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RESEARCHING AMELIA

A detailed summary for the serious researcher into the disappearance of Amelia Earhart

BY RICHARD G. STRIPPEL
PHOTOGRAPHY FROM THE MICHAEL O'LEARY COLLECTION

At 10:00 am, 2 July 1937, while attempting an around-the-world flight, 39-year-old Amelia Earhart gained her fuel-laden Lockheed 10E Electra off the short grass runway at Lae, New Guinea. Officially, that was the last time she was seen alive. Earhart and her navigator, Frederick J. Noonan, never made it to the next stop at tiny, mid-Pacific Howland Island, a 2556-mile journey.

Howland, a treeless dot, had been discovered by an American whaler in 1822 and its guano harvested. In 1934, US claims were reasserted. It was being considered as a "stepping stone" on an air route between the US and Australia.

Theories and "evidence" about Earhart's disappearance proliferate like variations on folk tales, ranging from the provocative to the patently absurd.

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WITNESSED TAKEOFF

Elsa Birrell is believed to be the only person still alive on the 50th anniversary of Amelia's flight who saw her and Noonan take off from Lae. She was 70 in 1987. Mrs. Birrell was helping her mother run the hotel where Earhart stayed. "She wanted a room on her own and didn't really mix with people," Mrs. Birrell recalled.

"I remember the plane could barely lift on takeoff," said Mrs. Birrell. "We all rushed out to watch her go; it was a very brave thing she did."

By noon of the next day, also 2 July, across the International Date Line, the Coast Guard had begun a search for the two aviators that would end in futility, only to begin one of the most intriguing mysteries in aviation history. Amelia Earhart's disappearance catapulted her from a winning celebrity to a legend.

BACKGROUND

Amelia Earhart's voyage has been retraced successfully and her image has been printed on a stamp. Her bright red Lockheed Vega 5-B used in the 1932 transatlantic and cross-country flights, along with her flight jacket and radio, are on display at the National Air and Space Museum in Washington, D.C. The legend surrounding Amelia Earhart has obscured many of the facts of her life—which differ from source to source.

Amelia Mary Earhart was born in Atchison, Kansas, on 24 July 1897, the first child of rail-claims agent and lawyer Edwin Earhart and the former Amy Otis. Her sister, Muriel Earhart Morrissey, recalled the two girls were raised in gym suits instead of skirts and were given footballs and rifles by their father who took the family on trips in a company Pullman car.

The Earharts moved to Des Moines in 1907, where on her sixth birthday Amelia saw her first airplane at the Iowa State Fair. She came away thinking it an unattractive combination of wire and wood.

In 1913, the family again relocated when Edwin went to work in St. Paul. In 1915, she and her mother and sister moved in with friends in Chicago because of Edwin's drinking. Following high school graduation, she served as a nurse's aide in a Toronto military hospital. Here, she heard World War One flying aces recount their adventures. At war's end she enrolled at Columbia University in New York to study medicine but soon changed her mind.

Amelia quit college and went to Los Angeles, where her parents had now moved. She wanted to be with her mother and father, whose marriage was breaking up over Edwin's alcoholism. But the flying bug bit. Her first flight was with speed pilot Frank Hawks. Under the wing of teacher Neta Snook,



Amelia checks out the blueprints of her Lockheed Model 10E as the aircraft nears completion at the Lockheed factory in Burbank. Fifteen Model 10E Electras were built but the most famous was Amelia's NR16020.

Earhart solved for the first time in 1920.

To pay for flying lessons, Earhart worked wherever she could, including stints in a telephone office, at a photography studio and behind the wheel of a truck. Her mother helped finance her first airplane in 1922. Three months later, she set the altitude record for women, climbing to 14,000 feet. After her parents' divorce, she and her mother moved East and Amelia drifted into social work at Boston's Denison House.

ATLANTIC PASSENGER

In 1928, while at Denison House, Amelia was plucked from obscurity by promoter/publicist George Palmer Putnam (GP). Socialite Amy Phlips Goss had wanted to make a transatlantic crossing, but her parents forbade it. Still, she wished a woman to be on the flight, so she asked Putnam for a candidate. Earhart, named by Boston promoter Capt. Hilton R. Railey, was chosen.

On 17 June, a year after Lindbergh's flight, Amelia flew as a passenger from Newfoundland to Wales in the Fokker C-2 Friendship with pilot Wilmer Stultz and navigator Louis Gordon. In 20 hours, 40 minutes, Amelia Earhart became the first woman to cross the Atlantic by air. She was an instant celebrity. Upon her return to the US, Earhart, promoted by Putnam, plunged into her new role of "aviatrix" with a zeal she had seldom shown before. She polished her limited and rusty flying skills.

Amelia was selected to be the first president of the Ninety-Nines, a group of women aviators named for its number of charter members. In 1929, she became vice president (for "endorsement" purposes) of the New York, Philadelphia and Washington Airways Corp., and placed third in a Women's Air Derby Race from Santa Monica, California, to Cleveland. In 1930, she set a speed record of 181.1 mph. She also flew coast to coast four times.

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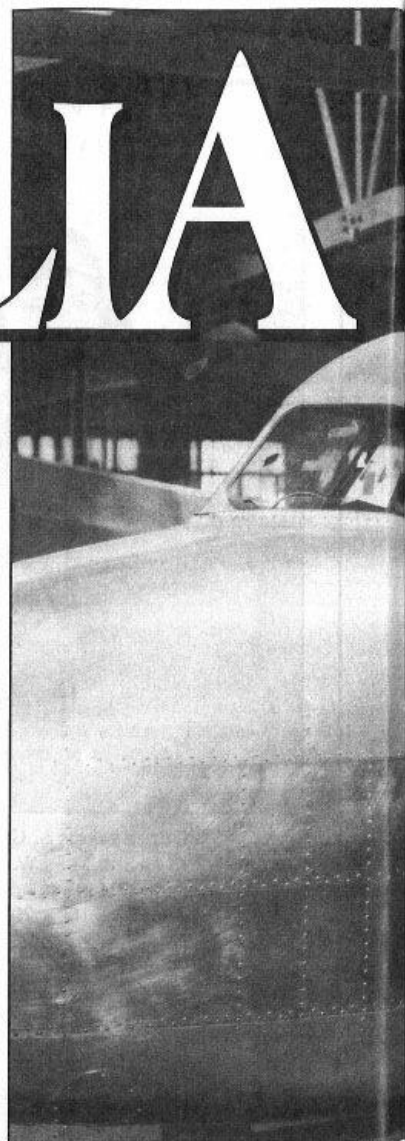
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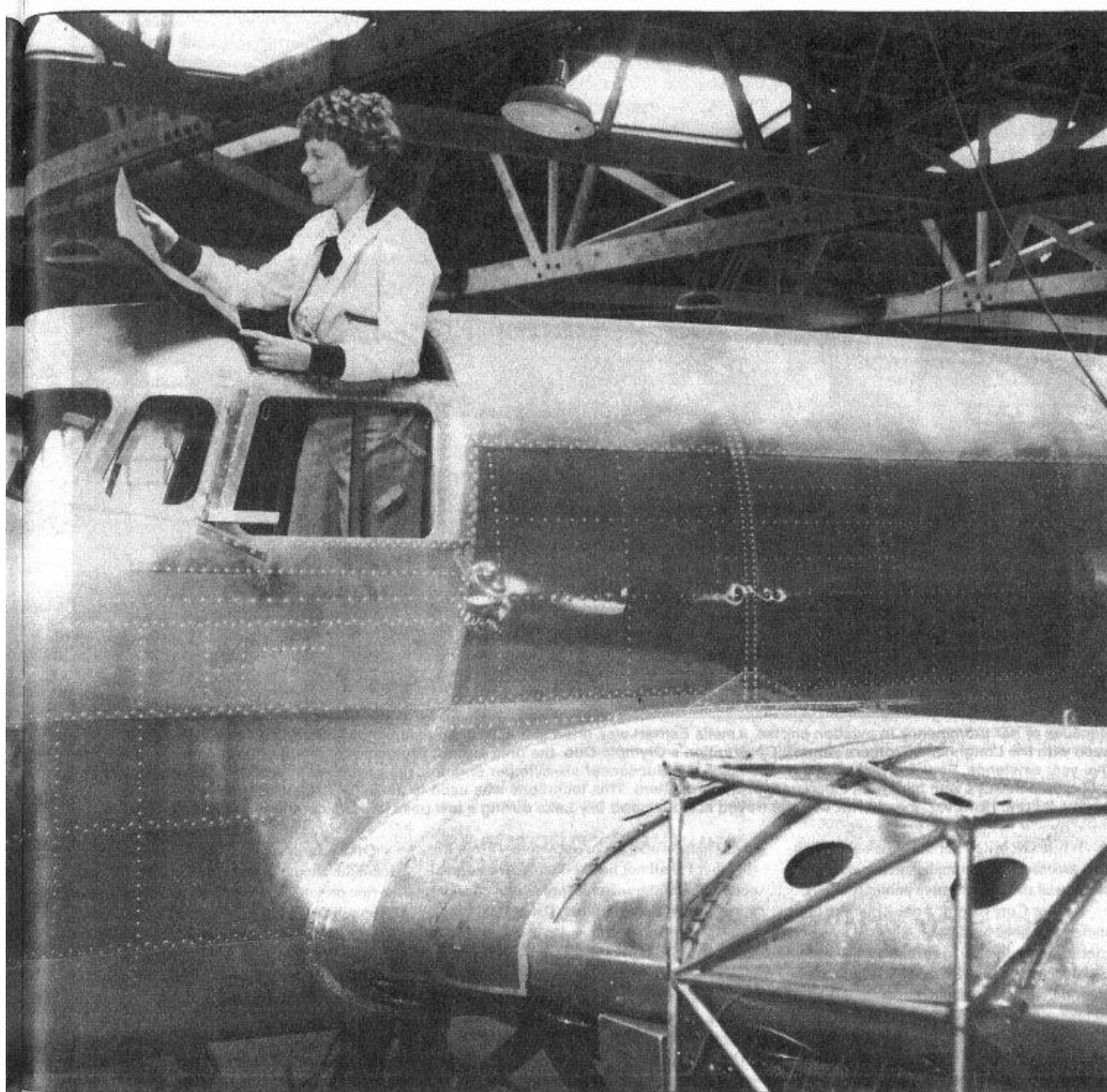
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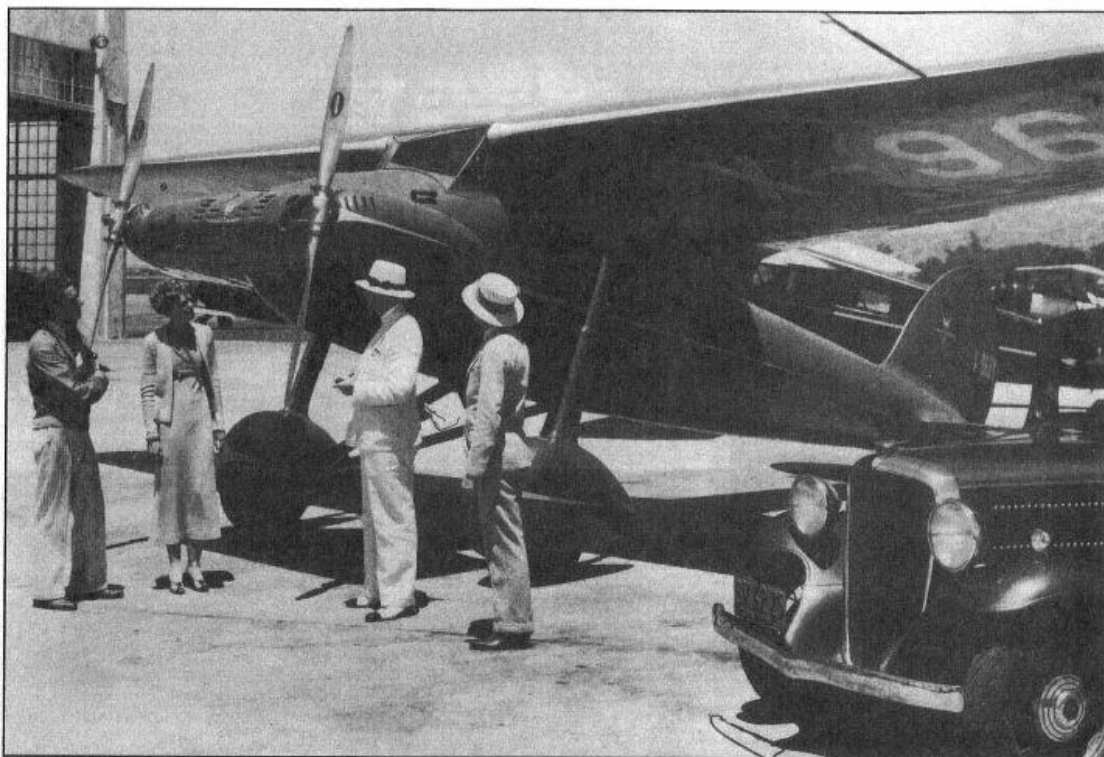
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Because of her prominence in aviation circles, Amelia Earhart was often called upon to examine new aircraft. In this instance, she is seen with the Loughhead Brothers Aircraft Corporation's Olympic-Duo, the only aircraft produced by the offshoot company during its five year existence. Powered by two 130 hp Menasco B-6 Buccaneer six-cylinder engines, the advanced aircraft had the powerplants mounted sideways with minimum clearance for the propellers. This technique was used to minimize problems in the event of an engine failure. However, the aircraft was destroyed at Rosamond Dry Lake during a low pass and the company folded shortly after.

