans, at first, refused to believe he had jumped without a parachute and lived and threatened to execute the man as a spy.

Ckret, what type of rig was the other backpack supplied to Cooper that night?

Zing Lurks

Ckret

 PM  Friend

Jumps :
License :
In sport:

Dec 17, 2007, 10:45 AM

Post #710 of 1694 (2020 views)
[Shortcut](#)

Registered: Sep 7, 2007

Re: [Zing] Video of Cooper Evidence -

NEW [[In reply to](#)]

26' canopy, made by Steinhalt, model 60-9707.

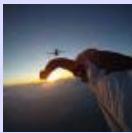
Thanks for the clarification on the D rin

Posts: 522

SafecrackingPLF

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:



Dec 17, 2007, 12:47 PM

Post #712 of 1694 (1994 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

Re: [Zing] Why his choice of chute? - NEW [\[In reply to\]](#)

The obvious question...

Why select the NB-6 over the 26' Steinhalt 60-9707?

1. NB-6 cannot mount any of the front packs, dummy or otherwise.

One seems like a logical choice for the sport jumper, the other??? Is the NB-6 good for freefalling? I'd love to know the pros/cons to this chute.

Why not use the NB-6 to cut the cords for securing the money and then use 60-9707 along with the front pack he DID cut up?

Was he just unaware of what he was doing? Or, did he rethink the whole front pack thing when he realized how heavy the money was? Or was he uncomfortable with the 60-9707? Didn't Cooper specify sport chutes versus military ones?

Maybe someone can run us through Cooper's probable thought process when he sees these four chutes, the NB-6, the dummy, the 60-9707, and the one he actually cut up. Put it this way, you're in his shoes, what are YOU thinking? Keep in mind, maybe he didn't realize the dummy was a dummy, as Ckret said, he looked them over and didn't really say anything "such as, this one is garbage"

SafecrackingPLF

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:



Dec 17, 2007, 12:58 PM

Post #713 of 1694 (1991 views)
[Shortcut](#)

Re: [SKYWHUFFO] Confederate on Board? - NEW [\[In reply to\]](#)

I'm the furthest thing from an expert, but I'd still like to chime in.

I was mistaken when I asked Ckret about two "blips". He corrected this. I was under the impression that there was a loss of pressure when the stairs lowered. From Ckret's response, I gather that the cabin was not pressurized. Though I do know the cockpit said something about an "ear popping experience".

The blip, from what I've gathered, was actually a bit of an odd response by the plane. They

Registered: Nov 27, 2007
Posts: 439

figured this was from a sudden change of lift properties of the plane when the aft stairs recoiled due to removal of Cooper & immediate air drag pushing the stairs up.

2 jumpers would not really explain the dummy chute. One wears a backpack and the other wears a dummy chute? Better than this would be to use both back chutes and jettison all other chutes as to leave no questions, but this didn't happen.

As for the crew hoaxing the whole thing... an interesting thought. They were never happy with the first composite sketch, if this was a fraud, why be upset with the Bing Crosby sketch? It should suffice. Plus, the money found on the river... that's quite a perplexing thing for a conspiracy. Someone actually has to dump that money... and then, why, and how? Another thing too, is that Tina was a devout Catholic, and for her to be an accomplice to larceny... I'm not thinking so. But those are my few cents.

[mark](#)

 PM  Friend

Jumps : 7000
License : D 6108
In sport: 30 years

Dec 17, 2007, 2:08 PM

Post #714 of 1694 (1969 views)
[Shortcut](#)

Registered: Sep 27, 2004
Posts: 1201

 **Re: [SafecrackingPLF] Why his choice of chute? - NEW** [\[In reply to\]](#)

In Reply To

The obvious question...

Why select the NB-6 over the 26' Steinhalt 60-9707?

1. NB-6 cannot mount any of the front packs, dummy or otherwise.

One seems like a logical choice for the sport jumper, the other??? Is the NB-6 good for freefalling? I'd love to know the pros/cons to this chute.

< snip>

"such as, this one is garbage"

NB-6 is a Navy back container, usually assembled with a 26' conical, possibly a Steinhalt.

26' Steinhalt is a canopy; could be assembled with an NB-6.

Which one were you thinking would be a logical choice for the sport jumper?

Steinthal made parachutes mainly for the military market. They made a only limited amount of equipment for the skydiving market -- much later, in 1977 and 1978.

Rigger logbooks would not necessarily show both harness/container and canopy information; common practice at the time was to record only canopy info.

The NB-6 is not good for freefalling. It is good for stopping freefalling.

Mark

[Ckret](#)

 PM  Friend

Jumps :
License :
In sport:

Dec 17, 2007, 2:33 PM

Post #715 of 1694 (1960 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [mark] Why his choice of chute? -**
NEW [\[In reply to\]](#)

Lots of great questions.

The crew did it? for many reasons I say no but the main one is human nature. It would have been far too complex to pull it off with to many people involved. Not to mention if one person knows your secret, or ckret, and there is any incentive at all to tell, it will be told.

Two jumpers? if there was, one of them jumped leaving his chute on the plane. Cooper left one reserve and one back pack on the plane.

One pressure bump occurred at 8:10 to 8:11 PM caused when the stairs hit back up against the plane. Much like slamming the door of a tight German made car.

[Ckret](#)

 PM  Friend

Jumps :
License :
In sport:

Dec 17, 2007, 4:26 PM

Post #719 of 1694 (1927 views)
[Shortcut](#)

 **Re: [SkydiveJack] Video of Cooper Evidence -**
NEW [\[In reply to\]](#)

Cooper's plan was to have the money delivered in a knapsack. When he realized it did not come as requested he tried to secure the money in the reserve's container but could not make it fit. He then decided to use the cords to tie off the top of the money bag, then wrapped the cords several times top to bottom and fashioned some type of handle out of more cord. Tina stated the last time she saw Cooper he was tying cord around his waist.

Registered: Sep 7, 2007
Posts: 522

The money was approximately the size of an average toddler, a point of reference most can visualize.

[SkydiveJack](#)

[PM](#) [Friend](#)

United States
Jumps : 7100
License : D 6486
In sport: 36 years



Dec 17, 2007, 5:24 PM

Post #720 of 1694
(1912 views)
[Shortcut](#)

Registered: Jul 18, 2003
Posts: 954

[Re: \[Ckret\] Video of Cooper Evidence - NEW](#) [In reply to]

In Reply To

Cooper's plan was to have the money delivered in a knapsack. When he realized it did not come as requested he tried to secure the money in the reserve's container but could not make it fit. He then decided to use the cords to tie off the top of the money bag, then wrapped the cords several times top to bottom and fashioned some type of handel out of more cord. Tina stated the last time she saw Cooper he was tying cord around his waist.

The money was approximately the size of an average toddler, a point of reference most can visualize.

You said that he tried to secure the money in the reserve's container. So this means to me that he knew it was a training reserve. That seems to eliminate a lot of previous discussion that he was a non-jumper and didn't know what he had. Was the training reserve container found in the aircraft? If not maybe he threw it and other items out of the aircraft to distract any other airplanes he thought might be shadowing the 727.

Ckret, can you please confirm that both of the emergency backpack parachutes did not have D-rings?

If this was the case then Cooper must have figured that he was committed to jumping with just one parachute and the money bag tied to his body. Either that or landing somewhere else to get another set of gear and risk getting captured in the airplane. And not to mention that he would possibly be far away from the Northwest part of the country where he probably intended/wanted to land in.

If all the money was in the bag provided then it kind of kills my previous speculation about some money being lost from a second container. Back to the drawing board.

I still think he was a smoke jumper. Any thought on that?



[Ckret](#)

[PM](#) [Friend](#)

[Re: \[SkydiveJack\] Video of Cooper Evidence - NEW](#) [In reply to]

He tried to secure the money in the functioning reserve chute he took apart. If he knew what he was

Jumps :
License :
In sport:

Dec 17, 2007, 5:59 PM

Post #721 of 1694 (1895 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

doing he would have tore open the dummy chute leaving the functioning reserve for it's intended purpose.

I'll go over the file but I don't beleive either had D rings. Can anyone shed light on the model that was left on the plane that I posted earlier.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 17, 2007, 7:39 PM

Post #725 of 1694 (1862 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [skyjack71] Video of Cooper Evidence - NEW [\[In reply to\]](#)

Cossey actually packed all four chutes, the two back pack chutes were sold or given to the individual who sent them in the cab to Boeing field. Cossey also packed the reserve chutes, but they were provided not by Cossey but the owner of Issaquah Sky Sports. Cossey discovered the mistake later on.

[JerryBaumchen](#)

[PM](#) [Friend](#)

United States
Jumps : 1000
License : D 1543
In sport: 40 years



Dec 17, 2007, 9:09 PM

Post #729 of 1694 (1953 views)
[Shortcut](#)

Registered: Oct 1, 2003
Posts: 3656

Re: [Ckret] Video of Cooper Evidence - NEW [\[In reply to\]](#)

Hi Ckret,

Quote

the owner of Issaquah Sky Sports

Just to keep everything factual; Issaquah Sky Sports was a club operation. All members were owners. It was not 'owned' by any one person.

Lynn Emerich (RIP) was the club Treasurer, collected the money, paid the bills and held the lease on the airport.

JerryBaumchen

[skyjack71](#)

[PM](#) [Friend](#)

Re: [Ckret] Video of Cooper Evidence - NEW [\[In reply to\]](#)

In Reply To

Cossey actually packed all four chutes, the two back pack

Jumps :
License :
In sport:



Dec 18, 2007, 12:10 AM

Post #730 of 1694 (1930 views)
[Shortcut](#)

Registered: Nov 12, 2006
Posts: 4016

chutes were sold or given to the individual who sent them in the cab to Boeing field. Cossey also packed the reserve chutes, but they were provided not by Cossey but the owner of Issaquah Sky Sports. Cossey discovered the mistake later on.

You had better go back and get your story straight. Cossey had the two rigs and the front packs came from another source . Cossey did NOT pack all four items. If Cossey was to read this he would have your XXX. HAVE YOU EVER TALKED TO COSSEY? - well I have. And you better not get in his face.

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(This post was [edited](#) by skyjack71 on Dec 18, 2007, 12:19 AM)

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 18, 2007, 4:23 AM

Post #732 of 1694 (1908 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [JerryBaumchen] Video of Cooper Evidence - NEW [\[In reply to\]](#)

Thanks for clearing that up, and (according to the reports in the file) it was Emerich who gave out the chest chutes.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 18, 2007, 4:26 AM

Post #733 of 1694 (1907 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SkydiveJack] Video of Cooper Evidence - NEW [\[In reply to\]](#)

According to Cossey's interview he said the dummy contained a white canopy.

<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Dec 18, 2007, 4:28 AM</p> <p>Post #734 of 1694 (1906 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [SkydiveJack] Front Chute Dilemma - NEW [In reply to]</p> <p>The good reserve he tore apart was found on the aircraft along with another back pack. The dummy reserve was not found.</p>
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<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Dec 18, 2007, 4:39 AM</p> <p>Post #735 of 1694 (1905 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [skyjack71] Video of Cooper Evidence - NEW [In reply to]</p> <p>Jo, I can only provide information available to me from the reports in the case files. Those reports state Cossey packed all four chutes, in fact the recovered chutes have his seal on them. Since the reserves and back pack's were delivered from two different places and the recovered chutes had Cossey's seal and his statement says he packed them, I can only report to you that he packed all four.</p> <p>If you have documents that state otherwise please forward them to me.</p> <p>(This post was edited by Ckret on Dec 18, 2007, 4:42 AM)</p>
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<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Dec 18, 2007, 8:03 AM</p> <p>Post #739 of 1694 (1857 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [SafecrackingPLF] What type of Jumper - NEW [In reply to]</p> <p>Cooper never made the request that the chutes not come from McCord, his only demand was two back and two front chutes. In fact he assumed they were coming from McCord from a mistake the pilot made in relaying information to Tina. At 5:15 Tina called the cockpit to find out why they had not landed (Cooper wanted everything by 5 PM), the pilot told Tina they were still waiting for the front chutes from McCord. When Tina relayed this to Cooper his response was, "McCord is only 20 minutes from Tacoma, it doesn't take that long."</p> <p>Cooper was described as having narrow sideburns.</p> <p>🔒 Re: [SafecrackingPLF] Interesting... - NEW [In</p>
---	--

Ckret[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 18, 2007, 8:31 AM

Post #744 of 1694 (1837 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[reply to\]](#)

In reference to the tie, we only know Cooper was described as wearing a black tie with a clasp and a black tie with a clasp was found in the seat Cooper had been sitting in. In regards to the DNA, if it is Coopers tie (more likely his than not) then at least one of the donors would most likely be Cooper.

Having said that and given the facts surrounding the tie and DNA, DNA in this case could not 100% rule anyone out or in as being DB Cooper. Even if a subject matched as being one of the donors, that would not absolutely make him DB Cooper.

