

BA 164-170

Baltimore, Maryland

February 26, 1974

RE: SAMUEL JOSEPH BYCK (Deceased);
 FREDDIE DE WAYNE JONES -
 VICTIM (Deceased);
 [REDACTED] - VICTIM;
 PATROLMAN GEORGE NEIL
 RAMSBURG - VICTIM (Deceased)
 Attempted Hijacking of Delta
 Flight 523, Baltimore-Washington
 International Airport,
 February 22, 1974
 CRIME ABOARD AIRCRAFT - ATTEMPTED
 HIJACKING; POLICE KILLINGS

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At approximately 7:03 a.m., February 22, 1974, Delta Flight 523 was in the process of loading passengers at Gate C-8, Baltimore-Washington International (BWI) Airport. Officer George Neil Ramsburg, BWI Airport Police, was on duty at Gate C-8 as required by current Federal Aviation Administration regulations to assist if there was any problems at the gate while passengers were being screened prior to boarding. The screening was being accomplished by Burns Security Guards.

Approximately eight persons had boarded the flight when Samuel Joseph Byck was observed behind Officer Ramsburg and pulled a .22 caliber Smith and Lesson, 6-shot revolver from underneath his coat. Two shots were heard and Officer Ramsburg was hit in the back with one shot and died immediately. The shot was determined to have hit a bone and then severed the main aorta. Byck then jumped the security chain, went down the boarding ramp and boarded the aircraft with the .22 caliber revolver in his hand. Aboard the aircraft he ordered the plane off the ground and fired a shot into the cockpit. He then ordered the stewardesses to close the door and both stewardesses then left the plane and attempted to close the door from the outside.

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Officer [redacted] Anne Arundel County Police Department, who assisted FBI Airport Police at the boarding gates heard the shots fired at Officer Ransburg. Officer [redacted] ran to Officer Ransburg, determined the officer was dead, took the officer's 357 magnum gun and proceeded down the jetway to the aircraft, where he observed the stewardesses trying to close the door. He told the two stewardesses to get down and fired one shot at Byck, who was observed holding the .22 pistol. Officer [redacted] then fired two shots through the porthole and ran down to assist shooting the tires out on the plane.

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During this period of time, [redacted] who was sitting in the first-class section of the aircraft, was forced to the cockpit by Byck, and observed blood on Pilot [redacted] right shoulder. [redacted] observed the co-pilot, Freddie Jones, to be slumped over. The hijacker said, "All I want do do is go to Washington" and then allowed [redacted] to return to her seat where she heard two more gunshots.

Byck then came into the first-class section and returned to the cockpit where two more shots were heard. He then returned to the first-class section, reloaded his gun and forced [redacted] a passenger who was in the first-class section, to go to the cockpit with him, where both the pilot and co-pilot were slumped over. Byck then fired one shot directly into the pilot and one shot directly into the co-pilot.

At this time, Officer [redacted] returned to the door of the aircraft and again began firing through the outside of door. At this time, [redacted] was being held by Byck. She then was allowed to return to her seat and several more shots were heard and then Byck was observed to be laying on the floor of the aircraft near the cockpit entrance. The passengers exited the aircraft via emergency doors located over the wings.

Officer [redacted] FBI Airport Police, then opened the aircraft door and discovered Byck lying on the floor with an attache case under his body, which smelled like gasoline. The attache case was determined to have held two one-gallon plastic jugs of gasoline, but no ignition device

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was found. There were 15 holes drilled in the corner of the attache case; the specific purpose of these was not determined.

The weapon used by Byck was determined to be a Smith and Wesson .22 caliber, six-shot, 6" barrel revolver, model 17, K22 Masterpiece, serial number K392974.

In subject's pockets were found approximately 40 .22 caliber bullets and five .38 caliber bullets. No identification or airline tickets were found either on the person of Byck or in his attache case.

Byck identified by fingerprint identification based on Byck being printed by United States Army in 1954. Byck described as white male, born January 30, 1930, 5'11", 252 pounds, black hair with gray, Social Security Number 183-22-9153, address 504 Lawler Terrace, Philadelphia, Pennsylvania.

Preliminary autopsy report by Dr. Russell Fisher, Chief Medical Examiner, Baltimore City, revealed that Byck had been hit with two 357 bullets in the area of the stomach and chest. A .22 caliber bullet was found in his head, which was self-inflicted and which was the cause of death. Co-pilot Freddie Jones was determined to have been hit three times, once in the shoulder, once in the stomach area and once directly over the left eyebrow. Pilot [redacted] who is currently in critical condition, was hit three times in the area of the liver and the shoulder. b6 b7c

Located at the BWI Airport parking lot was a 1967, four-door Buick sedan, VIN 435697B111820, Pennsylvania license 8V9751, which was determined to have been owned by Byck. In the interior of the vehicle was found Byck's wallet containing one \$10 bill and a registration for the vehicle. Located in the trunk was the keys to the vehicle, Byck's clothing, three boxes of .22 shells, miscellaneous papers and a tape recorder with a tape on it. The tape indicated that Byck had made a recording the morning just prior to the hijacking attempt, in which he indicated that he was tired of living and made specific reference to the flight leaving at 7:15 a.m. The tape rambled on with the general indication that he was tired of living and that the country had been raped and plundered by the current administration in Washington.

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Referral/Direct

A review of Byck's Secret Service file in
Washington, D.C. revealed that