While GP billed her activities as significant aeronautical accomplishments, many others viewed them as lucrative publicity stunts.

Author Corey Ford, a one-time Putnam staffer, described his boss as, "the past master of literary legerdemain, a skilled conjurer who could palm an author, pull a best seller out of a hat, flourish his wand and transform a channel swimmer or explorer or aviator into a national sensation. With his knack of showmanship, he publicized the memoirs of page-one celebrities who sparked briefly and then, as they began to fizzle, were discarded for the next headline hero."

Ford continued, "Everything to Putnam was for sale. His enthusiasms were strictly mercenary; he seemed incapable of genuine affection."

GP was a publicist, a "press agent" par excellence, and this was often an irritant to people around him, since he frequently displayed all the negative connotations the word implies. But, while both he and Amelia were Brahmins, neither had inherited wealth. They owed their very livelihood to his financial exploitation of her activities. He did his job well, deliberately fabricating a hero legend which, more than a half-century later, refuses to die.

On 8 February 1931, Amelia Mary Earhart married Putnam. He had only recently divorced Dorothy Binney, the Crayola heiress. Writer-aviatrix Faye Gillis Wells has confirmed that Amelia's marriage was more one of business than

love. On the wedding day she wrote: "In our life together I shall not hold you to any medieval code of faithfulness to me, nor shall I consider myself bound to you similarly," it read in part.

ATLANTIC SOLO

On 20 May 1932, the fifth anniversary of Lindbergh's flight, Amelia thundered out of Newfoundland in a crimson Lockheed Vega. After 14 hours, 56 minutes, she touched down in an Irish meadow. She admitted that she had no idea where she was.

In an era when America was obsessed with records and fascinated by what airplanes and pilots could do, Earhart set a number of them — all highly publicized by Putnam. Later in 1932, she set the women's nonstop cross-country record, zipping from Los Angeles to Newark, New Jersey, 2447 miles, in 19 hours, 5 minutes. The next year, she cut two hours off her record. She lectured and lent her name to a line of luggage and women's clothing.

In her PR role, Amelia spoke often about air travel and how safe and convenient it was. Opinions rang on how much Putnam pushed her, but she certainly undertook many of her activities with enthusiasm. She (and Charles Lindbergh) supposedly chafed at the title "Lady Lindy." Wearing his distinctive-style helmet, she bore a surprising resemblance to Lindbergh, and the Putnam-created appellation stuck.

On 11 January 1935, she took off from Honolulu, attempting another feat — to become the first person to fly from Hawaii to California. Although the event was said to be a competition open to all, Sydney Bowman, president of the Pan Pacific Press Bureau, a Honolulu public relations agency, and island sugar interests, had already assigned the \$10,000 "prize" to Amelia. Notwithstanding wide criticism, she bylined an orchestrated first-person magazine article and worked on other promotional activities for island sugar barons.

Then, on 19 April, she flew 1700 miles from Burbank to Mexico City; on 8 May she became the first person to solo from Mexico City to Newark, New Jersey. Putnam had the Mexican government agree to overprint a regular issue with an Earhart salute to honor her 19 April 1935 flight. The Putnams kept 250. Within months, the stamps were worth over \$100 each. Many were sold separately or at a premium affixed to autographed covers. Outraged philatelists loudly condemned the deal.

She was the first woman to receive the Distinguished Flying Cross and the first woman to receive the Special Gold Medal of the National Geographic Society, presented by President Herbert Hoover.

Amelia became a visiting vocational counselor for women at Purdue University. In 1936, a Purdue purpose-formed, not-for-profit foun-

dation bought her an \$80,000 Lockheed Model 10E Electra. She called it her "flying laboratory," a phrase widely used at the time to describe special-purpose aircraft. Initially, Earhart vehemently denied she wanted to use the craft for "publicity-stunts flights," now in official disfavor with the US Department of Commerce. Instead, she claimed that she would do people-oriented research.

Amelia Earhart was no longer the star attraction she had once been. Now fortyish, her flying exploits had become less frequent and she no longer commanded page-one headlines. Aviation was growing up. Her accomplishments were being viewed in a different perspective. Many people now realized they had been money-making stunt-type exploitations of her none-too-proficient flying skills.

AROUND THE WORLD

Early in 1937, after several denials, Earhart announced plans to fly around the world. She and Putnam claimed it would be a scientific endeavor. She would not only be the first female aviator to circumnavigate the globe but also the first human to do so by flying 27,000 miles near the equator. Part of the necessary funding would again come from the sale of "stump covers."

"I want to do it because I want to do it," said a smug Earhart speaking of the proposed world flight. "Women must try to do things as men have tried. When they fail, their failure must be a challenge to others."

By 1937, flying around the world was no great achievement. The US Army had done it first, 14 years earlier, with a flight of Douglas biplanes. Ex-parachute jumper and wing-walker Wiley Post, with his Australian navigator, Harold Gatty, accomplished it in 1931 to beat a Graf Zeppelin record. Post, at the time the personal pilot of an oil executive, repeated the venture two years later, this time alone. The trip could even be made by commercial airlines. *New York World Telegram* correspondent H. R. Eakins did it in 18 days in a competition among newspaper reporters.

RECENT BOOKS PROVIDE NEW INSIGHTS

Three books published during the 1980s do much to strip away the myth surrounding Amelia Earhart. *Aviatrix*, Elinor Smith's autobiography, details several unpleasant brushes with Amelia and Putnam, while biographers Doris L. Rich and Mary S. Lovell present unvarnished appraisals of her personality and skill.

The biographies cover much the same territory (although they occasionally disagree), and give credence to Earhart's alleged deficiencies as a pilot. They refer to the claims made by Elinor Smith in her autobiography. Smith believes Putnam sabotaged her own career, and once called him "the most unprincipled son of a bitch I've ever met."

Rich and Lovell also rely on comments made by Earhart's mentor and longtime technical advisor, Paul Mantz. His relationship with Putnam turned sour shortly before the start of the second around-the-world attempt.

According to Smith, Mantz claimed Putnam

was pushing Amelia far too hard and that he wasn't being reimbursed for materials and services Putnam had authorized him to buy. Mantz dropped out of the project.

Both books provide new insights into Amelia's personal affairs by quoting from letters that were found in 1975 in a house in Berkeley, California, where Amelia's mother and her younger sister had lived. Muriel donated the collection in mid-1983 to Radcliff College's Schlesinger Library on the History of Women in America. It was passed on to the Smithsonian Institution in November 1990. The collection includes letters, speeches and articles offering congratulations on Amelia's triumphs, condolences on her disappearance and communiques from psychics, spiritualists and other clairvoyants claiming knowledge of her whereabouts. Some speculated on her being alive on isolated Pacific islands.

A PREGNANT EARHART?

More than a half-century has passed since Albert Bresnik's final conversation with Amelia Earhart, but the 80-year-old (who recently passed away) still recalls the moment with a fond smile. In May 1937, Bresnik, Earhart's personal photographer, visited with her on the eve of her departure on her ill-fated flight.

"I'm quite sure that Amelia's last words to me were: 'This is the last trip I'm going to make,'" recalled Bresnik. "'From now on, I'm going to be a regular woman.'" Bresnik: "Does that mean a baby is on the way now?"

Earhart refused to answer, he said, offering only a shy smile. Perhaps she was joking. Perhaps she hadn't yet told her promoter husband that she was pregnant. Or maybe the couple planned to announce it upon her return.

BRADFORD WASHBURN REMEMBERS

In the Spring of 1992, Bradford Washburn, explorer, photographer, writer, cartographer, researcher and museum administrator, recounted Earhart memories. Washburn served as director of Boston's Museum of Science for 40 years. Nearing 85 years of age, he now acts as lifetime honorary director.

"George Putnam had wanted me to be her navigator on that around-the-world flight...I think George wanted me to do it (because he) had been my publisher for a couple of boys' books I'd written...We spent a whole evening together going over her plan on that," Washburn said.

"I knew a lot about radio at that point," Washburn noted. "You had to in order to do what we were doing in Alaska (exploring and aerial photography). She refused to have a trailing antenna which made it virtually impossible for her to communicate with ship which...(transmitted on 500 kHz).

"The other thing I said she had to have was radio on Howland Island. There were people all over this country who would have paid to be her radio operator on Howland Island. All you needed to do was to dit-dit-dit-dah, and the minute she got within 500 miles of the island she would have picked it up with her loop and gone right in to the island."

The US Department of the Interior main-

tained an amateur radio station on Howland, staffed by young Hawaiian "hams." On the morning of the loss, an *Itasca* radioman was also on the island, operating a prototype radio direction finder receiver which later became a source of controversy.

FLIGHT SEEMED JINXED FROM THE START

Amelia Earhart's world flight seemed doomed from the beginning. Her first attempt began on 17 March 1937, when—flying east to west—she left Oakland, California, and headed for Hawaii, arriving there 15 hours and 47 minutes later. On 20 March, as she was taking off from Luke Field, Hawaii, bound for tiny Howland Island, she ground-looped her Electra, damaging it extensively. Much later, co-navigator Harry Manning blamed the accident to poor piloting.

Amelia's "flying laboratory" was shipped back to the Lockheed factory, where it was repaired and her plans reformulated.

During her hiatus, famed Marine Corps pilot Maj. Al Williams denounced the project (and Earhart's piloting skill). "Nothing is said about the thousands of dollars which she and her husband expected to get... Nothing at all hinted of the fat lecture contracts, the magazine and book rights... No, the whole affair was labeled as 'purely scientific' for public consumption."

Williams concluded, "It's high time the Bureau of Air Commerce took a hand... and not grant Miss Earhart permission to make another attempt."

Adding to her problems that May, Amelia's pilot's license was up for renewal. According to biographer Doris Rich, the BAC inspector who conducted her check ride said she came closest to flunking of all the pilots he had ever tested.

FINALLY, OFF AND RUNNING

On 20 May, she took delivery of her restored Lockheed Electra, then flew to Miami, Florida. Pan American Airways mechanics performed last-minute fine-tuning of the aircraft. On 1 June, she and navigator Noonan boarded their twin-engine craft at Miami International Airport and set out on a west-to-east course. The route now would be Puerto Rico, South America, Africa, Burma, Singapore, Australia, New Guinea, Howland Island, Hawaii, then back to Oakland.

The flight took them to Venezuela, Dutch Guiana (now Suriname), and then to Natal, Brazil, from where they crossed the Atlantic on 6 June. Approaching the coast of Africa, pilot and navigator disagreed on direction. Earhart wound up landing miles away from their destination. Only later would the error be tied to a proven navigational procedure known as a "Single-Line Approach" or "Sun Line Approach" (SLA). After four stops in Africa, the Lockheed headed for the Indian subcontinent, landing in Karachi, India (now Pakistan), on 15 June.

They reached the Indonesian island of



Amelia poses with a Curtiss-style pusher at an air meet in the mid-1930s. Husband George Putman was always looking for ways to exploit the female flyer since she was the main source of family income.

Timor on 27 June. According to Doris Rich, when Earhart arrived in Bandoeng, Java, she circled the field for 15 minutes, "alarming observers. She may have panicked the way Mantz claimed she had (landing) at Honolulu the previous March, when she shouted at him to pull up and circle the field in a frenzy he diagnosed as 'extreme pilot fatigue.'"