Ckret[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 18, 2007, 8:40 AM

Post #744 of 1694 (1832 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

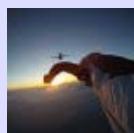
 **Re: [SafecrackingPLF] Interesting... - NEW** [\[In reply to\]](#)

Also, keep in mind that Cooper would not have known which flight path the NW crew would have taken out of SeaTac. Had they gone north to turn out over the coast, Cooper would have ended up in the Puget Sound.

However, I do believe Cooper wanted to get out of the plane as soon as possible. He knew the airstairs could be lowered in flight, but he wanted them down on take off, which it can't do. If he knew they could be lowered in flight and he wanted to bail out later, why have them down at takeoff. Also, within minutes after takeoff he began trying to get the stairs down. All this points to bailing out sooner rather than later.

SafecrackingPLF[PM](#) [Friend](#)

Jumps :
License :
In sport:



Dec 18, 2007, 9:26 AM

Post #744 of 1694 (1805 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

 **Re: [Ckret] Clarification - NEW** [\[In reply to\]](#)

Quote

was found in the seat Cooper had been sitting in

Was the tie on the seat, or in the pouch on the rear of the seat in front of him?

If it was found in the pouch, then I'm assuming the FBI looked at all the passengers who sat in that area from (DC? Did the flight originate from DC?)... still, even if they didn't, the odds of someone on an earlier flight wearing a similar tie & clasp leaving it in the pouch would be fairly remote (1:1,000,000).

(This post was edited by SafecrackingPLF on Dec 18, 2007, 9:27 AM)

 **Re: [SafecrackingPLF] Clarification -**

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 18, 2007, 9:39 AM

Post #750 of 1694 (1793 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

NEW [[In reply to](#)]

The tie was found on the seat.

Can't lift prints from fabric, or should I say the vast majority of fabrics. In 1971 there really would be no reason to leave behind the tie to throw off investigators. There would have been far better choices than the tie. Having said that almost anything is possible, however, nothing I know of points in the direction that the tie was planted by Cooper.

NickDG [PM](#)  [Friend](#)

United States
Jumps : 4130
License : D 8904
In sport: 33 years



Dec 18, 2007, 8:39 PM

Post #754 of 1694 (2280 views)
[Shortcut](#)

Registered: Sep 8, 2003
Posts: 5049

Re: [SafecrackingPLF] The Aft Stairs - NEW [[In reply to](#)]

>>Well, Cooper didn't know how to lower the stairs. Having them down on take-off solves that little problem.<<

Maybe, but the 727 airstair opening mechanism is pretty well placarded as it needed to be PAX operated in a ground emergency. One thing I never understood is why, according to the Wikipedia page, did the airplane land with the stairs deployed. Why didn't someone go back there and close it?

And just an aside, after Cooper's jump all 727 airstairs were equipped with a "Cooper Vane" a device that prevented the stairs from being lowered in flight.

>> My initial thinking is that he wanted to jump right away into a urban/suburban area, not necessarily the heavy woods.<<

LOL, I just flashed on DB Cooper hailing a cab . . .

Here's an interesting side bar on 727 airstairs:

Newsgroups: sci.aeronautics.airliners
From: David Lednicer <dave@amiwest.com>
Subject: A320, MD-80, 727
Date: 01 Dec 93 03:16:29 PST

In reply to the question as to why MD-80s and 727s have their ventral stairs down on the ground: it keeps them from tipping over (tail down) should someone goof when loading them! In the AIAA "Case Study in Aircraft Design: The Boeing 727", Mark Gregoire relates a story about when the first 727-200 was delivered to National Airlines. "As it rolled to a stop near the National hangar, amid the expectant dignitaries, the pilot touched the brakes and the airplane nose went down and

then recoiled up and lifted the nose gear off the concrete approximately 6 to 8 inches. The gasps in the crowd were heard 3,000 miles away in Seattle. Bill Clay put a team together and, armed with weight and balance data, toured the airlines outlining the entire spectrum of configuration control, ground handling, ballasting, and precautionary measures from sloping ramps to heavy snow loads on the tail. As far as we know, no 727-200 has ever sat on its tail and maybe we over reacted to the National incident, but that's why, you will nearly always see a 727 with its rear airstairs down when parked. There are some rare cases where we attach lead to the radome bulkhead for extreme loading conditions."

NickD 

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 19, 2007, 4:35 AM

Post #759 of 1694 (2231 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SafecrackingPLF] The Aft Stairs - NEW [\[In reply to\]](#)

[quoteWell, Cooper didn't know how to lower the stairs. Having them down on take-off solves that little problem]

Cooper was under the belief that the stairs were lowered from the cockpit. When he learned that his demand for the stairs to be down on take off could not be met he said, "thats alright the captain can do after we take off."

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Dec 19, 2007, 4:39 AM

Post #761 of 1694 (2230 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SafecrackingPLF] The Tie Proves One thing - NEW [\[In reply to\]](#)

I think another reason to believe Cooper may have been poor is the fact that risked losing his life either by sudden stop syndrome or jail for \$200,000.

[Ckret](#)

 [PM](#)  [Friend](#)

Re: [SafecrackingPLF] The Aft Stairs - NEW [\[In reply to\]](#)

You got it exactly right, Cooper told Tina that no one

Jumps :
License :
In sport:

Dec 19, 2007, 4:49 AM

Post #762 of 1694 (2228 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

was to come out of the cockpit, so he complied with the demand.

Within just a few minutes after takeoff, Cooper tried to lower the airstairs. We know this from an indication light in the cockpit. The problem was that the airstairs operate on gravity to lower. I guess Cooper thought when he started the operation the stairs would lower automatically.

After several more minutes, Cooper called to the cockpit and advised the captain he could not get the stairs to drop. The captain leveled and slowed the plane, after a few minutes he called back to Cooper and asked if everything was ok, Cooper responded and that's the last we ever heard from Dan.

(This post was [edited](#) by Ckret on Dec 19, 2007, 4:50 AM)

[SwampThing](#)

[PM](#) [Friend](#)

Jumps : 1200
License : D
In sport: 20 years



Dec 19, 2007, 7:33 AM

Post #763 of 1694 (2197 views)
[Shortcut](#)

Registered: Mar 25, 2005
Posts: 704

[Re: \[Ckret\] The Tie Proves One thing - NEW](#) [[In reply to](#)]

In Reply To

I think another reason to believe Cooper may have been poor is the fact that risked losing his life either by sudden stop syndrome or jail for \$200,000.

Yearly income average in 1971 was 9028.00, that's 20 years of retirement.

And if Cooper had done any research into bank reserves, he would have had an idea how much money was available quickly.

There was also the size and weight concerns.

[bozo](#)

[PM](#) [Friend](#)

United States
Jumps : 2970

[Re: \[Ckret\] 2003 post - NEW](#) [[In reply to](#)]

In Reply To

<http://www.fbi.gov/page2/dec07/dbcooper123107.htm>

Cooper was no expert skydiver. "We originally thought

License : D 10154
In sport: 30 years



Dec 31, 2007, 2:10 PM

Post #792 of 1694 (1676 views)
[Shortcut](#)

Registered: Oct 30, 2002
Posts: 2402

Cooper was an experienced jumper, perhaps even a paratrooper," says Special Agent Carr. "We concluded after a few years this was simply not true. No experienced parachutist would have jumped in the pitch-black night, in the rain, with a 200-mile-an-hour wind in his face, wearing loafers and a trench coat. It was simply too risky.

Ckret, I thought you had your shit together. If you wrote this you still dont have a clue about skydiving nor skydivers. Dude....its all about the risk.

bozo

Pain is fleeting. Glory lasts forever. Chicks dig scars.

Ckret

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Dec 31, 2007, 3:38 PM

Post #793 of 1694 (1658 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [bozo] 2003 post - NEW [\[In reply to\]](#)

I saw "Point Break."

I don't know the history of sport jumping, however, from the investigation in 1971 it was determined there would be few if any 45 to 50 year old's at a drop zone chasing the high. it is for this reason and many others that we came to the conclusion he is not one of you.

I am sure it is much different today, I am sure the sport is full of the over 40 group.

Ckret

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 1, 2008, 10:27 AM

Post #810 of 1694 (1984 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [bozo] 2003 post - NEW [\[In reply to\]](#)

I don't think I ever asked for proof, I asked you and anyone else that has a theory to state what they based their belief on. What evidence did you use to come to your conclusions and how did you logically get there.

To answer your question Bozo, I know this jump was survivable because many have done it, not under the conditions and equipment used by Cooper, but did it and walked away without a scratch.

"Cooper walked out called a friend and lived off the money." what do you base that on? I don't need proof, but something more than a statement.

	<p>My main goal for being here is not to debate theory on Cooper but to supply you information from the case files about the investigation and hopefully gain information back from you.</p> <p>When I ask a question about a persons theory it's not to debate or challenge but to gain insight as to how you arrived at your conclusion and see the case from another perspective.</p> <p>Like wise, if you have questions as to how I arrived at my conclusions ask away. The last go around about the chutes and money I learned several things from some of you that helped, especially about he the found money. It made me go back dig in the files and rethink my theory.</p> <p>Above all as we progress in this case, lets keep things constructive. Because I put something out about the case it does not mean it is set in stone. i am trying to get people back into it and come to the table with skill and science that may one day solve it. Had i not gone to the public or you folks there would be no chance of that happening.</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 1, 2008, 10:29 AM</p> <p>Post #811 of 1694 (1983 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [dumstuntzz] 2003 post - NEW [In reply to]</p> <p>Yes we have the serial numbers and interviewd the rigger. One chute was returned to it's owner, two were never found and one is in evidence.</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 1, 2008, 2:41 PM</p> <p>Post #813 of 1694 (1932 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [Guru312] 2003 post - NEW [In reply to]</p> <p>Cooper cut cords with a pocket knife and used the pieces to bind the canvass bag the money came in. He never used any pieces of the canopy. Mucklow stated that she saw Cooper securing the money bag with more cut pieces of cord around his waist.</p> <p>Cooper knew the air stairs could be opened in flight but he was wrong as to how they opened and knew little to nothing of their operation.</p> <p>He did not leave the briefcase on the plane, it has never been found.</p>

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 1, 2008, 7:24 PM

Post #817 of 1694 (1865 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 Re: [mccurley] 2003 post - NEW [\[In reply to\]](#)

no one can prove anything thing until we either find his bones or he comes out of hiding and tells his story.

We can, however, look at the totality of the facts we do have and come to a logical investigative theory as to what happened.

Taking one or two pieces of the investigation and developing a theory isn't going to set a successful course. One must start from the beginning to end, weigh all of the facts and see where they point.

The question is not could someone make the jump, of course the jump is possible. The question is knowing everything we know about Cooper, the equipment and the conditions, did DB Cooper make the jump on 11/24/1971 and did DB Cooper make it out of the forest with the money and off to live his life?

By the way, the main focus of the investigation to date has been on the living, that has not worked. Over 1000 people have been looked at and not one was risen to the surface.

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 2, 2008, 4:28 AM

Post #826 of 1694 (1989 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 Re: [dumstuntzz] 2003 post - NEW [\[In reply to\]](#)

we provided the equipment to Cooper, we knew who it came from and where it came from and what it was

jose9878 [PM](#)  [Friend](#)

United States
Jumps : 2600
License : D 14316
In sport: 22 years

Jan 2, 2008, 2:03 PM

 Re: [Guru312] 2003 post - NEW [\[In reply to\]](#)

Quote

Where I see the planning being less than needed is with the issue I've read here recently about DB cutting up a rig to tie the money to his body. Am I correct that the FA told of DB securing the money to his body with line from one of the rigs?

If he did, in fact, tie the money to his body, I think this was his biggest error. I've made lots of jumps with

Post #835 of 1694 (1821 views)
[Shortcut](#)

Registered: Apr 29, 2004
Posts: 74

equipment of various sorts and carrying, or attempting to carry, objects in freefall.

Can someone clarify or speculate "how" he actually tied the money to himself?

In my opinion, it is NOT a trivial issue to improvise a secure method for doing this. What tools/equipment did he use? Cutting nylon cloth and suspension line is not an easy task with good scissors or a sharp-edged tool. In the galley of the aircraft, or on the floor, is not an easy place to wrap the money securely and then secure the package to his body. What was the package like and how was it secured to his body?

He knew that the aft door could be opened in flight-- HALO jumps were being made by Special Forces from 727s at that time--so that's pretty easy to accomplish. What I can't visualize is how he exited.

Any non-symmetrical body position--such as he'd have if he tried to hold the package as he pulled the ripcord--is going to exacerbate the turbulence and burbles which would tug at the package.

Bottom line: I think that--if he lived--he lost the package from the aerodynamic forces that tugged at the totally improvised tie-job. Even an experienced jumper would have difficulty staying stable while contending with forces on the precious payload package. I'd guess the money was ripped from his body...and he was left with nothing but a cool story to tell.

Speculation - One method of tying the money to himself. Much slower exit and the tie job holds.

Question for Ckret - How much suspension line was missing from the reserve parachute left on the plane? Is the missing amount enough to tie the bag to himself as shown in the picture?