In the then-Dutch East Indies they were held up twice by "malfunctions." Theories expressed: (a) recovered alcoholic Noonan had "fallen off the wagon;" (b) a pregnant Earhart was suffering morning sickness; (c) higher-power engines were fitted that would somehow allow a spy flight. They then had a two-day lay-over at Port Darwin, Australia, where health certificates were checked and a fuse replaced on her radio direction finder. On 29 June, they flew to Lae, New Guinea, two-thirds of the trip over, 7000 miles to go.

MOST DANGEROUS LEG

From the outset, the Lae to Howland to Hawaii leg was considered the most dangerous because it was entirely over water in a part of the world known for sudden and sometimes violent weather changes.

At Lae, the Lockheed was further stripped of "non-essentials." One of the items thrown out was an antenna loading coil without which her radio transmitter could not send on the long-wave frequency of 500 kHz, the international distress and direction-finding channel.

However, the radio's trailing wire antenna itself had been removed earlier.

For navigation checks and in case of emergency, the US Navy had stationed the tug USS *Ontario* halfway between Lae and Howland, the Coast Guard had the cutter *Itasca* at Howland, and the seaplane tender USS *Swan* was between Howland and Hawaii. All three had long-wave communications capability.

Before departing from the 3000-foot dirt and grass runway at Lae Earhart had written, "the whole width of the world has passed behind us except this broad ocean. I shall be glad when we have the hazards of its navigation behind us."

The 10E lifted off from Lae at 10:00 am on the morning of 2 July. Concurrently, it was also 0000 hour Greenwich Civil Time (GCT), later called Greenwich Mean Time and now called Coordinated Universal Time. Amelia Earhart's Estimated Time of Arrival at Howland was 1800 GCT...18 hours away. Downline weather had been forecast as "meteorologically average" for the season.

Simple division shows her required average speed over the 18 hours and 2556 miles from Lae to Howland would have to be 142 mph. A "performance guarantee" letter from Lockheed to George Putnam, now in Purdue University archives, states that the Electra's best range speed was 145 mph.

Earhart had frequent unsubstantive "cross-band" communications with the Lae airport

radio operator on her daytime radio frequency of 6210 kHz. He transmitted on his regular 6540 kHz channel. At 0720 GCT, she sent a position report which placed the flyers near Ontong Java island, right on course, but somewhat behind time. Shortly thereafter, she told the Lae operator she was changing to her night frequency of 3105 kHz. Lae never heard her again.

At 1747 GCT (6:17 am the following morning Howland time — in 1937, the US Navy and Coast Guard subdivided time zones into half-hour periods), after hearing several unsubstantive transmissions, the *Itasca* received a message on 3105 kHz from the plane indicating Earhart believed she was "200 miles out."

A half hour later, she was heard to estimate "100 miles out," leading some to erroneously speculate she was traveling at 200 mph. The sun had just risen and, far more probable, Noonan had revised his dead reckoning with a sun shot.

On the *Itasca*, the Coast Guard radioman operating the direction finder was unable to get a bearing. The same was true for the operator of an "experimental" set on Howland. It was later alleged that its batteries had worn out.

The next message heard was 7:30 am Earhart thought she was "on you."

Itasca answered each Earhart transmission — without acknowledgment.

The final message came at 8:44 am (2014 GCT), when they would have been desperately

low on fuel: "We are in a Line of Position 157-337 running north and south" (indicating they were flying back and forth along what in navigation parlance is called a "sunline"). Then, "Will repeat this message on 6210..." (she was changing radio frequencies to her daytime channel).

Itasca responded urging Earhart not to change frequency. There was never any indication she heard the message. *Itasca* never heard her again.

However, the radio operator on Nauru Island did hear Amelia Earhart that morning on 6210 kHz at 2031, 2033 and 2054. He forwarded the reception report to RCA's Bolinas (San Francisco) with the following comment:

"SPEECH NOT INTERPRETED BAD MODULATION OR SPEAKER SHOUTING INTO MICROPHONE BUT VOICE SIMILAR TO THAT EMITTED IN FLIGHT LAST NIGHT WITH EXCEPTION NO NOISE OF PLANE IN BACKGROUND."

Bolinas passed the message to the Coast Guard's San Francisco Division which relayed it to the *Itasca*, where it was logged in at 2300 Howland time (11:00 pm 2 July).

Some "investigators" have misconstrued these transmission with a 1030 GCT message of the previous night: "Ship in sight ahead." This was heard on Nauru, not only by the island's radio operator, but also by other residents, including the British police director. The researchers have turned a "ship" into "land" and added twelve hours in order to support a Marshall Islands flight termination theory.

Hours after the plane would have run out of fuel, Navy, Pan American Airways, and amateur radio operators as well as short wave listeners began hearing purported distress signals. The transmissions continued for several days. Experts later doubted they were from Earhart, but more likely from pranksters.

The disappearance triggered a naval search, with the battleship *Colorado* (with four planes), the aircraft carrier *Lexington* (with 62 planes), and

two destroyers sailing from Hawaii, 1800 miles away. Together with the *Itasca* and the *Swan*, the force combed 314,556 square miles of the Pacific, to no avail. It was not the largest naval search for lost flyers at that time, as has been claimed. An earlier hunt for Clarence Ulm was.

MANY CLAIMS — NO EVIDENCE

More than half a century after Earhart vanished, there is no shortage of theories about what happened.

In March 1992, Richard Gillespie of TIGHAR, the International Group for Historic Aircraft Recovery, announced that Earhart landed safely on a remote, uninhabited Pacific Island and survived for about a week before she and Noonan died. At a Washington press conference he displayed artifacts found on Nikumaroro Island which support his theory.

THE MATA HARI SCENARIO

Even in the face of this possible denouement, others still believe that Earhart and Noonan were on a secret spying mission. This theme and its variants proposes that instead of heading for Howland Island, the two supposedly flew to Truk, Saipan or the Marshall Islands to observe Japanese military and naval facilities.

In July 1949, Amelia's mother, Amy Otis Earhart, gave early credence to the spy story when she told the press that she was "convinced (Amelia) was on some sort of government mission, probably on verbal orders." She made the disclosure during the announcement of an upcoming Smithsonian Earhart display.

As a result of Mrs. Earhart's statement, the US Army G-2 (Intelligence) Compilations Section in Washington, D.C. quietly requested its Tokyo office to look into the allegation. On 2 August, in reply, an interoffice memo was received by the Criminal Investigation

Division at the Pentagon.

The memo included the original and a transmission of a document from the Chief of the Liaison Office of the Japanese Foreign Minister. This document mentioned a records check, briefly touched on supposed Japanese search efforts, and closed with, "...there was no fact of taking Miss Amelia Earhart to Marshall Islands nor was any broadcasting for Washington ever done from the Marshall Islands."

(One of the key points of Amelia Earhart's "revelation" was a "broadcast" from the Mandated Islands.)

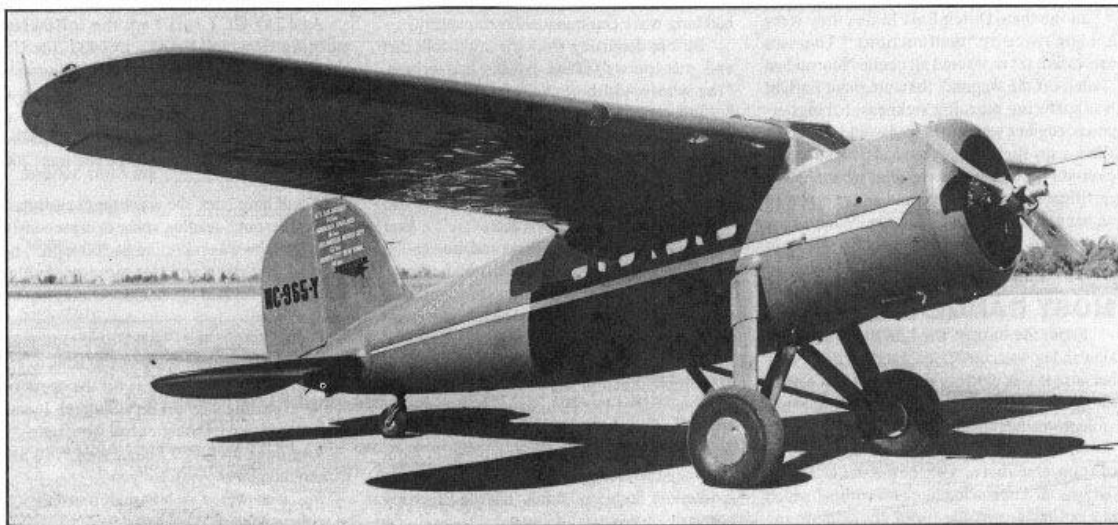
ROOSEVELT FRIENDSHIP CITED

Further fueling the spy mission theory is the fact that Earhart and Putnam were courtiers of President Franklin D. Roosevelt's Camelot.

Scholars of the FDR administration (called "The New Deal") have dismissed the theory. "It's an old legend that a number of people have tried to find evidence for," historian and Roosevelt biographer Arthur Schlesinger Jr. has said. "I know no evidence connecting Roosevelt and Earhart in espionage."

Although the US had built a competent, if underfunded, intelligence function by the eve of World War Two, except for a few locals who provided observations to military attaches, it had no spies per se anywhere in the world. President Roosevelt with his love of the cloak-and-dagger, had his own personal intelligence service. One of his "spies," Hyde Park, New York, neighbor Vincent Astor, a Naval Reserve commander, sailed his ocean-going motor yacht, *Nourmahal*, among the Marshall Islands in 1938 looking for Japanese naval activities.

Roosevelt Library staffers at Hyde Park know of the Earhart spy conjecture. "We have some correspondence between the Roosevelts and Amelia Earhart but nothing that would document that," Frances Secber, a supervisory archivist, said in 1987.



Vega 5C Special NC965Y was the last of six Vegas utilized by Earhart on various record flights. In this aircraft she flew from Hawaii to California during January 1935 in 18 hours. This aircraft is currently on display in the National Air and Space Museum.

Archivist Robert Parks quoted from a letter the library sent in response to a 1964 inquiry: "There is no evidence in the papers in this library to substantiate the stories that President Roosevelt planned any part of the around-the-world flight of Amelia Earhart, sent her on any sort of a 'mission,' or planned the attempts to find her."

The library letter says that, "she wrote him (FDR) in November 1936 describing her intentions more fully and asking his assistance in obtaining cooperation from the Navy for her early plan to refuel in flight near Midway Island." (The Navy agreed if she would pay for the fuel and learn the technique at her expense.). Later, Earhart asked for Presidential intervention in having the airstrip build on Howland Island.

"There is also evidence of President Roosevelt's interest in the search for Amelia Earhart," adds Parks, "...He mentioned it in press conferences."

THE MORGENTHAU "STONEWALL"

Randall Brink in his new book *Lost Star* makes much of an after-the-loss telephone conversation between Eleanor Roosevelt's personal secretary and Treasury Secretary Henry Morgenthau Jr. The latter observes that if the truth about Amelia Earhart were released then "any reputation she's got is gone." Brink claims this to be "evidence" that Earhart was a spy.

Mrs. Roosevelt had requested a copy of a report which set forth what actually happened with the final flight. In all probability, she was referring to the formal report written by the *Itasca's* Commander Warner K. Thompson. Morgenthau, as the Coast Guard's ultimate chief executive, declined to give it up.

Thompson's "confidential" report disclosed Amelia's incompetencies and that she "absolutely disregarded all orders" concerning radio arrangements and procedures. After the outbreak of war, any implication that Earhart was a spy would have actually endowed her with the reputation of a daring patriot, as we have seen with other, even more tenuous "evidence."

J. GORDON VAETH

At a 1982 Smithsonian Institution symposium on the famous flyer, J. Gordon Vaeth, 71, in 1993, then Director of Satellite Operations at the National Oceanic and Atmospheric Administration, said he became interested in the Earhart story after studying findings by Fred Goerner. He said that on the basis of his six-year investigation — "and I was inside, in government and had good contacts" — he could find, "absolutely no evidence of a spy mission, little evidence of capture by the Japanese... no evidence of a government cover-up."