(This post was [edited](#) by jose9878 on Jan 2, 2008, 2:30 PM)

Attachments:  [Practice.jpg](#) (110 KB)

[Ckret](#)

 [PM](#)  [Friend](#)

 **Re: [jose9878] 2003 post - NEW** [\[In reply to\]](#)

he cut quite a bit of line, there would have been more than enough to tie the bag as shown in the picture.

Jumps :
License :
In sport:

Jan 2, 2008, 2:56 PM

Post #836 of 1694 (1788 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

(image referenced as practice.jpg:



[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 2, 2008, 8:26 PM

Post #841 of 1694 (1659 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[stratostar\] 2003 post - NEW](#) [\[In reply to\]](#)

The pressure bump was caused when the weight was removed from the airstairs and they slammed back up into the aircraft. This caused a sudden pressure wave much like slamming a car door. the air stairs are gravity operated, as Cooper walked further down they lowered but would not lock, when he jumped and the weight was removed they slammed back up.

This was recreated with the help of the Air Force and the sudden removal of weight from the end of the airstairs was the only way the pressure bump could be re-created.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 3, 2008, 5:22 AM

Post #851 of 1694
(2503 views)
[Shortcut](#)

Registered: Sep 7,

[Re: \[stratostar\] 2003 post - NEW](#) [\[In reply to\]](#)

The test was done using the same plane (NW Flight 305) Cooper jumped from. In fact the the pilot from that flight was on the test flight. It was done using a sled that would have weighed what Cooper was reported to have weighed.

2007
Posts: 522

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 3, 2008, 5:39 AM

Post #852 of 1694 (2501 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[skyjack71\] 2003 post - NEW](#) [\[In reply to\]](#)

Jo, I am not going to enter a debate with you. You have my number call me and I'll try to answer what questions you have. The vast majority of questions you ask I have no answer for. I can, however, answer any question related to the night of the highjacking and the investigation surrounding it. For example, the training reserve Cooper jumped with had a white canopy.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 6, 2008, 9:47 AM

Post #878 of 1694 (1844 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[Orange1\] 2003 post - NEW](#) [\[In reply to\]](#)

To add to this there are 1057 sub files in the DB Cooper case, each representing a subject that has been investigated. To my knowledge, not one has been linked in any direct way to the hijacking. Meaning there is not one piece of verifiable information or evidence linking a subject to the case. The same can be said about the subjects mentioned and discussed in this thread. When you weigh through everything that has been discussed here, there is nothing (that can be independently verified) that links any of them to the case.

This is one of the reasons for going public, I need a new list and to date the emails and new leads are coming in at a rate that is going to take months to catch up on, so it's working, may not lead to anything, but we are trying. Nothing wrong with lively debate, I understand frustration but all should be respected.

[SafecrackingPLF](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:



Jan 6, 2008, 1:11 PM

[Re: \[mark\] Skyjack71 - NEW](#) [\[In reply to\]](#)

Thanks!

It might be that he said tough to pull. Next time I listen, I will listen closely to see if he said hard to find or hard to pull.

Ckret, how certain are we that Cooper actually wore slip on "loafers"? I've been under the impression that this was at best, a guess. Is there a witness that flat out said "They were 100% loafers. I stared at them and I know it."??

He may have changed shoes before jumping. Remember he

(1789 views)
[Shortcut](#)

Registered: Nov 27,
2007
Posts: 439

had a paper sack with him and the contents are unknown.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 6, 2008, 4:36 PM

Post #882 of 1694 (1751 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] Skyjack71 - NEW](#) [\[In reply to\]](#)

Mucklow spent hours with him and described his shoes in detail (something a woman might notice) even down to the grain of the leather. She was certain to state they were slip on's. There is nothing in the investigation that points to Mucklow not being reliable in her statement so I give it weight. Of course that is different than actual fact but I do believe Cooper had slip ons.

The bag was not the size that he could have had a change of shoes in, nor a change of clothing. For that he would have had to have help from someone putting those items on the plane for him and there is nothing that points in that direction.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 7, 2008, 6:44 PM

Post #913 of 1694 (1557 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SKYWHUFFO\] dbcoopercatcher - NEW](#) [\[In reply to\]](#)

All we know is that Cooper was second to last to board the aircraft. He was carrying a (what I would describe as) briefcase and a small sized paper bag with unknown items within. No one commented that the bag appeared to contain any items of significance. I take all of that to say, I don't believe he brought any items (clothing) on the plane other than what he was wearing.

As far as someone bringing items on to the plane, there is nothing that supports that.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 7, 2008, 6:49 PM

Post #915 of 1694 (1551 views)
[Shortcut](#)

[Re: \[skyjack71\] Skyjack71 - NEW](#) [\[In reply to\]](#)

Jo

None of the statements from any of the witnesses describe anything sticking out of the bottom of Cooper's pants.

<p>Registered: Sep 7, 2007 Posts: 522</p>	
<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 7, 2008, 6:57 PM</p> <p>Post #917 of 1694 (1543 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [dboopercatcher] Skyjack71 - NEW [In reply to]</p> <p>Every hotel and motel was checked, every suspicious incident that occurred in the area of the probable DZ was looked into and no viable leads were developed.</p>

<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 7, 2008, 7:07 PM</p> <p>Post #920 of 1694 (1534 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [dboopercatcher] dboopercatcher - NEW [In reply to]</p> <p>The information I rely on most are the statements of Tina and Florence.</p>
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<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 7, 2008, 7:42 PM</p> <p>Post #928 of 1694 (1648 views) Shortcut</p> <p>Registered: Sep 7, 2007</p>	<p> Re: [SkydiveJack] Skyjack71 - NEW [In reply to]</p> <p>Yes Mayfield called the FBI less than two hours after the jump.</p> <p>To add to the mix, whoever Cooper was, when he jumped he did not know where he was. He jumped totally blind, in that he did not give direction to the crew nor did he ever ask for and update as to where the aircraft was at any point prior to the jump. If Cooper somehow knew the flight path and was counting on a dropzone along the flight path, he still would have had to ask for an update from the crew. And even then with the winds he would have been blown so far off the flight path there would have been little hope of hitting anything</p>
--	--

<p>Posts: 522</p>	<p>close to planned DZ. With this I don't see how it is possible for Mayfield to have made the call.</p>
<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 7, 2008, 7:46 PM</p> <p>Post #930 of 1694 (1646 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [low_pull1] dbcoopercatcher - NEW [In reply to]</p> <p>There is nothing that points to Tina being unreliable nor has she been uncooperative with the FBI</p>
<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 9, 2008, 4:09 AM</p> <p>Post #986 of 1694 (1884 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [jose9878] dbcoopercatcher - NEW [In reply to]</p> <p>'If you open the airstairs in flight they won't lock because their gravity operated (1971). As Cooper walked down the stairs his body weight caused them to lower and the closer he got to the end the lower they went. When he jumped and removed his weight they snapped back causing a pressure wave that was not only felt but picked up on cockpit equipment. It was found through testing the only way to cause this pressure bump was by the stairs hitting back against the aircraft when a weight was removed.</p>
<p>normiss  PM  Friend</p> <p>United States Jumps : 4900 License : D 28356 In sport: 8 years</p>  <p>Jan 9, 2008, 6:03 AM</p>	<p> Re: [Ckret] dbcoopercatcher - NEW [In reply to]</p> <p>Could it be possible (or was it tested as well) that he jumped on the stairs like a diving board trying to get them to lock? Were they locked when the plane landed?</p>

Post #988 of 1694 (1859 views)
[Shortcut](#)

Registered: Jul 12, 2004
Posts: 13984

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 9, 2008, 8:03 AM

Post #991 of 1694 (1821 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[normiss\] dboopercatcher - NEW](#) [\[In reply to\]](#)

the pressure increase was caused much like slamming a car door shut, same concept. Based on that I don't see how bouncing on the stairs could have caused the effect. I am not sure if they bounced on the stairs but it is my understanding they tried several ways to recreate what the crew felt and the instruments picked up and the only way was to push the weight off of the stairs.

The stairs were not locked when the plane landed.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 9, 2008, 6:35 PM

Post #1005 of 1694 (1739 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[stratostar\] Summary of Mayfield - NEW](#) [\[In reply to\]](#)

Jose, thanks for the reference on the moon and sun.

Jerry, great example of what we need more of.

Speedy, (now back to theory) you hit the nail on the head, from everything I have seen Cooper did have jump training, just not enough. He also lacked enough jumps to fully realize what he was getting himself into, therefore, he got himself into it.

It was 173 knots, not 173 mph.

Maybe its time I take the leap, someone recommended Snohomish as the place to go for a tandem jump, is there any other place around the Seattle area where i can do a tandem?

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

[Re: \[skyjack71\] dboopercatcher - NEW](#) [\[In reply to\]](#)

I got a call yesterday from one of the guys who did the jumps from the 727 for the movie "Pursuit of DB Cooper" said they jumped at 150 knots and that was as fast as they would go. I don't know if the studio capped the speed or they did, but my impression from talking to him was 150 knots was as much as any of them wanted to jump at.

Jan 10, 2008, 4:15 AM

Post #1031 of 1694 (2056 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 11, 2008, 7:26 AM

Post #1044 of 1694 (1703 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [bystander1] Ckret - QUESTION ABOUT WATCH - NEW [\[In reply to\]](#)

The only thing Cooper wrote was the original note that said Miss I have a bomb come sit by me. The rest was dictated by Cooper to Schaffner who then took the demands to the captain.

The witnesses never mentioned Cooper used the term interphone.

Cooper never gave instructions to the positioning of the fuel truck.

It's my understanding McCoy brought his own chute, I'll check on that.

Cooper was described as 45 to 50, no one described his hair looked like a wig.

Cooper never mentioned using the D rings to attach the money to, in fact his chute did not have D rings

Cooper did not demand a flight path.

The problems I have with McCoy is he was fair skin with blue eyes, Cooper dark skin with brown eyes. McCoy in his late 20's, Cooper was 45 to 50. McCoy talked about the hijacking well before doing it, which was his undoing, Cooper apparently did not.

For McCoy to have been Cooper he would have had to have had help at the drop zone. There is no indications Cooper would have known where he was when he jumped, or knew to the point he would have been able to link at a predetermined spot, which would preclude him from having help on the ground.

[Ckret](#)

[PM](#) [Friend](#)

Re: [Guru312] McCoy - NEW [\[In reply to\]](#)

I don't know how it got into the press that Cooper had something against the airlines. Tina asked him at one point why did he hijack the flight and Cooper replied, "I don't have

<p>Jumps : License : In sport: Jan 12, 2008, 1:02 PM Post #1064 of 1694 (1682 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p>a grudge against the airline, I just have a grudge."</p>
---	---

<p>awsee1  PM  Friend Jumps : 6 License : Student In sport: 1 years Jan 12, 2008, 4:01 PM Post #1065 of 1694 (1649 views) Shortcut Registered: Jul 30, 2007 Posts: 75</p>	<p> Re: [Ckret] McCoy - NEW [In reply to] Didn't he also say at one point "I'll show them"??</p>
---	---

<p>Ckret  PM  Friend Jumps : License : In sport: Jan 12, 2008, 5:03 PM Post #1066 of 1694 (1635 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [awsee1] McCoy - NEW [In reply to] not according to any witness statements on file. Cooper was described calm and polite through out the incident, with the exception of a few minutes when the fueling was taking to long. even then there was no outlash of anger he was just getting nervous, according to the statements.</p>
--	--

<p>Ckret  PM  Friend</p>	<p> Re: [SafecrackingPLF] What's going on here? - NEW [In reply to] SCPLF, Great work on the maps, I'll be back in the office in a few</p>
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Jumps :
License :
In sport:

Jan 15, 2008, 5:23 PM

Post #1135 of 1694 (2053 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

days and will post a map with LZ's that were calculated in 72 based on all the info from the jump. The most probable LZ was just due east of La Center if he did not open. From that spot draw a line to Bald Mountain. This line would (roughly) represent the most probable line where he could have landed. If he opened high he would have landed on the south face of Bald Mountain.

Of course this is all considering the crew was right with the time of 8:11 as his jump time.

[SafecrackingPLF](#)

 PM  Friend

Jumps :
License :
In sport:



Jan 17, 2008, 7:01 AM

Post #1148 of 1694 (1646 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439



[Re: \[awsee1\] 2003 post - NEW](#) [\[In reply to\]](#)

I happen to disagree regarding the "everyman" sketch, but I see what you're saying... there aren't any obvious characteristics on it. Maybe Cooper himself didn't have anything that really stood out? I don't know, let's find out...

Ckret, you have stated that Florence & Tina gave nearly identical descriptions of Cooper despite being interviewed in different cities. Is there a way for us to be able to read these descriptions? Did Cooper have a receding hair-line? Did Cooper have a strong widows peak? Anything else that stood out about Cooper that we may not get in the final sketch?