Vaeth and others ascribe most of the Earhart mystery to a movie *Stand by to Die*,



The popular press of the time capitalized on Amelia's "tomboy" image and this photograph of Amelia in overalls while working on her aircraft certainly aided the image of the "female Lindbergh."

released in 1943. Rosalind Russell, a famous aviatrix, was asked to get lost so the Navy could search for her among Japanese-held islands. Her navigator (Fred MacMurray) unaware of her arrangement, was left behind at Lae. "Millions saw it and concluded 'that's what happened to Earhart,'" Vaeth said.

RICHARD B. BLACK WAS THERE

Retired Rear Adm. Richard B. Black, USNR, a civil engineer under William T. Miller of the Department of Commerce, was in charge of preparing the airstrip on Howland Island. He also disagreed with the spy hypothesis.

"My firm opinion is that the Electra went into the sea about 10 am 2 July 1937, not far from Howland," he told the Smithsonian symposium. "If it made a wheels up landing it would float as the gas tanks were empty and the sea was not rough," he said.

At Howland, a work force under Black's direction had scraped out the rough landing strip and had 18 drums of aviation fuel waiting. Black and his men waited, shoosing flocks of birds from the runway as her expected time of arrival approached. He was in the radio room of the Coast Guard cutter *Itasca* during the last recorded moments of Earhart's flight.

He said that the *Itasca* should have been able to determine Earhart's position from the ship and the island if she had a trailing wire antenna to send on 500 kHz. Black said he later learned that Earhart had discarded that antenna before setting out for the Pacific.

Black died in Bethesda, Maryland, on 11 August 1992, aged 90.

A PEARL HARBOR CONNECTION?

Perhaps the most scholarly, in-depth and eminent dissertation on the loss of Amelia Earhart and Frederick Noonan was researched and drafted by the late Laurence F. Safford, Capt. USN (Ret.).

WWII history buffs will find the name familiar. In the mid-1930s, Safford set up and was responsible for the Navy's Mid Pacific Strategic Direction Finding Net. The net, which included Pan American Airways DF facilities, would give the Navy a fairly complete picture of the Japanese navy's forces, organization and movements. Although Top Secret, the net must have been responsible for one or more of the "Earhart radio bearings" reported during the search.

On Sunday morning, 7 December 1941, in Washington, D.C., Capt. Safford supervised the decrypting of the last Japanese "purple" cipher messages implying an impending declaration of war.

Safford's unpublished 1970's manuscript, *Amelia Earhart's Last Flight: A Tragedy of Errors*, follows the military analysis style. It delves into just about every conceivable facet of the flight — including listing the capabilities of the many en route island radio stations she could have used.

Bottom line: Poor planning; worse execution; no spy mission.

A POLITICAL LINK?

One of the most persistent researchers into the "FDR link," author/investigator Dick Strippel, sees a political connection in Roosevelt's 1936 reelection campaign. FDR was far from a shoe-in; he was viewed by many as too radically liberal. Huge chunks of his early New Deal legislation had been thrown out as unconstitutional.

Many, including Al Smith, New York State's former four-term Democrat governor and 1928 presidential candidate, together with US Senator Royal S. Copeland (Dem. NY), and downstate "machine" Democrats had become bitter foes of FDR. Smith even went so far as to link Roosevelt with the communists. Nationwide polls in September showed FDR trailing Republican candidate Alfred Landon.

Amelia Earhart formally endorsed Roosevelt. She hit the campaign trail, but stopped short after only a few minor appearances. Strippel believes Earhart was coerced into limiting her electioneering.

(Continued on page 50)

AMELIA

(continued from page 20)

Permission for her flight rested with Eugene L. Vidal, head of the Bureau of Air Commerce and a close friend of Earhart and Putnam. However, Vidal, to the Administration's dismay, had become the personal target of Copeland's Senate Air Safety Committee investigation. According to letters in the FDR Library, Vidal's replacement as BAC boss, Fred D. Fagg, legal counsel to BAC and Copeland's Committee (!), had been selected in September.

When she heard of Vidal's dismissal, Earhart telegraphed FDR, imploring him to reconsider. Fagg's appointment was secretly postponed. Amelia never campaigned again.

She and GP had learned (from Vidal?) of a Commerce-supported "stepping stones" air route to Australia. They decided that a proposed emergency airstrip on Howland Island would make an excellent refueling point...far more practical than aerial refueling near Midway. However, Commerce professionals leaned toward building a strip on Harvis island, many miles to the east. Further, Daniel Roper, head of the Department of Commerce, had said the department was against "flights which had publicity as their only goal."

Since US island possessions were supposed to be administered by the Department of the Interior, its Secretary, Harold Ickes, also should have been involved in the Howland airstrip plan. Instead, according to Ickes' diary, FDR was privately conferring with Ernest M. Gruening, head of Interior's Division of Territories and Possessions and another Putnam pal. Ickes was furious.

Also clouding the "stepping-stones" concept was an intense, behind-the-scenes rivalry for ocean routes between Pan American Airways (seaplanes) and Transcontinental and Western Airlines (TWA) (landplanes). TWA later dropped out.

After Roosevelt's surprising reelection, all this became academic. Commerce shifted gears, and on 7 December, approved the airstrip for Howland. Richard Black has said he was never able to determine why. Showing that the Navy was not implicated in this specific, it wasn't until 28 December that Commerce invited them to send "an observer" along.

But the project never got underway. On 8 January 1937, Earhart again wrote FDR, prodding him. Within days, \$3000 of Works Progress Administration (WPA) money was appropriated. Crews left for Howland on the 13th.

Implying that FDR and Eleanor knew all along that the venture would be a money-making "stunt flight," their files contained no letters signed by them to Earhart or Putnam on the subject. Aides wrote them.

After the disappearance, the search effort was sharply criticized on the floor of Congress. Commerce Secretary Roper again vowed to stop "publicity stunt" flights. Strippel says Navy and Coast Guard brass developed a "bunker mentality." It was almost a year before



Amelia by the entry door of her Vega 5C Special. Among other record flights with this aircraft, she flew from Los Angeles to Mexico City nonstop on 19/20 April 1935 and on 9 May of the same year she made the first nonstop flight between Mexico City and Newark, New Jersey.

the Coast Guard fully told its side of the story to the *Oakland Tribune*. All these convoluted bureaucratic and political elements, he believes, have been misinterpreted as "evidence" of a spy plot.

SNIPPETS WITHOUT A THREAD

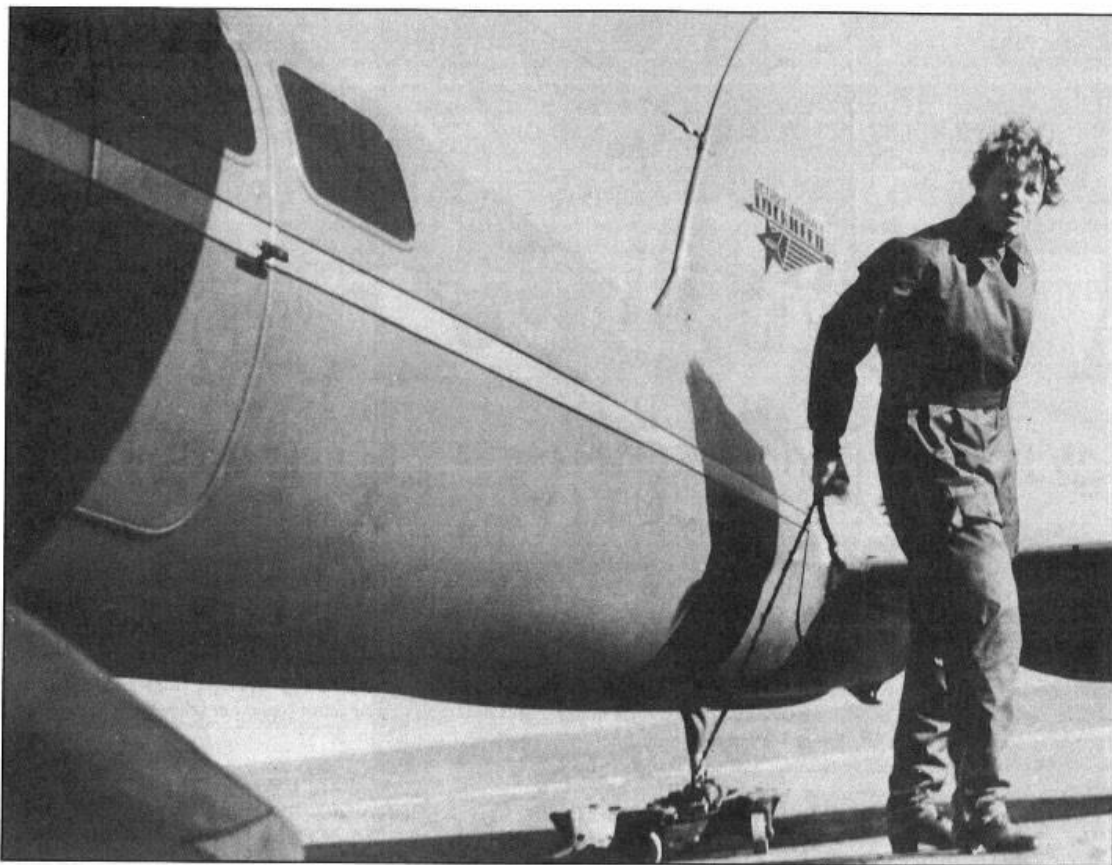
There are other "theories." Some, educated guesswork. Some downright bizarre. Most demand that they be proven wrong — not that the speculations be proven.

A former US Marine from Amarillo, Texas, got headlines when he claimed he saw Earhart's aircraft offshore Majuro Island in the Marshalls during the Pacific War. Later, under

hypnosis, he told of its having had windows.

Jim Golden of Las Vegas, a Marine Intelligence officer in the South Pacific during WWII, an ex-Secret Service agent and former investigator for the Justice Department, claimed there still exists a Naval Intelligence file. He says he read it in 1945, and that it contains statements from natives who say they saw an "American" woman on Roi-Namur Island in the Marshalls in 1937; and that a Hawaiian-born interpreter, one of a team that interrogated Earhart, lives in Japan.

"The Marshalls were not 'islands of mystery,'" Dick Strippel asserts. The University of Hawaii had an on-going Polynesian Studies program that sent students and faculty there each summer. The Bishop Museum in



Positioning one of her Vegas, this photograph was utilized to illustrate Amelia as a "lone" flyer in the image of Charles Lindbergh.

Hawaii was also involved.

Even author Willard Price and his wife visited the islands during the 1930s, and wrote books and magazine articles, illustrated with their photos.

THEY LANDED AT MILI?

Mili Atoll in the Marshalls is often mentioned as a possible Earhart crash-landing site. The Japanese, the story goes, were building a "secret" air base and captured the flyers. Strippel cites strike reports of the February 1942 US Navy air attack on Mili Atoll, an authorized history of US Marine Corps aviation in WWII, and the official post-WWII "United States Strategic Bombing Survey" which specifically state that neither fortifications nor an airstrip had been constructed there at the time of the raid. During the closing days of the Pacific War, a Marine on Roi-Namur island claimed to have met another leatherneck who had found a suitcase containing women's clothing and an "Amelia Earhart diary." (She shipped her suitcase home from Lae — it's in Purdue's archives as is her trip diary; she never kept a conventional diary.) He and a friend told the man he should turn it in to Intelligence. No records exist.

At about the same time, thousands of miles to the west, on Saipan, a US infantryman said he came across a safe in a Japanese office. When he

and his companions blew it open, he claimed they found Amelia Earhart "papers." He, too, told his buddies to turn the materials over to Intelligence, and never heard about them again.

The "Marine" story surfaced during Fred Goerner's early research; the "Army" story much later. Neither have ever been confirmed by the other participants.

Thomas Devine, 81, of Connecticut, in 1994 says that as a US Army postal clerk on Saipan during WWII, he overheard US Marine officers talking about their discovery of Earhart's plane in a hangar at Aslito Field. He further claims he then watched it flown, and later saw it deliberately destroyed by the Marines.

No one has ever corroborated his story. Perhaps his reluctance stems from the fact that Marines were never near Aslito Field, in the southeast corner of Saipan. The 165th Infantry, 27th Division, US Army captured Aslito Field on 18 June 1944. On 22 June they turned it over to an Army Air Force unit, the 318th Fighter Group, which renamed it Isely Field.

Lastly, Devine has been identified as having been on Saipan in 1945, not in 1944, during the fighting.