[Ckret](#)

 PM  Friend

Jumps :
License :
In sport:

Jan 17, 2008, 7:51 AM

Post #1149 of 1694 (1632 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] 2003 post - NEW](#) [\[In reply to\]](#)

Mucklow
"W/M, mid 40's, 5-10" 6', 180 to 190, med to dark complexion, medium build, dark straight hair with narrow sideburns to mid ear parted and combed back, dark plastic wrap-around sunglasses, dark top coat, dark brown suit possibly with a thin black stripe, brown socks, brown ankle length pebble grain shoes, not the tie type, he had a low voice with no accent, she did not see scars, marks or tattoos, the man did not have on any jewerly she could see."

Schaffner

"W/M, mid 40's, 6', 170-175, average build, brown eyes, straight black hair medium length and parted on the left side, olive skin, black business suit, white shirt, thin black tie, black

overcoat, black shoes, black briefcase, dark framed sunglasses with brown lenses, no scars marks or tattoos, he had a normal calm voice and appeared to be of Latin descent."

[Ckret](#)

 PM  Friend

Jumps :

License :

In sport:

Jan 17, 2008, 8:13 AM

Post #1150 of 1694 (1623 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

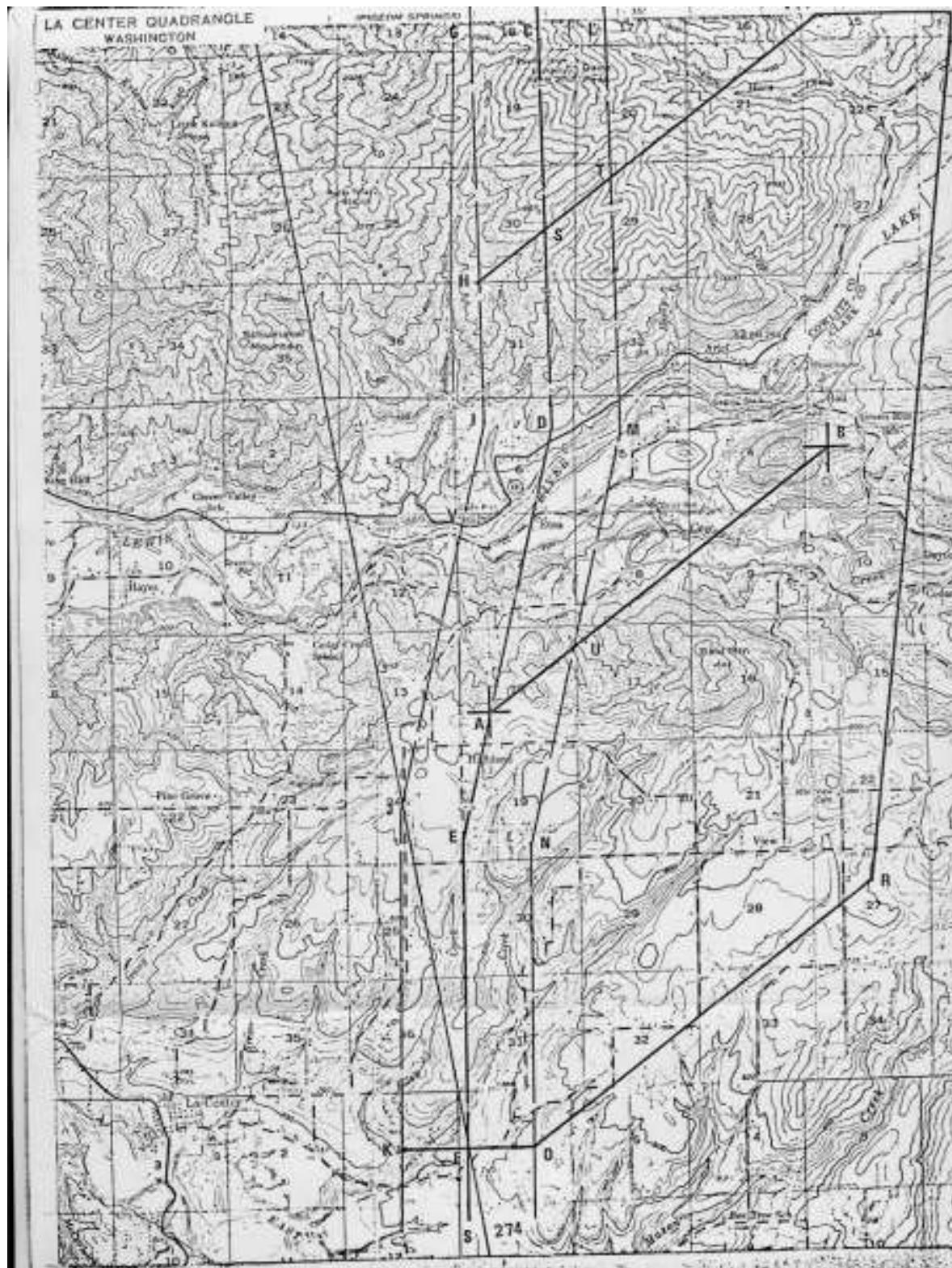
 **Re: [Ckret] 2003 post - NEW** [[In reply to](#)]

The attached was created in January 1972 using USAF radar data from McCord, jump time of 8:11 PM based on crew analysis and tests conducted, Wind info from 10,000 MSL to ground, human body trajectories provided by Boeing, time correlation from USAF radar and NWA communication tapes with flight 305 and plane speed and altitude from the flight recorder.

line CDES is the most probable ground path, line GIJK the westernmost ground path and line LMNO the easternmost.

Line AB was believed to be the most probable, however, with the finding of the cash where it was, the landing area had to be further south. It now seems as if line OR would be the most probable areas.

Happy hunting



http://www.dropzone.com/cgi-bin/forum.cgi?do=post_view_flat;post=2540834;page=46;sb=post_latest_reply;so=ASC;mh=25;

[awsee1](#)

 [PM](#)  [Friend](#)

Jumps : 6
License : Student
In sport: 1 years

Jan 19, 2008, 3:44 PM

Post #1192 of 1694 (1563 views)
[Shortcut](#)

Registered: Jul 30, 2007
Posts: 75

 [**Re: \[Ckret\] Flight Path Map - NEW**](#) [\[In reply to\]](#)

Ckret,

I read that you've used this method of opening cases to the public to solve many bank heists.

Since you're a relatively young agent, I'm wondering if this is something new at the Bureau, or has this always been an option for the AIC?

Specifically, would this method have been an option back in 71 or was it mandatory that cases be investigated in secrecy?

Thanks

Bren

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 19, 2008, 5:39 PM

Post #1194 of 1694 (1534 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 [**Re: \[awsee1\] Flight Path Map - NEW**](#) [\[In reply to\]](#)

It's not new just not typically used in investigations like the Cooper case. There are great benefits in cases such as bank robbery but in more complex investigations it could really harm the case. Most of the time an agent would never want a possible subject to get wind that they are under investigation. The first time most subjects realize they are a target is when they hear the words, "this is the FBI, exit the house with your hands visible."

As for whether or not it would have been useful in the Cooper case who's to say. It's the direction I chose, I was not around in 71 to put my two cents in. My guess is I would have been laughed back to my cubical.

[awsee1](#)

 [PM](#)  [Friend](#)

Jumps : 6
License : Student
In sport: 1 years

Jan 20, 2008, 2:06 AM

Post #1199 of 1694 (1414 views)
[Shortcut](#)

Registered: Jul 30, 2007

 [**Re: \[Ckret\] Flight Path Map - NEW**](#) [\[In reply to\]](#)

Ckret,

A few more questions if you don't mind.

1. You posted the Coop descriptions from Flo and Tina. Do we know who interviewed them? I'm curious for a reason. Was it the AIC, agents in Minn/St. Paul or possibly Harold Campbell and/or his staff in Vegas?

2. Always knew that #1 above existed, but I'm not aware of a Hancock description, does it exist?

3. Until recently, I was certain that no one from the cockpit got an eyeful of Coop. Can't remember where, but I'd heard it

Posts: 75

mentioned that Ratczak actually got a look at Cooper. Any info on this?

4. And now the biggie. Do you intend to interview any of these people? If you can't, due to time/constraints, and of course a 36+ year old case and budget constraints, I'd like to suggest something.

Thanks

Bren

(This post was [edited](#) by awsee1 on Jan 20, 2008, 2:20 AM)

Ckret

 [PM](#)  [Friend](#)

Jumps :

License :

In sport:

Jan 20, 2008, 6:36 AM

Post #1202 of 1694 (1890 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [awsee1] Flight Path Map - NEW** [\[In reply to\]](#)

Flo was interviewed by Seattle agents, Tina by agents in Reno. There was a second interview of Tina by agents in Philly.

Hancock was interviewed in Seattle and i'll post it on tuesday

Ratczak never left the cockpit nor did anyone else.

The only way I would interview anyone from that night is if they came to me. I believe at this point seeking them would an invasion of their privacy.

Ckret

 [PM](#)  [Friend](#)

Jumps :

License :

In sport:

Jan 20, 2008, 11:52 AM

Post #1209 of 1694 (1798 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [SKYWHUFFO] Flight Path Map - NEW** [\[In reply to\]](#)

The ticket was processed for prints, Cooper took back his demand note so we have no hand writting from him.

I am working on having three aspects of the case recreated and analyzed; did he make the jump? if he did where did he land and how could he have gotten out of the woods in the middle of the night with no equipment? and how did the money get to the location it was found?

(This post was [edited](#) by Ckret on Jan 20, 2008, 11:54 AM)

Ckret

 [PM](#)  [Friend](#)

 **Re: [happythoughts] The Solution - NEW** [\[In reply to\]](#)

SafecrackingPLF

We may have to put you on full-time, i'll prepare a batch of

Jumps :
License :
In sport:
Jan 21, 2008, 8:03 AM

Post #1225 of 1694 (1538 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Koolaide, drink up and a few minutes later you'll be a federal employee. Don't worry, after you solve the case I'll flash the light in your eyes so you can have your life back.

form the recovery of the money, to me, there is only one option. Cooper jumped further south than what was originally thought to be the most southern jump point and the plane was just a bit further east than what was thought to be the furthest eastern point. This would have put Cooper landing in an area that could have fed into the Columbia and a good reason why he was never found, because he landed in an area out of the search grid.

Remember, the money was found bundled with the rubber bands around the bundles. they crumbled to the touch but were still in place. this tells us the money had to have been protected from the weather for the majority of the time it was missing, most likely in the bag.

The money was most likely in an area that would not normally feed into the Wasougal, however, due to the floods in 77 it was pushed towards the Columbia. the money, still in the bag landed on the beach in late 78 early 79, finally broke open, a few bundles fell out and the tides took the rest. The bundles, once covered by sand (the sand acted as a natural preservative), laid there until early 80 when Ingram found them.

What kills the whole theory the money got there the night of or just after is the dredging operation in 74. They put almost two feet of sand and clay on the beach. If the money had been put there the night of, there is no way it could have worked its way to the surface through the clay deposit.

it could not have been put there just after 74 because the rubber bands would have not been in place. because of the condition of the rubber bands, the bundles could have only been in the elements for a year give or take.

So we should find the most northwest point where something could get washed into the Wasougal water shed (keeping in mind the 77 flood).

[Ckret](#)
 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

 **Re: [SafecrackingPLF] The Solution - NEW** [\[In reply to\]](#)

The flight path depicted on the map I posted has an error of +- .5 miles, which is accounted for on the map. I'll try to post it with higher resolution but i am limited because of this site.

When you look at the money and how it was found I don't

Jan 21, 2008, 10:16 AM

Post #1236 of 1694 (1689 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

take a bleak look, the answer is there and finding the money is the key to unlock the door to the answer. As I posted, there are very few probable ways the money got there in it's condition.

It got there after 74 and was protected to some extent until discovery in 80. There is nothing that would point to it being placed there by someone (although it can be considered as an alternative once the most probable has been explored). Armed with new facts we can adjust, correct or pull into sharper focus what was once thought to be fact.

the money is the area of the case that has been least investigated and should be the focus because it may lead to bones, which lead to DNA, which lead to race and ethnic profile, which leads to familial confirmation and resolution (wouldn't that be something).

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 21, 2008, 11:38 AM

Post #1240 of 1694 (1639 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [SafecrackingPLF] The Solution - NEW** [\[In reply to\]](#)

bren,

here's what the money tells; If Cooper lived he lived without his money. The money (from it's condition when found) had to have been sheltered from the elements. Because the money could not have been there before 1974 it rules out that Cooper landed near by, buried some cash and never came back. Because of its condition when found we know the earliest it could have been there in an unprotected state is late 78. There would be no logical reason for someone to come back and plant the money there 8 years after. It would not have cooled the investigation or thrown it off of a subject. No matter where the money is found the subject list would have stayed the same. Plus, at this point who ever Cooper is, he got away with it. The investigation was dying, why would someone fan the flames and \$5,800 was a large sum in the late 70's and 80's, if you got away with it, you wouldn't give it up for no apparent reason.

If the above is true then the money was blown off of Cooper when he jumped (which an accurate recreation may prove useful) or he died and the money detached from his decaying corps. The money then takes a big portion of the mystery out of the mystery, no beaches, no margaritas, no high living. It's either death or "damn, I'll never do that again!!!"

Safe, glad your back, thought I lost you for a moment.