Jim Donahue, 74, of Inglewood, California, is another who cannot substantiate his claims. He asserts that Earhart flew over Jaluit

in the Marshall Islands and took night photographs of Japanese operations there. Donahue contends the US government ordered Earhart to land on Hull Island and kept Earhart and Noonan in "protective custody." He contends Earhart died on American Samoa and Noonan succumbed to alcoholism.

ENTER BOLAM

In the early 1970s, Joe Gervais, now teamed with WWII fighter pilot and TV times-sales executive Klaas, reappeared with one of the more entertaining Earhart conjectures. Still calling themselves "Operation Earhart," their book, *Amelia Earhart Lives*, hypothesized that Amelia and Noonan changed to a carbon copy of the one-of-a-kind US Army Lockheed XC-35 high-altitude research craft.

After a spy-in-the-sky mission over the Japanese Mandates, instead of being met by the USS *Colorado* (in Hawaii at the time), they were forced down over Hull Island by fighters from the Japanese aircraft carrier *Akagi*. (Naval aviation historians show the *Akagi* undergoing a major rebuild in Japan at the time.) Further, Amelia was kept a prisoner of Emperor Hirohito until WWII. She later turned up in Bedford Village, New York, as Irene Bolam.

When the book was published, she successfully sued for an estimated \$2 million.

Irene Craigmile O'Crowley Bolam of Monroe Township, New Jersey, and earlier of Bedford Hills, New York, died on 7 July 1982. When she died, Garvais sought permission to photograph and fingerprint the body. His request was denied. That, according to Gervais, is definite evidence of government collusion.

Bolam's missing prints is one of the pieces of evidence, or "jewels," cited by Robert Myers of Salinas, California, who agrees with Klaas and Gervais. He claims that as a boy of 15, he listened to Earhart on his bedside radio and picked up a transmission in which she said she was "broadcasting" from the wing of the plane (hopefully after it went down!) She could see a Japanese ship coming toward her. Although he was said to have been a "ham," Myers was never a US Government-licensed amateur radio operator. Further, he admits he heard the signals on a small home radio, and has no idea to what frequency it was tuned.

He said Earhart and Noonan were rescued by the Japanese in exchange for the life of Hirohito after the Pacific War — four years before the war began! In a masterpiece of convoluted reasoning, he declares, "I would say to the government, 'If you can prove I'm wrong, what do you know that I don't?'"

Myers bases his entire story on the "radio messages" he claims he overheard, and obviously was greatly influenced by Klaas and Gervais' book. At least one person at the time, a professional radio operator, misinterpreted a dramatized "March of Time" program as actual Earhart radio transmissions.

GP "messages to Earhart" transmitted over two Hawaiian AM broadcast band radio station during the search is one example of how the promoter took advantage of the public's lack of technical knowledge. There's no way Earhart could have heard it on her aircraft-band radio unless she had specifically tuned it off her communications channel and onto that specific station in the AM entertainment band.

After Bolam's death, her background was thoroughly investigated by a team of reporters for the *Woodbridge News Tribune*, New Jersey. In 1982, a twelve-day series of multi-part, highly-documented articles disclosed major physical differences between the two and established an unbroken continuum for Bolam's life, thereby completely disproving she was Earhart!

NEW "EVIDENCE"?

In 1987, a fresh shred of "evidence" emerged. Patricia Morton, 58, a deputy examiner of foreign service applicants for the State Department in Washington, D.C. and an Earhart hobbyist, said she had found a "book message" and related correspondence three years earlier in an obscure National Archives file. To some, it implies that Earhart was interned by the Japanese at Weihsen, China, at least until 24 August 1945.

That was the date (ten days after the Japanese surrender) on a 17-page compilation of brief messages from former detainees. The communication had been sent to Washington by Naval radio from Weihsen through the US Embassy in Chungking. One of the many

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addresses was George P. Putnam at 10042 Valley Spring Lane, North Hollywood. Unsigned, his portion simply stated, "CAMP LIBERATED ALL WELL. VOLUMES TO TELL LOVE TO MOTHER." There was no mention of Amelia Earhart.

According to Morton, two weeks after the State Department's Special War Problems Division distributed the messages, a reply was received from Putnam. "I have just received the message sent recently from your office and would like to file with you my new address in the event any other messages are sent me from overseas." It was signed George Palmer Putnam. He gave the new address as "Shangri-Putnam, Lone Pine, California."

Neither Morton, nor anyone else, has taken the mystery further. Why Earhart would send such a message to Putnam, from whom she had been all but estranged, instead of to her mother, is a challenge to the imagination.

THE MAN WHO STARTED IT ALL

In 1960, Paul Briand, then an English professor at the US Air Force Academy, wrote a rather superficial, adulative, cliché-ridden Earhart biography. However, tacked on the end of the otherwise lightweight piece was a chapter which told the story of Saipanese dental assistant Josephine Blanco Akiyama. She claimed that in 1937 she had seen a white man and a white woman brought ashore from a plane that crashed in the harbor. "Shots rang out." She believed a "drum-head" execution had taken place. Briand died in 1986.

One of those interested in Briand's story was San Francisco CBS Radio newsman Fred Goerner.

Briand produced two Japan-based Air Force officers, Joseph Gervais and Robert S. Dinger, co-sponsors of an official "Operation Earhart," who added details to the story. Censured by the Air Force for their outspoken claims and announced intention to visit Saipan, the pair broke up. Gervais later found a new partner in Koe Klaas, and carried on his quest.

Gervais persists with his Saipan theory. In September 1991, he and a new colleague, retired Air Force Col. Rollin C. Reineck, released a photograph which shows what they claim is Earhart "alive, but not well" in Japanese custody. Gervais claimed he received the photograph anonymously in 1980, but did nothing about it at the time. He said he sent it to Eastman Kodak for analysis. Researchers there confirmed it was from 1937 or slightly later.

Almost immediately, Joyce Anderson of Choctaw Beach, Florida, the daughter of Walter E. Peterson Sr., a former Army photographer, said the photo was among a series her father took after Earhart's plane groundlooped while attempting the takeoff from Luke Field in Hawaii.

"I wish my dad were alive," she said. "He would get a big kick out of this."

In the 1960s, another photo taken at the same time was similarly misinterpreted as showing Earhart "in chains" (actually she was wearing a bracelet).

GOERNER'S ROLE

In 1960, the late Goerner, then the host of a radio "magazine" show, grabbed onto Gervais' earliest theory as set forth by Briand, ran with it and later claimed it as his own — Earhart was spying for the Navy and was captured by the Japanese. Don Mozley of CBS Radio News, San Francisco, broadcast the story on 1 July. It was instantly denied on wire services by Zenshiro Hoshina, a former Japanese official charged with keeping execution records.

Later, Goerner told of numerous reports from those who claimed they had seen an American man and woman, said to be aviators, being guarded, on various islands. All of these reports, he maintained, had been obscured by the Japanese over the years to protect the nature of Earhart's mission.

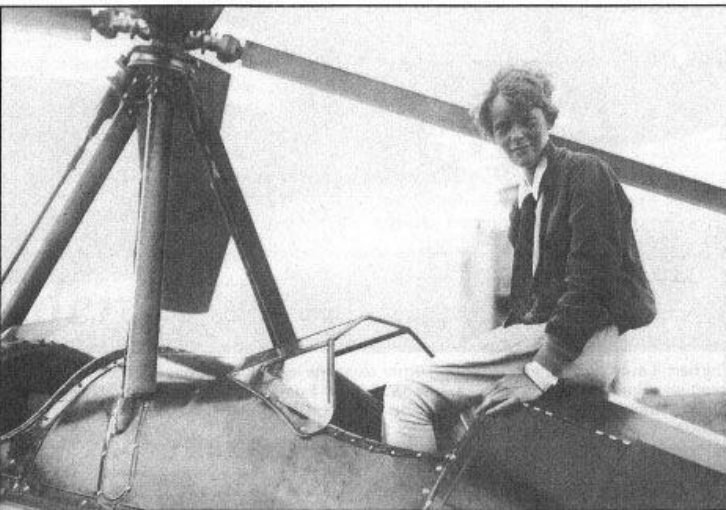
Goerner said he was denied access to certain parts of Saipan. He later learned this was not in connection with Earhart, but with a secret CIA operation training Chinese for warfare on the mainland — probably the reason why Gervais and

passed, Goerner filed for releases and says he found indexed 16,000 pages on Earhart from six departments with more still to come. He also says that new proof might be buried in some 14,000 reels of microfilm of still-classified pre-1945 Navy and Marine Corps records at the US Navy Supply Depot at Crane, Indiana.

A "CLOWN ACT"

Before his death, Fred Goerner blamed his retreat from publicity on "a pack of Earhart hounds, recent, reckless and superficial researchers" who, he said, comprise "a clown act... a cottage industry. There are literally hundreds of people around this country who are pursuing answers, taking available evidence and surrounding conjecture, and fitting it to their preconceptions."

He spoke of one man, "Buddy" Brennan, 67, of Dallas. In a book published in 1988, Brennan tells of his visit to Saipan. He claims that a native directed him to Earhart's grave and that he dug into the plot.



During the 1930s, the autogiro was looked upon as something of a flying miracle — combining traits of the fixed wing aircraft along with those of what would become known as the helicopter. Earhart was used to capitalize on publicity for the craft.

Dinger had been refused permission to visit Saipan.

In 1961, Goerner supervised the exhumation of seven pounds of human remains which he sent back to the United States for analysis by anthropologists. Another strong denial that Earhart had been executed on Saipan was registered by Hitoshi Tsunoda, war historian of the Japanese Self Defense Forces. The bones then proved to be of five Oriental people. They were returned.

The author of *The Search for Amelia Earhart*, who died in September 1994, Goerner made several trips to the Pacific in the early 1960s to interview islanders who said they remembered a white man and woman being guarded at various places. Goerner surmises that Earhart did crash — at Mili Atoll — in the Marshalls, where she was captured by the Japanese, taken to Saipan and held prisoner before probably being executed.

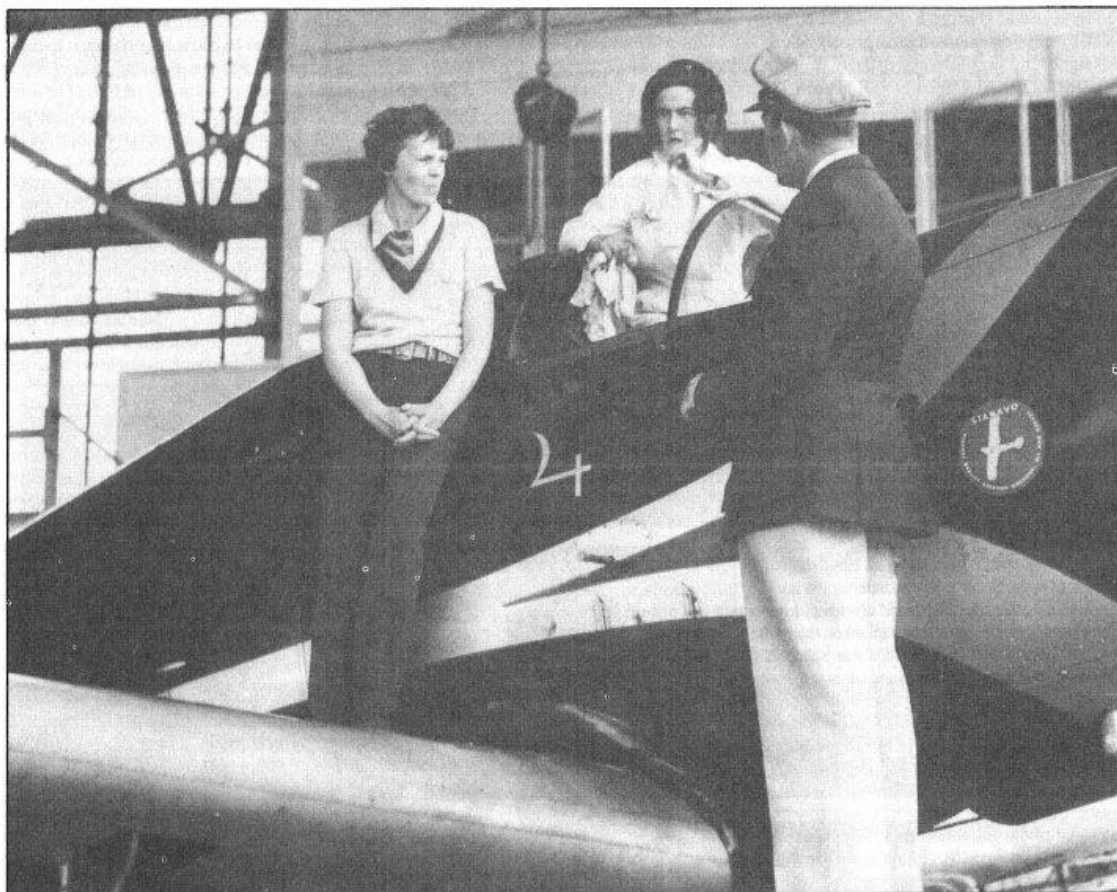
When the Freedom of Information Act was

Brennan found no remains. But he did unearth a piece of khaki fabric which he contends is a blindfold given to Earhart before the execution. He cannot explain how cloth could survive soil conditions that human bones could not.