[skydogs](#)

 **Re: [Ckret] The Solution - NEW** [\[In reply to\]](#)

Then there's that third option of he jumped and

 [PM](#)  [Friend](#)
 United States
 Jumps : 1300
 License : D
 In sport: 12 years

 Jan 21, 2008, 12:16 PM
 Post #1241 of 1694 (1613 views) [Shortcut](#)
 Registered: Nov 19, 2001
 Posts: 21

stashed the money only to loose track of where he stashed it. Then later, the whole bag is washed away and a bundle or two gets stuck in the sand downstream. I've known of [BASE jumpers](#) to stash their rigs after a jump so that they can casually walk out, only to be unable to re-find them later. That's gotta suck.

(This post was [edited](#) by skydogs on Jan 21, 2008, 1:11 PM)

Ckret
 [PM](#)  [Friend](#)
 Jumps :
 License :
 In sport:
 Jan 21, 2008, 12:46 PM
 Post #1242 of 1694 (1595 views) [Shortcut](#)
 Registered: Sep 7, 2007
 Posts: 522

 **Re: [skydogs] The Solution - NEW** [\[In reply to\]](#)

if cooper buried the money on the beach upon landing that is where it would have stayed undisturbed. In 1974 almost two feet of sand and clay were buried there. I am sure, if Cooper buried the money he would have put the bag at least a foot down most likely more. The geologist that worked the site stated that it would be of a certain impossibility that on its own the money could have broke through the clay deposites from the dredging and the dig showed no signs of disturbance in the clay layer.

Ckret
 [PM](#)  [Friend](#)
 Jumps :
 License :
 In sport:
 Jan 22, 2008, 11:51 AM
 Post #1286 of 1694 (1573 views) [Shortcut](#)
 Registered: Sep 7, 2007
 Posts: 522

 **Re: [377] 2000 trip - NEW** [\[In reply to\]](#)

A bit of new info, the concrete time of the jump was based on the crews communication with NWA flight operations. NWA flight operations was keeping a running log documenting each communication noting the time. I did a re-read of the NWA log, tower transmission and the flight crew interviews and discovered when the crew felt the pressure variance they were not on the phone with NWA. They called just after to report the incident. The person keeping the log must have not written the time he received the communication but the time the crew thought they felt the bump.

Another clue to the time is the ground radio teletype log. It my understanding that the teletype will automatically log the time with the communication. The crew typed a message which was logged at 8:12 and mentioned oscillations not a bump.

The crew referenced a call to Cooper at 8:05 PM when making a statement about the pressure change, stating the pressure bump occurred 5 to 10 minutes after this. They further stated that when they felt the pressure change they were not yet to Portland but definitely in the suburbs.

In reviewing the flight path the plane flew directly over Battleground WA, turn and flew a straight line to Salem OR. If you look at the map I posted, 8:11 PM was the determined to be the jump point which is listed as point A. Point S is 8:10 PM and Point F is 8:12. The plot was laid out with a + -1 minute delay in reporting.

From all of this and the location where the money was found, we need to extend the calculation to 8:13, 8:14 and 8:15. I am guessing this would put the jump location near Orchard WA.

The winds for that location are as follows:

wind direction wind speed height
225 degrees 20 knots 7,000
230 degrees 25 knots 5,000
235 degrees 20 knots 2,000
235 degrees 15 knots surface

If you buy my theory that Cooper was a novice jumper then he most likely deployed very soon after leaving the aircraft. If he jumped over Orchard or just south and deployed just out of the aircraft, I believe this would put him in the Washougal Water Shed.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 22, 2008, 1:03 PM

Post #1298 of 1694 (1509 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

[Re: \[SafecrackingPLF\] Columbia Waterline - NEW](#)

[\[In reply to\]](#)

Since there is nothing that reasonably points to someone planting the money, we can rule out any jump point that could not put Cooper near a tributary. If Cooper jumped over or just south of Orchard he would have been blown north and east several miles. If the farthest south jump point shown on the map I posted is 8:12, then where would the plane be at 8:13, 8:14 and 8:15. Also don't forget you could factor in a flight path .5 mile east of the flight path line from Battleground to Salem.

[Ckret](#)

 [PM](#)  [Friend](#)

[Re: \[SafecrackingPLF\] Columbia Waterline - NEW](#)

[\[In reply to\]](#)

"Ckret, you cannot be serious about disregarding jump points

<p>Jumps : License : In sport: Jan 22, 2008, 4:04 PM Post #1308 of 1694 (1628 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p>that would suggest Cooper lived."</p> <p>I never posted anything to suggest this, I posted that if you look at the information surrounding the money, Cooper had to have jumped further south than what was originally believed. On the map the furthermost point south is at 8:12 PM, he must have jumped more around 8:15 PM but not after. The crew must have made a mistake in their reporting time of the incident.</p> <p>The crew knew they were not over Portland and we know, because of where the money was found, it had to have been further south than the 8:12 PM point on the map. That should reveal a new search area, just on the edge of the Washougal.</p>
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<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport: Jan 22, 2008, 9:30 PM Post #1324 of 1694 (1412 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [mark] Did Cooper have a wrist altimeter? - NEW [In reply to]</p> <p>It would be pure speculation that Cooper had an altimeter, not saying he didn't, no one saw anything on his wrist or in his briefcase that would lead one to believe he had one.</p> <p>As far as changing facts, that is not a fact. I am looking at the totality of what we know from the investigation to date and trying to find a logical reason as to how some things don't add up. When the maps were completed in 1972 the money had not been found. if it had, I am sure the crew would have been re-interviewed along with the data to try to explain how the money got to where it was found.</p> <p>The map is an investigative tool calculated from several pieces of evidence. If one piece is slightly wrong it throws off the map, which could explain why nothing was found on the original search and the money was found where it was.</p> <p>Can you hear that sucking sound, listen closely, put your ear to the screen. Thats the sound of energy being sucked into a never ending void.</p>
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<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport: Jan 23, 2008, 9:31 AM Post #1345 of 1694 (1632 views)</p>	<p>🔒 Re: [Orange1] Did Cooper have a wrist altimeter? - NEW [In reply to]</p> <p>Because of the condition the money was found in it had to be all or nothing, either he lost the money bag in the jump with the money still tightly bound in it or he survived and hide the bag of money or he died with the money in the bag by his side.</p> <p>Two or three weeks before Cooper's jump a guy tried to bail from a plane (not a 727) but the crew took him out with an</p>
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<p><u>Shortcut</u></p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>ax.</p> <p>Normally the NB6 is a 26' foot canopy. The reports state it was an NB6 with a 28' canopy. This could have been a mistake on the agents part when he wrote the report.</p>
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<p><u>SafecrackingPLF</u></p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p>  <p>Jan 23, 2008, 2:55 PM</p> <p>Post #1365 of 1694 (1657 views) Shortcut</p> <p>Registered: Nov 27, 2007 Posts: 439</p>	<p> Re: [377] Condition of the Bills - NEW [In reply to]</p> <p>The collective IQ of the DZ forum has to be near a 1,000. You guys are geniuses!</p> <p>Okay... here's a thought. The rubber bands have to be enclosed in *something* for a period of time. From Ckret's post about them, he mentioned them crumbling to the touch... I think through time and being on the beach for however long it was, it would explain the wear. But how long could they last before just crumbling off without anyone touching?</p> <p>They also need to be strong enough at the time they flowed down the river and deposited on the beach.</p> <p>When I say *something* had to enclose the money, that assumes Cooper didn't have them stacked in his kitchen pantry before going out and "planting" them on a random beach.</p> <p>I've seen the melting you're referring to, it ruins things, but usually I've seen this as a result of heat, such as sitting in a car. I've never seen anything like this on money sitting in my safe... but then again, I haven't had the same bills in there for 8 years (and the conditions could hardly compare to what we're talking about).</p> <p>Would a damp, dark, and somewhat enclosed environment (such as canvas bag either buried or lying around in the woods) keep the rubber in pretty good condition for a long period of time?</p> <p>Ckret, do you have pictures of these bills? And by pictures, I mean pictures of the stacks before they're spread out, or did the ingram's already spread them out before the FBI got there?</p>
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<p><u>Ckret</u></p> <p> PM  Friend</p>	<p> Re: [SafecrackingPLF] Condition of the Bills - NEW [In reply to]</p> <p>They had taken the money home, not aware of the Cooper case, and laid it out in their kitchen to dry. In interviews they described the money as being found in</p>
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Jumps :
License :
In sport:

Jan 23, 2008, 3:20 PM

Post #1366 of 1694 (1635 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

three bundles with the rubber bands wrapped around the money. The bundles broke apart when they handled the money because the bands crumbled to the touch. The money was described to be in varying states of decay from almost whole to scrap. So, when the bundles arrived at the beach the bands were strong enough to keep the bundles together but however long they sat there decayed to the point of crumbling to the touch. Those in the know at the time stated no more than a year.

(This post was [edited](#) by Ckret on Jan 23, 2008, 3:22 PM)

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 23, 2008, 7:01 PM

Post #1377 of 1694 (1825 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522



Re: [skyjack71] 2000 trip - NEW [\[In reply to\]](#)

I have a copy of the radio teletype transmissions from 11/24/1971 from NWA flight 305 to NWA flight operations in Minneapolis. I also have a hand written log of all the conversation from NWA flight 305 to NWA flight operations via phone patch which was created by NWA flight operations in Minneapolis. Apparently they had both going that night.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 23, 2008, 7:04 PM

Post #1378 of 1694 (1820 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522



Re: [377] Did Cooper have a wrist altimeter? - NEW [\[In reply to\]](#)

Nothing I found yet states Cooper used the words interphone.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :



Re: [377] 2000 trip - NEW [\[In reply to\]](#)

I am 100% sure that the log is titled "Ground Radio Teletype Log." I am also 100% sure it is a teletype log. The transmissions are first person account of real time information which could have only been typed by the flight crew. As to being 100% sure the aircraft had the

<p>License : In sport: Jan 24, 2008, 10:52 AM Post #1393 of 1694 (1567 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p>equipment onboard, don't know. I would say from what I have yes, but I wasn't there so I'll go 99%.</p>
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<p>Ckret  PM  Friend</p> <p>Jumps : License : In sport: Jan 24, 2008, 10:58 AM Post #1394 of 1694 (1562 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p> Re: [Ckret] 2000 trip - NEW [In reply to]</p> <p>I have a question, when military aircraft are doing a drop either of people or cargo how is the craft configured, airspeed, flaps and such?</p>
--	--

<p>377  PM  Friend</p> <p>United States Jumps : License : F 666 In sport: 42 years</p>  <p>Jan 24, 2008, 11:06 AM Post #1396 of 1694 (1556 views) Shortcut Registered: Jun 7, 2001 Posts: 4782</p>	<p> Re: [Ckret] 2000 trip - NEW [In reply to]</p> <p>http://www.milpilot.net/c17gouge/c17ad_studyguide.doc</p> <p>HUGE amt of airdrop info here, havent read it all yet.</p> <p>Whoever thought you just slow down below 150 kts and push it out the door ought to read this manual. Military airdrops are apparently highly complex operations if done by this book.</p> <hr/> <p>Malfunction? Cutaway and pull silver...you know... that tab on the top of the beer can.</p> <p>(This post was edited by 377 on Jan 24, 2008, 11:12 AM)</p>
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<p>jose9878  PM  Friend</p> <p>United States Jumps : 2600 License : D 14316 In sport: 22 years</p>	<p> Re: [377] Did Cooper have a wrist altimeter? - NEW [In reply to]</p> <p>Info on the 4-Line Release Mod here (from someone who used it):</p> <p>http://60sjumper.skydiveworld.com/start.htm</p>
--	--

Jan 24, 2008, 12:21 PM

Post #1398 of 1694 (1513 views)
[Shortcut](#)

Registered: Apr 29, 2004
Posts: 74

The "4-Line Release" started with the Air Force. They wanted some kind of controllability on their C-9 canopy for pilots.. They marked the four most back lines with red coloring and put a riser knife on the risers. (there's a shot of one on the ALTUS page. I carried one on my reserve for years). You opened, cursed the opening shock and the bastard that just shot you down, and took the knife and cut the red lines. This put a funny lobster-tail on the canopy but it gave it drive and it would turn fairly nicely by pulling down the back riser.

The sport world caught on fairly quickly. They put the 4-line on all kinds of reserves, but instead of cutting lines there was a slip-knot arrangement, plus steering toggles were installed. There were usually a loop in the steering lines but some had wood toggles and a few had the type we use today. My 28' C-9 reserve had a 4-line as did a 26' Navy I had to ride down once (see Littleton Page). Para-Gear sold a metal release device and still may.

[377](#)

 [PM](#)  [Friend](#)

United States
Jumps :
License : F 666
In sport: 42 years



Jan 24, 2008, 11:42 PM

Post #1416 of 1694 (1682 views)
[Shortcut](#)

Registered: Jun 7, 2001
Posts: 4782

 **Re: [Ckret] 2000 trip - NEW** [\[In reply to\]](#)

more from the NWA 727 Captain I queried:

You question intrigued me so I checked with another old time and he wrote this:

"NWA had a very sophisticated system of communications in our early years. It was called "Company Radio". We actually had radio operators that we called out/off, in/out times to and coordinated gate info/mx/flight pay times, etc. thru these radio operators. Very detailed for the times. If we had problems in the air, we called "company radio" and they forwarded all info. The Second Officer was required to monitor "Company Radio" at all times. It would have been normal for the S/O to call in to "Company Radio" with any Hi-Jack problem from the beginning. The radio operator probably sent a telex message to everyone he/she could think of, so a Telex message probably existed but not from the airplane. It came as a forward from these guys that sat and listened to a radio for eight hours a day and documented all activities. I have no doubt that a telex existed, but not from the airplane." I was close but not exact. What the agent has is the teletype from the radio network.

Malfunction? Cutaway and pull silver...you know... that tab on the top of the beer can.

(This post was [edited](#) by 377 on Jan 24, 2008, 11:42 PM)

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 25, 2008, 6:08 AM

Post #1418 of 1694 (1634 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522



Re: [377] 2000 trip - NEW [[In reply to](#)]

I thought that as well, because it is a teletype and it is different from the company radio log. But as i was re-reading the teletype there is a difference in the responses and transmissions. In other words it is easy to see that the person transmitting/receiving for "305" is not the same as the person transmitting/receiving for mpls flttops. I'll scan a few pages and post it so we can solve this mystery.

Finally, something about the Cooper case we can solve. Unfortunately it means nothing but perhaps its a first step.

11/25 04
305 GG TO 15DEG AND BEGINNING OUR CLIMB
MSP R
KC0348CK
7:48 PM, PST

7:54 PM, PST

11/25 04
MSP FLT OPS AS SOON AS REASONABLY 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

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 CORNR 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 STHIK 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 CQN WILL STAY
AT IXX TEN THSD TIL HE HAS LEFT
MSP FLT OPS R

8:01 PM, PST

KC0401CK

8:02 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

SafecrackingPLF

 PM  Friend

Jumps :
License :
In sport:



Jan 26, 2008, 7:55 AM

Post #1431 of 1694 (1979 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439



Re: [377] Forum Behavior - NEW [\[In reply to\]](#)

I agree with all of these posts. I'm not Skyjack71, so I can't say regarding off the forum behavior, but of what I've seen on here, Ckret has been of tremendous help. This thread would be no where without him on here. The posts on this thread are about 4 times more when he's around then when he isn't.

Even when I mistook his Kool Aid comment, I still wasn't really mad, I was just upset. Anyway... obviously we've made some and are making strides. Big thanks to all of DZ who is making this possible.

I promised an updated post regarding flight path and possible landing areas. I have a lot of this work done and I'm being a little more detailed this time around... mostly because I've learned as I've gone, but also that we're actually dealing with "live" scenarios (ones that could theoretically have happened). I'm not sure when I'll be able to post everything, but it is coming soon, and it will hopefully give us more to talk about.

Let's get back to the teletype... I want to see the additional pages. Plus, I used to be under the impression that the pressure bump and oscillation occurred simultaneously, but since the oscillation was never mentioned, I started thinking maybe not... but then it was mentioned in the teletype conversation. Ckret, is there other corroborating testimony that would suggest the two happened at the same time?? I would think the aft stairs slamming into the fuselage would quickly alter the plane's aerodynamics and would cause such an oscillation...

(This post was [edited](#) by SafecrackingPLF on Jan 26, 2008, 10:28 AM)

Ckret

 PM  Friend

Jumps :
License :
In sport:

Jan 26, 2008, 1:01 PM

Post #1432 of 1694 (1933 views)
[Shortcut](#)

Registered: Sep 7, 2007



Re: [SafecrackingPLF] Forum Behavior - NEW [\[In reply to\]](#)

I am with you on the oscillation, when I read through the case file it seems as if the "pressure bump" and oscillation were one in the same. For me the finding of the money changes all of that. If there is no logical, verifiable piece of evidence or information that can point to the money ending up where it did by human hands, then it had to get there on its own from the environment.

Since I can't find anything that says it was human, then it had to be environment. Because there is no way the money could have ended up where it did from

Posts: 522

the original search area, then the original dropzone was calculated wrong.

Therefore, it stands to reason that the crew felt oscillations at 8:12 and the pressure bump a few minutes later. The second officer stated the last contact they had with Cooper was 8:05 and it was 5 to 10 minutes after that they felt the pressure change. I also don't think a trained air crew would mix up terms, an oscillation would be just that and a pressure change would be called a pressure change or bump.

I think where things went wrong was during the testing. For some reason we were not to re-create oscillations only the pressure bump. At this point the terms must have been combined and believed to be one and the same.

As to my post on this board, PM's and phone conversations. I have publicly told all of you that I am FBI agent Larry Carr eventhough I use the pseudonym "ckret." Every post, every PM and every phone conversation I must represent as if I am speaking to the public, keenly aware of who and what I represent. Therefore, I can assure you all that I would never write or say anything that would reflect negatively on me or the FBI. You may not agree with me, but I would never treat anyone with disrespect in any form of communication.

Now lets get back to solving one the greatest "who-done-it's" in American history.

[SafecrackingPLF](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:



Jan 27, 2008, 7:40 PM

Post #1458 of 1694 (1805 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

[Re: \[ryoder\] Popular Cooper Myths Debunked - NEW](#) [\[In reply to\]](#)

Excellent points about the loot.

Here's what we know:
Cooper, assuming what I've shown here holds true to scrutiny, did not spend all of the money. Maybe he never spent any, maybe he spent some, but obviously a portion of that money went down the Columbia.

Why? When? How?
Those are questions we can work through over time.

As for the serial numbers... if it were me, I know what I'd do... I'd go someplace where it's common for people to carry a lot of cash. Since I'm a Vegas guy, I'd go there... I'd buy a few black chips at a time, wander around, maybe play some \$5 hands, then call

it good and cash out and get untraceable bills. They didn't have video surveillance back then, they only had cat walks and mirrors.

Second, we assume that all banks across America had the capability to scan every bill that they came into contact with, and then take it one step further and run a search of that number against any known "ransom" serial numbers listed, Cooper ransom or any other ransom that had been tracked. I don't know the answer if this was possible or not.

Third, tendered cash goes soft fairly shortly. 20s would fit this. 100s not so much, those tend to get stuck in bank vaults even today when a c note isn't that big of a deal. But the treasury routinely has to destroy currency when it reaches the end of its useful life. That time frame is usually within 5-7 years (now I could be off a bit here, I'm just going off of feel of what I know... I spent time on wheresgeorge.com). Most of the Cooper bills were 69 issue if I recall correctly. Would the treasury track these bills as they're destroyed? If so, would they flag bills that match ransoms? I'm sure they looked for counterfeit bills... what else, if anything, did they track in the 70s?

If you combine the idea that Cooper could not have spent all of the money (how much or how little remains to be seen), with the idea that there are countless bills in circulation, and a time factor, geographic factor, and perhaps a limit of technology in the 70s, is it possible for money to be spent without it ever being flagged?

I don't know.

Further, if it is possible, how much could reasonably be spent before you start saying "surely by now they would have found at least one of these things!"

I don't know that either.

Total number of bills in the ransom:
10,000.

Total number of bills in circulation in the 70s?
I do not know.

But there's a good start to figuring out probabilities.

(This post was [edited](#) by SafecrackingPLF on Jan 27, 2008, 8:11 PM)

[ryoder](#)

 [Re: \[SafecrackingPLF\] Popular Cooper Myths Debunked - NEW](#) [\[In reply to\]](#)

[PM](#) [Friend](#)

United States
Jumps : 1088
License : D 6663
In sport: 99 years



Jan 27, 2008, 7:50 PM

Post #1459 of 1694 (1798 views)
[Shortcut](#)

Registered: Mar 9, 2012
Posts: 11584

In Reply To

But the treasury routinely has to destroy currency when it reaches the end of its useful life. That time frame is usually within 5-7 years (now I could be off a bit here, I'm just going off of feel of what I know... I spent time on wheresgeorge.com). Most of the Cooper bills were 69 issue if I recall correctly.

Life expectancy of paper currency:
http://www.frbservices.org/...and_currency.html#a5

So it is 2 years for a \$20 bill.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 27, 2008, 8:20 PM

Post #1461 of 1694 (1782 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [Guru312] Popular Cooper Myths Debunked - NEW** [\[In reply to\]](#)

This is a big misunderstanding about the money, it all had to be manually scanned. Tellers had a bill list of all 10,000 20's and if someone came in with a boat load they would do a spot check to see if any of the serials popped up. As for bills being scanned when they go through US Treasury, it's to look for counterfeiting and they don't scan the serial numbers. So Cooper could have spent the money and unless he passed one at a bank where a teller manually looked up the number it would have never been noticed.

We really need to shore up discussion on the money because it is the key to almost all theories about what happened to Cooper. For example, someone mentioned the possibility Cooper made away with some of the money and some was lost the night of the jump. Could not have happened according to the condition the money was found in. The rubber bands would have rotted long before the bundles were found on the beach, meaning there would not have been bundles if the money was in the environment unprotected.

[Ckret](#)

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 28, 2008, 10:59 AM

Post #1470 of 1694 (1626 views)

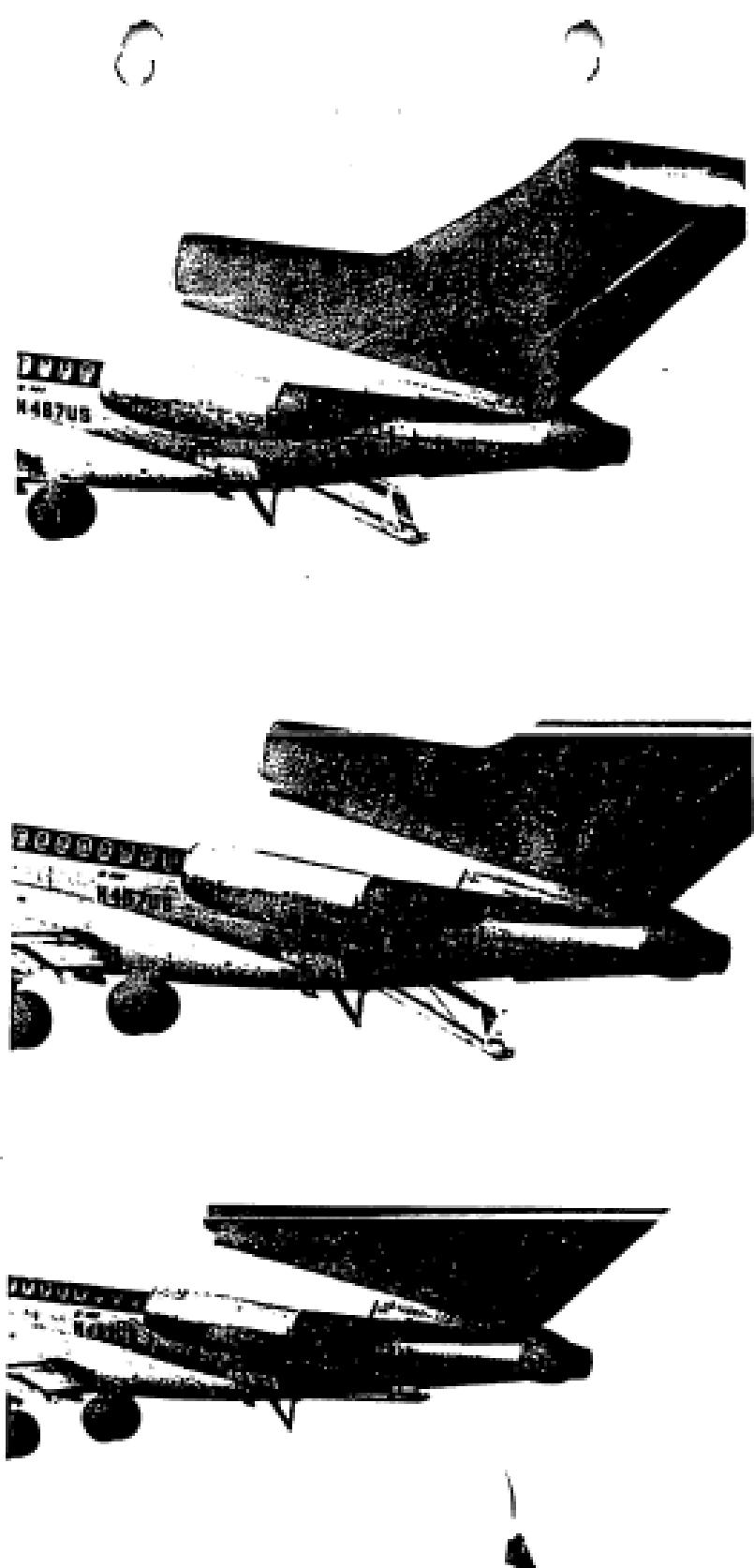
 **Re: [SafecrackingPLF] Recovered Ransom - NEW** [\[In reply to\]](#)

Thanks for the breakdown, the only thing I can think of is a clarification; I know what you're saying when you write, "the money is in the same order as when it was handed to Cooper" but the order per serial number was never documented. There is no indication the money was re-bundled.