The trail had grown cold in the 50-plus years since Earhart disappeared. None of those who claimed to know her fate could be located during a reporter's recent visit to Saipan, now a US Commonwealth.

"I have heard these stories about Amelia Earhart on Saipan since I was a kid," Lt. Gov. Peter A. Tenorio said in 1987. "There were people on Saipan who said they saw her or knew about her. But that was 50 years ago and I don't think there is anyone around now who remembers."

"Some of these guys were paying people to tell them what they could remember," Tenorio charged. "You know how people here will often tell foreigners and officials what they think they



Earhart, Laura Ingalls, and Roscoe Turner examine Ingalls' Lockheed Orion 9D Special at the factory. Fitted with extra fuel, this aircraft was used by Ingalls for a 11 July 1935 flight from Burbank to Newark, New Jersey, in 13 hours 34 minutes and five seconds. The aircraft later went to Spain and was used in that country's Civil War.

want to hear. And if they're being paid to talk, they definitely will try to please.

"I don't mean all of these people were lying, but you need to be careful with some of this eyewitness stuff."

As an example, Dick Strippel located the daughter of Jacqueline Cabrera, a Saipanese Fred Goerner claimed he had spoken to. The daughter said it was not Goerner, but a tall red-headed man who asked questions about Earhart. The daughter, living in New Jersey, says her mother denies telling the man about the "spies" Goerner said she saw. She could not have remembered, the daughter declared. Her mother would have been only two or three at the time (1937).

In a variation of "two station wagons full of nuns" giving conflicting versions of an auto accident, Dr. Francis X. Holbrook of Fordham Preparatory School found six Roman Catholic nuns and a priest who emphatically contradict other priests and nuns who say Earhart was on Saipan before the Pacific War.

The old Japanese jail in the village of Garapan, where eyewitnesses reported seeing a tall, slender white woman matching Earhart's description in 1937, has been turned into a tourist attraction.

"THE FINAL STORY"

Vincent Loomis also subscribes to Goerner's theory. Loomis and a group including aviation writer Jeffrey Ethell, travelled to the Marshalls in 1986 and spoke to "witnesses." They also allegedly offered money for their stories.

Loomis and Ethell's subsequent book, *Amelia Earhart, The Final Story*, "crashes way short of its subtitle," says Paul Dean, *Los Angeles Times* writer. "It presents no final solution, only an offer of weak possibility based on rehearsed theory. This is yet another sad leeching of a complex mystery that by depth of intrigue alone has been keeping bad authors in penny ante royalties for almost 50 years," writes Dean.

Loomis, another retired Air Force officer, says he stumbled onto the wreckage of Earhart's Lockheed Electra in 1952 while placing radar navigation aids on Pacific islands prior to atomic bomb tests. He says he has since tried four times to find it, despite the fact that the exact positions of the nav aids must have been known and recorded in order for them to have been nav aids.

Loomis claims that Earhart and Noonan flew to Mili Atoll in the Marshalls as the result

of a navigational error. There, Dean continues, "(they) were picked up by a Japanese ship, taken to Saipan and held in secret captivity as bargaining chips for military dealings to come. Noonan eventually was executed. Earhart died of dysentery. Japan clammed up. Simple. Makes sense."

THE CASE OF THE MARSHALLESE MEDIC

"In all fairness," Dean says, "Loomis does produce a... Marshall islander who claims he treated a white couple aboard a freighter at about the time Earhart and Noonan disappeared. But the man's recall is a ramble, he was not interviewed in his native tongue, the questioning was leading, he made no positive identification of the couple whose faces would have been an international imprint, nor was there outside verification of his testimony."

Loomis talked with Biliman Amran, a businessman on Majuro, who was a medical aide in July 1937. Fred Goerner first spoke to Amran in the 1960s. Since then he has been interviewed by many "researchers," including Joe Garvais. In 1979, H. M. (Don) Wade of Marietta, Georgia, writer, lecturer and Earhart investiga-

tor for almost 20 years, traveled to the Marshalls and interviewed Amran and others.

"Their native language is even more imprecise than English," Wade declares. "Its syntax is very basic. When you have a native translator whose fluency is also not that great, you're going off the deep end if you take as gospel anything that comes back to you."

"I put more credibility in some Elvis sightings," Wade declares derisively.

There were many white women (and men) in the Marshall Islands prior to WWII, says Dick Strippel. "Some were family members of missionaries and former officials," he notes. "The islands had been a German colony before WWI, only 20 years earlier — others were family members of German, Australian, British and American traders and merchants. A German missionary on Jaluit served as a correspondent for the widely-read Pacific Islands Monthly. The Japanese, on the whole, did not mistreat the westerners during the war. Many — and their descendants — are still around. But few if any amateur investigators have bothered to interview them, Strippel avers.

"There are a number of college-educated Marshallese who lived through the war years. Yet, the 'researchers' choose to rely on native-language third-hand accounts of eyewitnesses whose testimony has been discredited as inconclusive since 1944," he concludes.

Biliman Amran says he went aboard a Japanese cargo ship to treat a Caucasian man

and at the same time saw a Caucasian woman. Loomis said the description given him "fits Amelia from head to toe."

Amran goes on to say that there was a wrecked airplane on the ship's after-deck. Goerner, Loomis and others then abruptly segue to the brief 1937 Japanese search effort for Earhart which involved the seaplane tender *Kamoi* and the Jaluit-based coal-burning survey vessel *Kosyu*.

The search was ordered by navy Minister Mitsumasa Yonai at the urging of Prince Takamatsu, an IJN staff officer and brother of Emperor Hirohito. It was to be a humanitarian effort intended to help mollify US anti-Japanese sentiments over the invasion of China.

No linkage with either vessel has even been resented. *Kamoi*, according to Japanese records, was detached from the search within a day. *Kosyu*, supposedly fueled overnight in order to participate in the search, had no equipment to lift an aircraft the size of a Model 10 Electra from the water.

However, the Japanese did have two converted merchant vessel/seaplane tenders in the Marshalls at the time. Perhaps one of these, suggests Strippel, with a damaged Japanese seaplane on its fantail, was involved in rescuing persons other than Earhart and Noonan. He believes the key lies with the MS *Fijian* which burned and sank in the Marshalls in March 1937.

Loomis' hypothesis, as presented in the book he and Ethell co-authored, is bolstered by another conjecture, that of Paul Rafford of

Indianapolis, Florida. Rafford is a former Pan American Airways radioman, and until his retirement associated with NASA's Cape Canaveral facility. He believes Earhart and Noonan diverted from a direct "great circle" course from Lae to Howland in order to overfly Nauru Island. Lights illuminating phosphate workings there were supposedly kept on to guide the flyers.

But, to accomplish this, they would have had to average between 170 and 190 mph over three hours — after averaging only 115 to 120 mph over the preceding seven-plus hours from Lae to near Ontong Java, the position reported at 0720.

Rafford speculates: instead of Noonan recomputing their course from Nauru, they continued on. Thus, at about 1830 GCT, they found themselves lost somewhere between Howland and the Marshalls. Then, for some baffling reason, Earhart hung a left and traveled at least another 600 miles to Mili (at 300 mph!), to arrive there at 2030 (the bogus "land in sight ahead" message).

Earlier, Loomis had taken a group of "investigators" which included South African author Oliver Knaggs to the Marshalls. Upon their return, Knaggs published a book which showed Loomis' flawed hypothesis and methods.

STEPSONS, SISTER SCOFF

The people closest to Amelia Earhart scoff at the spy theories. One of Earhart's stepsons, David Binney Putnam of Boynton Beach, Florida,

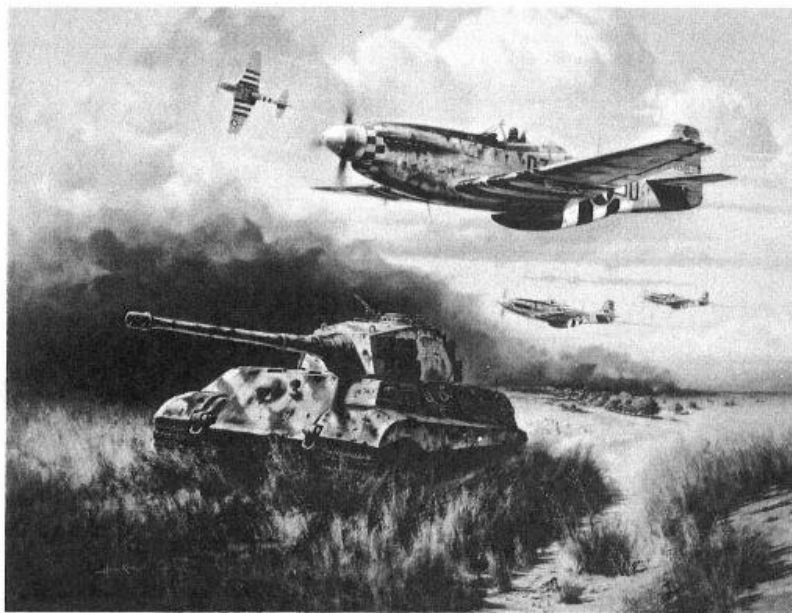
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thought she "probably would have laughed" at theories of capture and imprisonment. He died on 1 June 1992 at Ft. Pierce, Florida.

"If she had been taken prisoner, I think we would have heard eventually," he said, with no mention of the mysterious Weihsien message.

"There is no question in my mind that the plane was ditched near Howland Island," said George Putnam, Jr., another stepson. "The Marshall Islands are a long way from Howland."

But, he added, "it would be nice to know for sure..."

"I think it was a tragedy of the sea," said Amelia's sister Muriel on the 50th anniversary of the loss. "She simply didn't have the fuel in her tank to carry her where she wanted to go."

Muriel Earhart Morrissey, a retired teacher in suburban Medford, Massachusetts, was born two and a half years after Amelia and has had a life and family of her own. But she has accepted the mantle of carrying on her sister's legacy since she disappeared. She has often given talks on her sister, has answered numerous queries and even wrote two books about her life with Amelia.

At 94, she believes the spy stories persist because "Americans enjoy a good mystery story." She has heard all the suppositions, been amazed by the adventurous and hurt by the tawdry, and no longer is intrigued by fresh theories. "I don't have animosity toward all these people who shatter my feelings," she said. "But Amelia was my beloved sister and we were very close. I think certain people forget that."

They were so close, Morrissey added, that Amelia could never have accepted a spy mission without discussing it with her sister. Nor could Earhart have remained in captivity without getting some message to her sister or mother. Again, no mention of the Weihsien book message.

"I believe she just ran out of gas and went down off Howland Island," Muriel said. "As far as I'm concerned she was not on a spy mission. She couldn't have been dishonest with people who put up the money."

"It's not so sexy, not so dramatic," she continued, "but we feel she ran out of gasoline and has been laid to rest with many of our New England ancestors."

"My husband's family were seafarers. As it stands, it is a tragedy of the sea. What the sea has taken, the sea will keep," she says. "Amelia is at rest."

ELGEN LONG'S SCENARIO

Elgen Long, 68, of San Mateo, California, a retired airline captain, has decided to go public after more than 20 years of massive research into the mystery.

"What I propose is a search to locate the airplane on the ocean floor — it's still there. Locate it, photograph it, and recover it," said Long. He concurs with the US Navy's official finding: They ran out of gas and crashed northwest of the island. He also believes that their remains are still inside the airplane and likely could be recovered.