Does anyone have \$200,000 they can loan out for 3000 days. Of course for testing purposes only, I'll give it back when we're

<p><u>Shortcut</u></p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>done.</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 28, 2008, 11:13 AM</p> <p>Post #1473 of 1694 (1613 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [Sluggo_Monster] Popular Cooper Myths Debunked - NEW [In reply to]</p> <p>Neither requested Victor 23. The pilots and NWA flight operations wanted to fly out to the coast and where waiting for clearance to do so. It was not until just before takeoff that they were cleared through Sacramento via Victor 23.</p> <p>Cooper originally stated they could land anywhere in Mexico but after discussion he agreed to Reno. Of course we know now Cooper could have cared less because he wasn't going to be on the plane anywhere near any of those locations.</p> <p>This next point is a crucial clue, Cooper did not care which flight path 305 took. In fact when they were on the ground in Seattle Cooper was told there was a delay in takeoff because the crew had to file their flight plan (this was after fueling but they were still having discussions on which was the best flight path).</p> <p>Cooper's reply was, "It doesn't matter, they can file it in the air."</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Jan 28, 2008, 4:22 PM</p> <p>Post #1497 of 1694 (1657 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [377] Recovered Ransom - NEW [In reply to]</p> <p>Because I like you people.</p> <p>The attached pictures were captured by an AF chase plane during the testing. The plane is NWA flight 305 the one Cooper jumped from. The first two pictures show the sled at the bottom of the stairs. The third is just as the sled was pushed off the stairs. You can see once the weight was removed the stairs are back up into the plane which caused the pressure increase inside the aircraft.</p> <p>(This post was edited by Ckret on Jan 28, 2008, 4:22 PM)</p>

http://www.dropzone.com/cgi-bin/forum/gforum.cgi?do=post_view_flat;post=2540834;page=60;sb=post_latest_reply;so=ASC;mh=25;



Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 29, 2008, 10:17 AM

Post #1521 of 1694 (1631 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 Re: [SkydiveJack] Popular Cooper Myths Debunked - NEW [\[In reply to\]](#)

Some info to recreate Coopers money bag. Cooper cut all of the line from the chest pack where it was connected into the pack, separating the chute from the pack. By the way, the rubber bands in the pack show no signs of wear. By separating the chute from the pack he must have planned to put the money in the container. When he realized it would not fit, he then cut two lines, one 14'5" and the other 14'6". He then used the line to secure the bag and according to Mucklow to himself.

The bag was described as 12"x12"x9"

SafecrackingPLF [PM](#)  [Friend](#)

Jumps :
License :
In sport:



Jan 29, 2008, 11:24 AM

Post #1522 of 1694 (1599 views)
[Shortcut](#)

Registered: Nov 27, 2007
Posts: 439

 Re: [Ckret] Dimensions of Money Bag - NEW [\[In reply to\]](#)

This is good information.

12x12x9 and it weighs 22 lbs.

1296 cubic inches and it occupies 5.6 gallons of space.

Rubber inside the pack left behind show no signs of wear... again, what causes rubber to become brittle? The Seattle FBI office apparently does not meet the climate conditions required.

Tina watched him perform the cuts/packing of the money, she watched him secure the bag to his person... what else did she see him do? How was he wearing his clothes? How long did it take to harness up? Did he loosen his collar or keep it buttoned?

Ckret [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 29, 2008, 6:12 PM

Post #1529 of 1694 (2445 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 Re: [SafecrackingPLF] Popular Cooper Myths Debunked - NEW [\[In reply to\]](#)

My first post on September 7th, it may help to summarize who (or at least who I think) Cooper was and I wrote about the grudge.

Getting caught up on this thread is exhausting, but I have done it. So lets start from the beginning, who was DB Cooper?

-DB Cooper was not a drinker, he only had one drink and spilled a portion of that. If someone was a drinker, in a situation like this he would have had more than just one in the five hours he was on the plane.

-He was not a chain smoker, he was on the aircraft for five hours and only smoked 8 cigarettes. That would make him a smoker of less than a pack-a-day and this under normal conditions.

-He spoke in an intelligent manner and never lost his cool, he was always polite throughout the ordeal.

-He had brown eyes (Schaffner saw his eyes before he put on the glasses, he looked directly at her several times urging her to read the note)

-He is 5'10 to 6'1 (Mucklow is 5'8 and spent 5 hours with Cooper, she would know if he was her height or taller. Have someone 5'8 stand next to someone 6 feet, the difference is obvious. Better yet, position yourself at a level of 5'8 and look at someone at a 6' elevation. Now spend 5 hours with that person, you'll know the difference. No one put Cooper under 5'10.

-He had olive skin (no make-up, neither Mucklow, Schaffner or Hancock made comment on make-up which would have been very obvious. Again, do the math, put dark makeup on someone then sit next to them with your shoulders touching, you can see the make-up.)

-He had dark hair, receding with sideburns (no wig, this would have been painfully obvious, if a man was wearing a wig with a receding hair line and side burns everyone would have noticed, especially Mucklow and Schaffner.)

-He was med built (no one put him over 190 lbs, in fact most put him 180 or under. Find a man 6 foot 180 lbs, that's a med to thin build.)

These are the facts on his physical make-up, if your suspect does not match these you may want to start looking at someone else.

DB Cooper had A.D.D, his attention to detail was poor. He got the big picture, but missed the brush strokes. He was also a "know-it-all." The type of person who would learn a few facts and then become an expert on the subject. One of those people who has just enough knowledge to be dangerous.

DB Cooper most likely served in the military and upon leaving used his technical training as a contractor in the airline industry, in and around Seattle. He rose to a mid-level management position but when he could rise no further or his project never got off the ground, he quit or was fired, "because no one understood him or were just too stupid to get it."

Soon thereafter he ran into big financial problems that had a set deadline for resolution. Just as always he developed the "big picture" for getting the money but the escape was very poorly planned.

Would any of you make the following jump?

Here are some facts to consider if he survived and if you could pull it off.

The weather: Ceiling of 5,000 feet, broken clouds at 3,500, scattered clouds at 1,500. Winds of 12 to 14 knots, light rain showers.

The jump: DB's chute was a military style 28' canopy. The planes speed was 173 knots when he jumped at 10,000 feet in full darkness.

The landing: Forest with no lights. Possibly mountainous depending upon which theory you buy into.

ckret

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Jan 30, 2008, 5:00 AM

Post #1547 of 1694 (1700 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

 **Re: [labrys] Popular Cooper Myths Debunked -**
NEW [\[In reply to\]](#)

We put Coopers total weight that night at 230 lbs.

In regards to the jump, we no it can be done (McCoy and others) but can it be done under the conditions Cooper did it. Its not just 15 MPH winds it's almost 30 MPH winds at 10,000 feet and its not just rain and clouds it's freezing rain at 200 mph. If you tried to recreate this jump, find a night under these conditions with his equipment, would the jump be sanctioned by any governing body? if not why?

I know we could debate forever the above and still get no where so lets move forward. However, based on what we know: his age, 45 to 50, puts him out of the general population of sport jumpers of the day, his request for "two front chutes and two back chutes" puts his "lingo" out of a sports jumper. His cavalier attitude of equipment (chutes and clothing) choice makes it seem as if he doesn't realize the challenge he is facing. He new some things about the aircraft but not as much as he thought he did.

I believe all of these things, plus many more discussed here, add up to an inexperienced jumper making a jump that would challenge the most experienced. Could he have beat the odds? Sure. Finding nothing points as much to making it as it does to not. Finding a portion of the money in the condition it was found I think tips the scale to not but even still does not mean

	<p>its so.</p> <p>And lastly, I hope he did make it and he is alive. DB WHERE ARE YOU!!!!!!!</p>
<p>Ckret</p> <p>PM Friend</p> <p>Jumps : License : In sport: Jan 30, 2008, 8:31 AM Post #1551 of 1694 (1915 views) Shortcut Registered: Sep 7, 2007 Posts: 522</p>	<p>🔒 Re: [Orange1] Popular Cooper Myths Debunked - NEW [In reply to]</p> <p>With regard to the Vietnam grudge he would have been to old, the thought here was a son KIA.</p> <p>We already asked the military about jump conditions and their criteria for combat jumps. With the conditions on the 24th, the consensus was the mission would be scrubbed because the casualties from the jump would create a worse scenario on the ground, compounding the problem the mission was originally targeting.</p>

<p>SkydiveJack</p> <p>PM Friend</p> <p>United States Jumps : 7100 License : D 6486 In sport: 36 years</p>  <p>Jan 30, 2008, 2:21 PM Post #1567 of 1694 (1736 views) Shortcut Registered: Jul 18, 2003 Posts: 954</p>	<p>🔒 Re: [airtwardo] Rubber Bands - NEW [In reply to]</p> <hr/> <p>In Reply To In Reply To</p> <p>Hey Ckret</p> <p>Something Safecrack said got my attention. Usually when you get packets of money it has a paper wraping around it.</p> <p>Is it confirmed that these \$20 bill packets were wrapped with rubber bands before they were handed over to Cooper?</p> <p></p> <p>Isn't the paper on when it comes from the reserve?</p> <p>...since the #'s were recorded I doubt they put 'em back on.</p> <hr/> <p>I thought about that. But you don't necessarily need to break the bundles open to read the serial numbers. The paper wraping is around the center and the #'s are to the side of the bills. Anyway, it's just a thought and I was curious if it was confirmed that the Cooper money was handed over wrapped with rubber bands.</p> <p>Ckret?</p>
--	--

Ckret[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 30, 2008, 6:44 PM

Post #1572 of 1694 (1638 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [ryoder] Recovered Ransom - NEW [\[In reply to\]](#)

The money was provided by Seafirst bank which is now Bank of America. The money had been earmarked for situations such as these and was always on hand. It had been photographed and serial numbers recorded by their security so the FBI did none of this.

The money was then transported by SeaFirst bank security to a Seattle police detective who then drove it to the airport and handed over to NWA. The money was bundled in various counts so that no bundle was the same. Each bundle was secured by rubber band and different counts so that it appeared the money was hastily gathered.

Ckret[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 30, 2008, 6:55 PM

Post #1573 of 1694 (1631 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [Ckret] Recovered Ransom - NEW [\[In reply to\]](#)

SCPLF, the flight path is what you have, the only detailed area of the flight path is of the area I provided. The rest of it is marked on maps and I can scan it when I get a chance, but it is not of the detail of the map I provided, it's just a map with a line on it and you have drawn the right line.

As for the radar tapes, I cannot find where the tapes were ever given to the Bureau. All of the analysis was done by the Air Force and they most likely had their own procedures for storage of such tapes that did not include giving them to the FBI.

Ckret[PM](#) [Friend](#)

Jumps :
License :
In sport:

Jan 31, 2008, 6:13 AM

Post #1584 of 1694 (1833 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [airtwardo] Popular Cooper Myths Debunked - NEW [\[In reply to\]](#)

There is no way Cooper could have known Seafirst bank would provide the money, most all of the national banks could have been tapped for this. It was essentially a cash loan from SeaFirst to NWA. The reason SeaFirst provided the money was that NWA most likely had accounts with them.

(This post was [edited](#) by Ckret on Jan 31, 2008, 6:13 AM)

Ckret**Re: [jonstark] Popular Cooper Myths Debunked -**

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Feb 1, 2008, 8:47 AM

Post #1607 of 1694 (2027 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

NEW [In reply to]

From Coopers actions and requests it can be logically concluded Cooper wanted to jump just after wheels up. Cooper wanted to takeoff with the airstairs down, which could mean he wanted them down to insure they were open for his escape or he wanted to jump as soon as possible after takeoff.

Because Cooper began trying to open the stairs a few minutes after takeoff, it stands to reason he wanted out as fast as possible.

Cooper had problems getting the stairs to open and it was not until the captain slowed and leveled the plane that the stairs dropped. A few minutes after the pressure change occurred.

Cooper never requested a flight path, he never requested an update from the flight crew and no one reported he even had on a watch that he could have timed wheels up. Also, V 23 is not the only low altitude route south from Seatac.

Conclusion, Cooper had little idea where he was when he jumped. His original plan, based on what he thought he knew, was toast when the airstairs could not be open on takeoff. He now had to think on his feet. "no big deal, I'll just open them like they told and jump ASAP." More problems, the stairs won't open, "plan C" jump as soon as they do. Each minute that passes puts him a few miles from his original jump location. The stairs finally open, he tries to think what to do, "where am I, not where I wanted to be." tries to gauge it for a minute or two, then "F it, I am this far into it, I'll make it up as I goooooo....."