He said the plane should be perfectly preserved because there is no light or oxygen at the depth where it presumably lies. The



Earhart poses with some of her many flying trophies.

search would be made some 35 miles west-northwest of Howland Island, near where the US Navy said the Earhart plane ran out of fuel on 2 July 1937.

Long and his wife, Marie, have traveled throughout the world in search of clues. At the Cecil Hotel in New Guinea, where Earhart and Noonan stayed before the ill-fated flight, they met Ella Birrel, daughter of the woman who ran the hotel.

"She said she remembered that drums of fuel labeled 'Amelia Earhart' stood under trees in the hot back yard of the hotel for several months," Long said. To him this was crucial information. He calculated that because of the heat, the fuel put into Earhart's plane in New Guinea had expanded and weighed 5.6 pounds per gallon, instead of the usual six pounds.

"To an aircraft engine, only the weight of the fuel is significant," he said. "When she was going to run out of fuel was determined by consumption in pounds per hour."

Long said he has narrowed the Electra's location to "a reasonable area." He said the ocean off Howland is an "ideal search area," with a flat clay bottom, but the water is very deep, 16,800 feet. "No battles were fought there. It is not on any shipping lanes, so there should not be a lot of junk around."

Further, Long claims, the combination of an uncalibrated compass, faulty chart coordinates that actually misplaced Howland by several miles, plus headwinds unnoticed by Noonan, placed the fliers west and well beyond visual range of the island. He contends that the US Navy chart she was using gave the wrong position for Howland, putting the flight some miles off course and supposedly out of sight of any land at the destination point.

Yet, at 1000 ft, Earhart's radius of vision would be 50 miles.

OUT OF GAS

British air historian Roy Nesbit more or less agrees with Long. Relying on letters from Earhart and other documents in the British Public Records Office, he says that she took off

on her last flight with less than a full tank. Under any conditions, he states, should could not have reached Mili Atoll.

Because New Guinea was part of the British Commonwealth, she needed British permission for that part of the flight. In a letter to the British Director of Civil Aviation, Earhart applied for permission and said that, for the first attempt's Howland-Lae leg, "I shall carry probably 1000 gallons."

This was less than the full load of 1200 gallons. But even 1000 gallons put a strain on the Electra, Nesbit says. Earhart's husband, George Putnam, said she was practicing take-offs with up to 1000 gallons. (She was carrying 948 gallons when she ground-looped the Electra at Hawaii.)

Journalists at Lae, quoting Noonan, said Earhart took off with 950 gallons, according to contemporary accounts in the British Museum Newspaper Library in London. So also says an article in a contemporary issue of the *Pacific Islands Monthly*. However, in a 28 August 1937 report to the Secretary of the Civil Aviation Board, Commonwealth of Australia, J. A. Collopy, New Guinea District Superintendent, says the fliers left with 1100 gallons of fuel.

Normally, 950 US gallons would have been enough to get to Howland, 2556 miles from Lae, and provide several hours' reserve.

Twenty years ago, William L. Polhemus, navigator of Ann Pellegrino's successful re-creation of Earhart's flight with a Lockheed Model 10A, advanced the 950-gallon theory. He showed that the weight of anything more than 950 US gallons would have precluded a takeoff from the short, grass field at Lae...and that higher speeds mean increasingly higher fuel consumption.

Finally, Nesbit contends that Noonan exhausted and forced to navigate by the sun, a procedure with which Nesbit says he was unfamiliar.

THE "SINGLE LINE APPROACH"

Nesbit seems not to know about the "Sunline Landfall Approach," or "Single Line

Approach" (SLA). Noonan helped refine the technique, which goes back to sailing ship days. He taught it at Pan American Airways' Miami, Florida, navigation school. The procedure, best described in Lt. Cmdr. P.V.H. Weems' classic book *Navigation*, is reprised in a 1971 technical paper by Polhemus, a retired USAF navigator. The method employs celestial or solar sights of a single body to "hit" a destination.

According to Polhemus, Noonan would have measured the altitude (elevation in degrees) of the sun above the horizon and noted the exact time. He then would have calculated a "Line of Position" (LOP), a line at a right angle to the sun's azimuth and at a precise distance from the sun's zenith. Navigational tables confirm that, shortly after sunrise on 2 July 1937, an LOP crossing Howland Island, would have been 157-337, the LOP Earhart said she was on.

To assure hitting Howland with only this "single line," Polhemus says, Noonan would have offset his course, most probably to the north, so they could "run down" the LOP. By following it southeast, he could be confident that if they missed Howland they would spot nearby Baker Island. Polhemus believes Noonan probably precomputed the times versus altitudes of the sun that would yield an LOP that crossed Howland, so all he had to do was point, shoot and compare.

GO GET 'EM, TIGHAR!

Did Earhart, after missing Howland, somehow fly another 400 miles south to the Phoenix Islands, and land on remote, uninhabited Nikumaroro island? The "evidence" for this, presented in 1992 by Richard Gillespie of TIGHAR, the Inter-national Group for Historic Aircraft Recover, includes:

- A 23 x 19-inch piece of aircraft aluminum found washed up on the island. TIGHAR claims it came from an undercarriage that had been repaired by Lockheed Earhart's ground-loop in Hawaii. In rebuttal, a Lockheed senior engineer, said the rivet patterns on the aluminum sheet did not match those of an Electra.

- Another "artifact" Gillespie showed off: Parts of a shoe, identified as from a "woman's size 9 blucher-style Oxford." According to Gillespie, enlargements of photos of Earhart show her wearing this type of shoe. He further claimed Amelia wore a size 9 shoe.

His linkage — in 1960, a US Coast Guardsman stationed on Nikumaroro during WWII, told newspapers that a native had found, in 1938, a woman's skeleton wearing American size 9 narrow shoes. William Foshage Jr., president of the Bilrite footwear division, admitted that the heel was made before 1940 and was "the same type of heel, basically," as that worn by Earhart. But he declared that this Cat's Paw heel was "unisex." "It could have been on a man's shoe."

According to Amelia's sister, Muriel, the

flier had tiny feet and wore a size 6. The shoe size was confirmed by the curator of the Amelia Earhart museum in Atchison, Kansas.

- A third "artifact": A metal stomach medicine bottle cap that was identified by Warner-Lambert Co. officials as used by antecedent William R. Warner Co. Gillespie claimed Earhart was known to suffer from stomach problems.

Peter Wolf, a Warner-Lambert spokesman, said it was of a type used until the 1950s. However, Wolf said printing on the top of the lid "really didn't look like it had been weathered for 50 years."

Gillespie admitted that his nonprofit organization had spent \$750,000 in donations on their two trips to Nikumaroro.

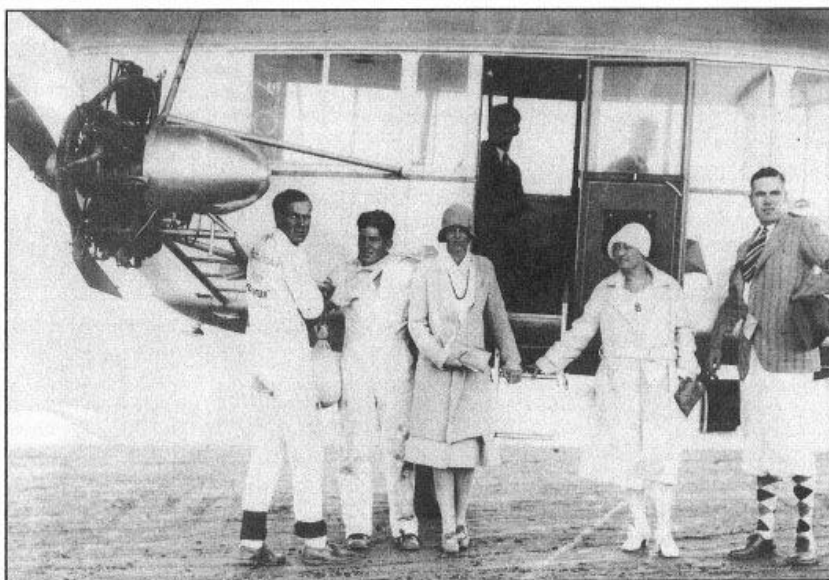
Earhart's route to Nikumaroro was allegedly tracked by two retired military aviators, Tom

ionated and unethical amateur "Earhart trekkies."

TIGHAR returned from the 1989 expedition with an aluminum box which Gillespie claimed it was a navigator's bookcase and that it came from Earhart's plane. Others say the bookcase was manufactured for WWII PBV Catalina flying boats. The bookcase was sent to the FBI, which reported only that its materials were "consistent with materials that were being used" in 1937.

Mary DeWitt, 46, of Fort Worth, Texas, the photographer hired to document the expedition, said the box was found on the first day out. She said it wasn't until the day the expedition left that Gillespie decided to bring it back.

Also during the 1989 expedition, TIGHAR researchers said they discovered a small "grave," which they catalogued along with



Earhart is seen before a flight in the Goodyear airship *Volunteer*, another example of how the famous flyer was utilized for publicity.

Willi and Tom Gannon, who said they had used 1930's navigation techniques to plot Earhart's likely course. Willi and Gannon persuaded Gillespie to mount an expedition to Nikumaroro in 1989.

PURLOINED RESEARCH?

Don Wade claims Willi and Gannon used information he had developed to arrive at their deduction. Wade said he had done extensive research into the radio signals purportedly heard after Earhart should have run out of fuel. Direction finder bearings cited, he said, intersected in the Phoenix Islands. Much of Wade's analysis was based on his study of contemporary Navy, Pan American Airways and newspaper reports, together with an unpublished analysis by Professor Frederick Hoooven of Dartmouth University.

Wade said he volunteered this data to Willi and Gannon, unaware they were planning a search. Like Goerner, Wade had dropped out. He says it's because of the many superficial, opin-

other items. During the 1991 expedition, TIGHAR dug up the grave plot and found the bones of an infant.

A colony from the British-owned Gilbert Islands had settled on the northwestern section of the island from 1938 to the mid-1960s. A clerk and interpreter for the atoll's first settlement wrote Gillespie that Gilbertese workers told him that they had found bones on the islands about 18 months after Earhart's disappearance. This, to Gillespie, corroborated Kilts' 30-year-old tale about the size 9 shoes.

Still another Coast Guard veteran claimed: "I was on Nikumaroro (then Gardner Island) twice in 1944. The 250 natives living there knew nothing about an airplane landing on the reef. Even at the equator, the temperature in the shade of the coconut palms is not oppressive, since the ocean breeze is always relatively cool. When rain water was not available, the natives drank water from green coconuts — a survival tip well known to every aviator in the Pacific."

Carol Osborne, a West Coast historian and

Earhart biographer, notes: "Navy planes thoroughly searched Nikumaroro and other nearby islands in the days after Earhart's disappearance," she said. "In October 1937, three months after Earhart vanished, a team of 17 explorers spent three days surveying the island and found no evidence Earhart had been there," she declared.

Henry E. Maude was a member of the British Colonial Service survey team that searched the island to find suitable water well sites for future settlements. He also said that part of his company's search involved boat trips along the island's reef, which would have attracted survivors. According to Maude's report, 111 full-bearing coconut trees with plenty of nuts were on the ground, the island's lagoon teemed with fish, and fish were plentiful along the reef. He also noted thousands of enormous coconut crabs, a common food among Pacific islanders.

"Two people could have survived there easily," said Maude, 87, from his Canberra, Australia, home. He said birds and eggs and edi-

ble plants were plentiful on the island. His report further noted that "the trunks of the coconut trees were in no instance 'waisted,' demonstrating that during the last 15 or 20 years at any rate the island has been free from drought."

IN CONCLUSION

Until something more definite is found, contends Thomas Crouch, chairman of the aeronautics department of the National Air and Space Museum of the Smithsonian Institution in Washington, D.C., it is best to remain skeptical and to endorse only the view that the plane was "lost at sea, heaven knows where."

Summing up the feelings of most serious researchers, *Los Angeles Times'* Paul Dean writes, "Nobody, it seems, wants to believe that Earhart simply wandered off course looking for boot-button Howland Island, ran out of gas and crashed in the Pacific and drowned."

"All that seems certain right now is this:" says Deans, "Amelia Earhart flew into history, and the mystique that surrounds her is as basic as

the wonder in the eyes of a child to me who cannot comprehend how a piece of metal can fly and land with the grace of a bird." Deans says, "Her flight was a testament to that mystique, and perhaps to the quality that sends men into space on rockets, expressed in a poem she once wrote:"

COURAGE IS THE PRICE

Courage is the price that life exacts for granting peace.