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Feb 3, 2008, 12:36 PM

Post #1679 of 1694 (3604 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [quade] Popular Cooper Myths Debunked -
NEW [In reply to]

<http://www.stevenrinhart.com/uploads/LarryCarrInterview.mp3>

POSSIBLE ARTIFACT LEAD

[airtwardo](#)

[!\[\]\(bcf44be7a64f701ba4a921f784741c1f_img.jpg\) PM](#) [!\[\]\(3b047d2f0a1523cb9de1889be394dac0_img.jpg\) Friend](#)

United States
Jumps : 3800
License : D
In sport: 36 years



Feb 5, 2008, 4:13 PM

Post #57 of 32690 (10974 views)
[Shortcut](#)

Registered: Oct 30, 2002
Posts: 26890

Re: [SKYWHUFFO] DB Cooper - NEW [\[In reply to\]](#)

[Quote](#) | [Reply](#)

In Reply To

[The pilot in me wonders where the B727 of Cooper fame is today?
I looked for a serial number on the net, but came up empty.

Any with info on this?

JSBIRD,

It died the death many of these planes did, It went to a scrap yard I don't remember the state other than not the boneyard in AZ. It was stripped and parted out. Hell, some of the parts could still be in the air somewhere.

<http://www.mypix.biz/natesnotes/db.htm> (NOW
<http://web.archive.org/web/20050222182019/http://mypix.biz/natesnotes/db.htm>)

What Happened to the 727?

The actual Boeing 727-051 used by Northwest that day was delivered on April 22, 1965 and registered as N467US with the FAA (it is shown in the photo above).

Some time before 1982 it was sold to Piedmont Air and re-registered as N383N.
It was acquired by Key Airlines in May of 1985 as N29KA.

It was then acquired by WorldCorp after Key went under in 1993.
According to a former member of the Key Air Operations team: "The Cooper story was well known to us as was the fact that we owned the "Cooper" B727.

Sadly, the aircraft was flown for one last time (empty) to the "scrap yard" in 1993 where it was as we say 'turned into beer cans.'

My boss (VP/GM of Key at the time) still has the aircraft identification plate from its last flight." (information quoted by Patrick Mondout)

Ckret

[PM](#) [Friend](#)

Jumps :
License :
In sport:

Mar 29, 2008, 11:23 AM

Post #625 of 32690 (6557 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [Orange1] If Cooper Lived... - NEW [In reply to]

[Quote](#) | [Reply](#)

I can't discuss the chute at this time, but will tell you about it in a few days.

The issue I have and will continue to have with posting here is that perception is reality no matter the fact. When someone has the ability to shape perception as he or she desires regardless to fact, I have issue with that from the stance of what and who I represent. I am sure you can see how this can be a big problem, lets try this one more time.

We have some breaks in the case to go over and actually I am surprised none of you caught it. Now more than ever I believe Cooper lost his money in the air and screwed into the ground without ever pulling.

I believe this for all of the reasons I have posted in the past that I don't have the energy to repost and the following:

Cooper had a choice when he picked which chutes to use in his jump, two belly reserves and two back reserves. Which one he chooses speaks volumes to his experience and knowledge of what he was getting himself into.

When faced with which belly reserve he was going to use and which he was going to cut up, he chose to cut up the good one. The other belly reserve was marked with X's and would have been "soft" to the touch when handled.

The agent who originally interviewed Cossey mistakenly reported it was sewn shut. It was not sewn shut, the canopy was cut in half and the panels then sewn together. This was done so that when students practiced deploying the emergency canopy they could easily gather it and quickly stuff it back in the container for another practice throw.

Anyone with any amount of experience would have known the x's on the container meant, "you might not want to use this one when jumping out of a plane." Also, when he picked it up it would have been very obvious, if you have any amount of experience, (by that I mean how tight containers are packed) that something was wrong because it would have been "squishy" (not my word but from someone who would know what the belly reserve would have felt like). If he deployed it, it would have been like one of those guns you pull the trigger and a flag comes out of the barrel that says, "bang."

Of course the counter to this is he did know and threw it out of the plane. If he took the time to throw one he would have thrown all. It makes no sense to throw only one.

Now the choice of the back chute and this is where I am surprised no one caught this. He had two choices, an NB6 with no padding and no sleeve or a fully padded Pioneer sport chute with a sleeve. If you had any knowledge of the challenges you were facing with the jump you were about to make, why would you choose the NB6, you wouldn't.

Also, the pull on the NB6 would have been challenging, not just from the 28' canopy put into it, but from where the handle was positioned. If Cooper wore his jacket his lapel would have covered it. It also had to be deployed by pulling in two directions, out and up. If Cooper would have just pulled in one direction the chute would not have deployed.

So here is my theory, nothing new juts more proof.

Cooper was in the military during the time frame of 1946 to 1951, give or take a few years. He was stationed out of McChord or Ft Lewis. He served on an air crew in some capacity and received cursory training in emergency exit (which is why he chose the military chute over the obvious choice, it was all he knew).

After leaving the military, he was employed in the airline industry but not in any fashion that would give him detailed knowledge but general knowledge of a planes. Most likely as a contractor for Boeing.

At some point in the late 60's or early 70's Cooper was fired or laid off and left the area. Cooper, where ever he went, never assimilated into his new life, no friends no wife no family. He formulated his plan not too long before November 71 and sold or threw out all he owned, because he was starting a new life.

He made his way to Portland's airport, no one missing him from where he came and no one missing him from his time in the northwest and airline industry.

I'll skip ahead (you know or have access to all the details):

He jumps and the pressure bump is felt by the crew, but not at 8:11 more around 8:15 to 8:20. The bag of money Cooper tied to him is instantly ripped from his waist as he tumbles. Cooper, not expecting the forces of the jump, desperately tries to pull the handle but he can't find it, panics and no pulls.

The theory on the money and its discovery by natural means in 1980 go here and I do believe it is the most solid.

Now what?

We have to find the farthest northwest location that the bag could have landed and emptied into the Washougal Water Shed, keeping in mind the 77 flood.

next we have to drop a canvass bag of money from 10,000 feet and see how far it travels under conditions. Then we have to take that data and extrapolate it to 11/24/71.

With these two items we can find a new flight path and location of the pressure bump. With that, we can come up with a new AB line and if cooper did a no pull locate his resting place at the new point A.

To find out who he was, we need a list of all who served on flight crews out of McChord from 46 to 51. I think we can rule out pilots, even if they were not jumpers they have to much awareness of the forces at play and would have thought better of the jump or did it like McCoy.

Once we have that list, find all from 5'10 to 6'1 brown hair, brown eyes. Then a quick background, if they were alive after 11/71 they can be ruled out. If they disappeared after 1971 then we have a suspect.

The first part is do-able, the second will take some huge effort and the cooperation of those who have other things to worry about right now.

Ckret

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Mar 29, 2008, 12:49 PM

Post #633 of 32690 (6222 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [stratostar] If Cooper Lived... [[In reply to](#)]

[Quote](#) | [Reply](#)

- 1) using logic, you take the best you have to survive the jump. If not why do it. No matter which chute you take the FBI is going to think you are a jumper.
- 2) He can't be sure of what is in either rig because he never repacked.
- 4) Why would you destroy the good belly reserve and take the demo, you may need the reserve on the way down? If Cooper is methodical he would have thought, "let me take a look in this demo before I destroy something I may need." (can't have it both ways, he either planned it well all the way through or bumbled)
- 6) He knew Tacoma from the air and McChord with distances to Seattle locations. Air flight in 71 was not common for most.

	<p>To be able to spots cities from the air that blend into one another points to repeated air travel. He most likely got in the military, flying over the area.</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Mar 29, 2008, 2:51 PM</p> <p>Post #643 of 32690 (6127 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>Re: [Albert18] If Cooper Lived... [In reply to] Quote Reply</p> <p>Mark i forgot to add that, your right, the Pioneer had D rings.</p> <p>In regards to putting the money in the belly reserve, we don't know. Because he cut the canopy out of the container instead of just cutting line i believe he did want to put the money in the container. There was too much (another indicator he did not think this out, if he did he would have asked for 100's) so it would not fit. thats my guess.</p> <p>(This post was edited by Ckret on Mar 29, 2008, 3:05 PM)</p>
<p>low_pull1</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p></p> <p>Mar 29, 2008, 8:35 PM</p> <p>Post #661 of 32690 (6198 views) Shortcut</p> <p>Registered: Aug 4, 2007 Posts: 319</p>	<p>Re: [low_pull1] Money Bag - NEW [In reply to] Quote Reply</p> <p>Found it:</p> <p>Freefall simulation (c) 7/25/1999 John Kallend</p> <p>Purpose: to determine the most likely trajectories of (groups of) skydivers with different fall rates, given the fall rate, airplane speed, and winds</p> <p>http://www.iit.edu/~kallend/skydive/</p> <p>(This post was edited by low_pull1 on Mar 29, 2008, 8:41 PM)</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Mar 30, 2008, 12:06 PM</p> <p>Post #682 of 32690 (5974 views) Shortcut</p>	<p>Re: [Orange1] If Cooper Lived... - NEW [In reply to] Quote Reply</p> <p>Orange</p> <p>There are people named Dan Cooper, one of them had a minor criminal record. Law enforcement was doing background checks on all Dan Coopers while the plane was still in the air</p>

Registered: Sep 7, 2007
Posts: 522

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Mar 30, 2008, 1:49 PM

Post #689 of 32690 (5890 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [SafecrackingPLF] If Cooper Lived... - NEW [\[In reply to\]](#)

[Quote](#) | [Reply](#)

The reason the cockpit crew referred to it as a knapsack is because he asked for the money to be in a knapsack. the crew up front never saw cooper or anything that was given to him, so the assumed it was a knapsack he tied around his waist, not the canvas bag he tied up with chute cord.

[Ckret](#)

 [PM](#)  [Friend](#)

Jumps :
License :
In sport:

Mar 30, 2008, 2:13 PM

Post #692 of 32690 (5870 views)
[Shortcut](#)

Registered: Sep 7, 2007
Posts: 522

Re: [Ckret] If Cooper Lived... - NEW [\[In reply to\]](#)

[Quote](#) | [Reply](#)

Tina described the way he was dressed which the description from beginning to end never changed. I believe if he had changed clothes she would have noted that. There is another item I have never posted or talked about much, that's Alice Hancock.

When I have a chance on monday I'll bring her into the picture more. The only thing she adds to the mix is something I have not been able to confirm through any of Tina's statements.

Hancock got off in Seattle. As she was leaving she remembered she forgot her purse and went back to get it. It was near Cooper, she approached and asked his permission if she could retrieve it. He said of course, I am not going to hurt you (I'll get her exact words in the morning).

She said when she was getting her purse she noticed Cooper was wearing or in the process of putting on one of the chutes. If we combine that with Mucklow stating to the crew when she entered the cockpit a few minutes after takeoff, "I think he is getting ready to jump." It lends to my theory of why he wanted the stairs down at takeoff, which is, he fully intended to jump just after wheels up.

It makes me think Mucklow must have, or the agent interviewing her glossed over the way Cooper was dressed as

	<p>she last saw him. She stated he was securing the bag to his waist. Perhaps there was an assumption by both Tina and the agent that it was known Cooper had the chute on at this point and there was no need to document it, just the final securing of the money bag</p> <p>It would make sense that Cooper had the chute on when he was securing the bag to himself. After all, if he did not have the chute on, what would he be securing the bag to?</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Mar 30, 2008, 2:23 PM</p> <p>Post #695 of 32690 (5862 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>Re: [grimmie] If Cooper Lived... - NEW [In reply to] Quote Reply</p> <p>Cooper a Canadian? They are too nice, it could never be.</p> <p>He could have not have brought any gear on board. the plane was doing hops from across the country, landing here and there, refueling and off again. Which means no confederate sneaking on and placing equipment.</p> <p>I doubt he was doing changing in the bathroom, he did not bring any bags on that could have concealed clothing.</p> <p>The only way to make the pressure bump is to jump off the airstairs. So yes, he jumped</p> <p>I have made it a point not to bother anyone from the past unless they make it clear they want contact. I am not re-investigating the Cooper case, merely releasing the information. if something comes up that needs new investigative work i will do that.</p> <p>i have talked to Jo at length several times, there appears to be no evidence, that's the problem.</p> <p>(This post was edited by Ckret on Mar 30, 2008, 2:24 PM)</p>
<p>Ckret</p> <p> PM  Friend</p> <p>Jumps : License : In sport:</p> <p>Mar 30, 2008, 2:32 PM</p> <p>Post #698 of 32690 (5853 views) Shortcut</p> <p>Registered: Sep 7, 2007 Posts: 522</p>	<p>Re: [ltdiver] If Cooper Lived... - NEW [In reply to] Quote Reply</p> <p>Couldn't have just tied the bag to himself, he used the two sections of cord he cut to wrap them around the bag and with what was left made a closed loop. My guess is when he put on the harness he put a strap through the loop and click it secured with the quick release. I guess if he was wearing a belt he could have put an end of the belt through the loop and re-fastened the belt around his waist.</p> <p>(This post was edited by Ckret on Mar 30, 2008, 2:34 PM)</p>

http://www.dropzone.com/cgi-bin/forum.cgi?do=post_view_flat;post=3110098;page=31;sb=post_latest_reply;so=ASC;mh=25;

(last left off)