The soul that knows it not, knows no release

From little things;

Knows not the livid loneliness of fear

Nor mountain heights, where bitter joy can hear

The sound of wings.

How can life grant us boon of living,

compensate

For dull gray ugliness and pregnant hate

Unless we dare

The soul's dominion? Each time we make a

choice, we pay

With courage to behold resistless day

And count it fair.

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Fifty Years After Disappearance, Theories and Search Continue, by Cataline Ortiz — The Associated Press, June 28, 1987

A New Theory on Amelia Earhart; 50 Years After Disappearance, Experts Puzzle Over Flyer's Fate, by Paul Dean — *The Los Angeles Times*, June 28, 1987

Fifty Years Later Earhart's Fate Still A Mystery, by Paul Anderson — The United Press International, June 25, 1987

The Earhart Mystery — 50 Years After Her Final Flight the World Still Wonders, by Blaine Taylor, *The Orange County Register*, June 21, 1987

50 Years Ago, Earhart Flight Began — The United Press International, May 31, 1987

Marietta Believes He's Solved Earhart Disappearance Mystery, by Katie Long — The Marietta (Ga.) *Daily Journal*, April 5, 1987

Reviving the Earhart Mystery; Scholars Again Deny Aviator Spied for FDR, by Carla Hall — The *Washington Post*, September 18, 1986

Businessman Says Japanese Executed Amelia Earhart, by Paula Dittick — United Press International, September 16, 1987 ("Buddy" Brennan)

Book Review: "Amelia Earhart, The Final Story" by Vincent Loomis with Jeffrey Ethell, by Paul Dean — The *Los Angeles Times*, September 5, 1985

50th Anniversary of Earhart's Honolulu-Oakland Hop, by Stewart Taggart — Associated Press, January 11, 1985

Famous Pilot's Letters Added to Radcliff Collection, by Phil Cannaday, Associated Press, June 2, 1983

Did Amelia Die, or was she Irene Bolam? MYSTERY: Traits of 2 Women Differed; 'I Only Did it as a Joke!'; Irene's Life not so Mysterious — Data, Testimony Chronicle Past; Irene Through the Years; Stories by Lois DiTommaso, Sue Enmons and Donna Kenyon — The *News Tribune*, Woodbridge, NY, October 29, 1982 (Note: These are only a few from a multi-article, 12-day series on Bolam)

Amelia Earhart — The Legend and Mystery Linger on, by Daniel F. Gilmore — The United Press International, June 18, 1982 (Smithsonian symposium)

Did Amelia Earhart Run Out of Gas?, by Daniel F. Gilmore — The United Press International, June 18, 1982

Looking for Amelia — Former Air Force Officer May Solve Mystery of Famous Flier's Fate, two-part article by Mark Hanebutt — The *Atlanta Constitution*, November 22-23, 1979 (Loomis searches)

KEYWORD: Earhart, by Ron Staton — The Associated Press, Honolulu, August 3, 1979 (Loomis silver container)

Version Gained from 'Skips' — Amelia Earhart Fan Tells of her Last Flight, by Mac McDonough — The *Bakersfield Californian*, February 6, 1979 (Third of three about Robert Myers)

Earhart Deserted, Charges Radioman, by Mac McDonough — The *Bakersfield Californian*, February 5, 1979 (Second of three)

Man Says Earhart Alive in Spain, by Mac McDonough — The *Bakersfield Californian*, February 4, 1979 (First of three)

After 42 Years, the Fate of Amelia Earhart is Still a Mystery, by Harry Farrell — The *Mercury News*, San Jose, Calif., January 19, 1979

New Clues May Reveal Truth in Amelia Earhart Mystery! — *MidnightGlobe*, September 28, 1978 (Loomis searches)

Hypnotized GI Returns to Atoll, by David Hanners — The *Globe-News*, Amarillo, Texas, September 28, 1978 (W. R. Spencer tells of windows in plane)

Was it Earhart's Lost Plane?, by David Hanners — The *Globe-News*, Amarillo, Texas, August 27, 1978 (Spencer tells of plane off Majuro)

Wheeler Man Believes Earhart was Spy — The *Globe-News*, Amarillo, Texas, August 21, 1978 (Lafin and Jackson agree)

Area Man Remembers Aviator's Distress Calls, by Earl Moseley — The *Globe-News*, Amarillo, Texas, August 21, 1978 (L. C. Lafin)

Pampa Farmer Says He Knows Amelia's Fate, by David Hanners — The *Globe-News*, Amarillo, Texas, April 12, 1978 (W. B. Jackson — WWII diary, suitcase)

\$1-Million Suit by Bolam Still in Pretrial Stage, by Lee Dembart — The *New York Times*, July 7, 1974

Myths Parted From Reality — Earhart Flight Recalled; Book Documents Her Loss — *Pacific Daily News*, September 20, 1972 (Strippel's book)

Bolam Files \$1-Million Libel Suit Against McGraw Hill — The *New York Times*, March 19, 1972

Subject of Book's Claim Denies Being Amelia Earhart — The *Washington Post*, November 1, 1970

Navy Declassifies Its Files on Amelia Earhart — United Press International, July 12, 1967 (Actually only one file)

Michigan Housewife Circles World in 30-Year-Old Plane — United Press International, July 7, 1967 (Ann Pellegrino)

Woman To Follow Earhart Air Route — United Press International, June 8, 1967

Book Review: "The Search for Amelia Earhart" by Fred Goerner — The *New York Times*, September 13, 1966-October 2, 1966

Coast Guard Report, Secret for 25 Years, Adds to Earhart Mystery, by Macon Reed — The *Navy Times*, July 14, 1962 (never secret — see the *Oakland Tribune* series May 8, 9 and 10, 1938)

Earhart Mystery Foto Taken in Honolulu — *New York Daily News*, November 27, 1961 (Francis Rapkiewicz tells photo taken after first attempt; "chains" are ID bracelet, Japanese "officer" is Standard Oil driver.)

GIs Find on Saipan: Foto of Amelia — *New York Daily News*, November 26, 1961 (Harry Weiser tells of picture of AE "in chains" tacked to wall in house)

Teeth, Bones from Saipan Checked for Earhart Clue — The *Washington Star*, November 25, 1961 (Hitoshi Tsunoda, former Japanese naval commander and historian, denies — calls it "nonsense") (Goerner)

Cal. U. Prof to Check Saipan Bones, The *New York Times*, November 25, 1961.

Bendix Corp. Says Generator Not Earhart's — The *New York Times*, July 9, 1960

Photo Proof Cited in Earhart Mystery, The *New York Times*, July 6, 1960 (Briand says Gervais has Saipan photos)

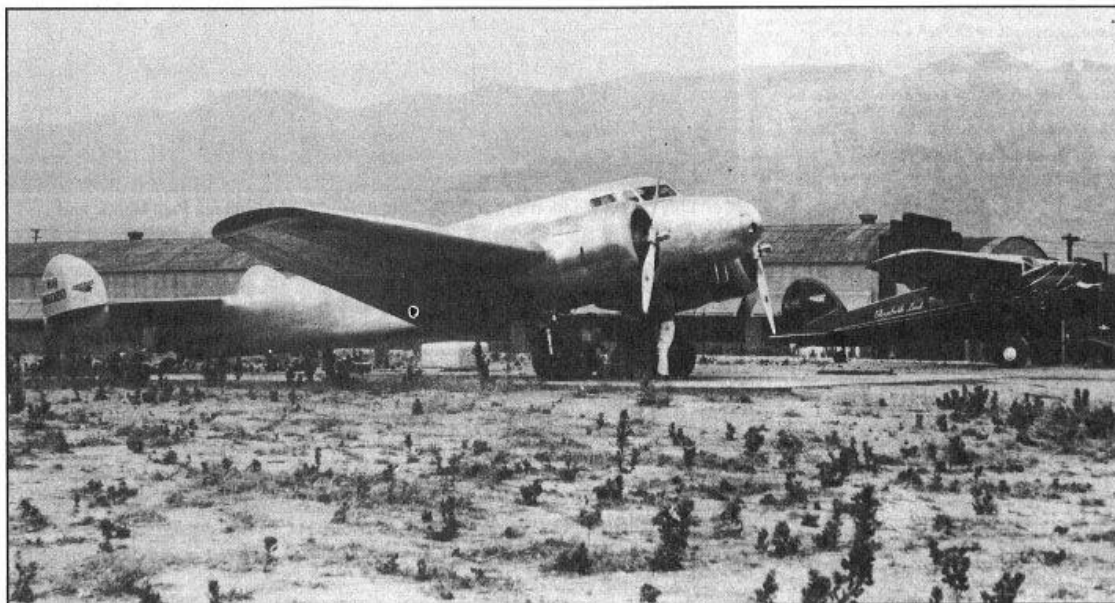
Mantz to Check Generator Found in Saipan Wreckage — The *New York Times*, July 3, 1960 (H. H. Bailey, early Earhart sponsor, disputes Saipan story)

CBS News Reports Earhart and Noonan May Have Been Executed by Japanese After Forced Landing near Saipan — The *New York Times*, July 2, 1960 (quotes Briand — Zenshiro Hoshina, Japanese execution records administrator, denies)

Speculation About Fate of Amelia Earhart Revived at Opening of Memorial to Flier — The *Washington Post*, October 8, 1949 (Smithsonian display)

Mother Says Earhart Died in Japan on Gov't Mission — The *New York Times*, July 25, 1949 (American Legion announces it will sponsor Smithsonian display)

Japanese Official Denies Earhart is Alive and a Prisoner — The *New York Times*, September 23, 1945



The aircraft with which Amelia Earhart will always be associated: Lockheed Model 10E NR(X)16020. The aircraft is pictured at the Lockheed Burbank factory with Vega NC199E in the background.

Rumors That Amelia Earhart Is Alive Doubled by Naval Officer, by Bob Geiger — The Associated Press, "Advanced Pacific Base," January 15, 1945 (Capt. Irving Johnson, former sailing ship skipper — Putnam hired him for 1940 search)

Curbed Earhart Search; Japanese told U.S. They Would Hunt in Marshalls — The Associated Press, Marshall Islands, March 5, 1944 (Delayed) (USS Lexington's Exec discloses this following Elieu story)

Earhart Tale Told by Pacific Natives; 'Third-Hand' Story Says Woman Flier Was Taken to Japan — The Associated Press, Marshall Islands, March 4, 1944 (Delayed) (Lt. Bogan and Elieu)

Says Navy Theory on the Earhart Mystery Was That Japanese Had Captured Flier — The Associated Press, April 12, 1943 (Dr. Britain statement [he was Colorado search guest] — publicity for "Flight for Freedom"?)

'Stand By to Die' Filming Notes — The New York Times, September 27, 1942 (Horace McCoy claims "government" forbade earlier writing)

'Stand By to Die' Plot Reviewed; Similarity to Earhart Loss Cited — The New York Times, May 3, 1942

Toll of U.S. Raids Detailed by Navy — The New York Times, February 14, 1942 (Strike reports tell of non-militarization of Mili Atoll)

Irving Johnson Begins New Earhart Search — The New York Times, April 18, 1940

Eric Hanner Plans South Seas Search for Earhart and Noonan — The New York Times, October 15, 1939

G.P. Putnam Reports he was kidnapped by Nazis in Protest Against His Book — May 14, 1939 (Nice bit of P.R.)

Earhart Film Biography Planned — The New York Times, February 9, 1939

Court Declares Earhart Legally Dead; Names Putnam Executor — The New York Times, January 6, 1939

Earhart Foundation Plans New Search, The Associated Press, June 13, 1938

Earhart Loss Seen as Radio Tragedy; New Light Shed on Drama of Last Flight by Log of Coast Guard Cutter Itasca; 'Casual Attitude' of Flier on Communication Equipment Noted by Commander — The New York Times and NANA, Inc., Oakland, Calif., May 14, 1938 (Edited version of three articles cited below which refute claims that Coast Guard files were not opened until 1967)

Log Tells of Vain Effort to Contact Earhart Plane The Washington Star, May 12, 1938 (Same)

Earhart Missed Howland in Sun's Glare, Says Report, by Alfred P. Reck — The Oakland Tribune, May 10, 1938 (third of three articles detailing Itasca's involvement before and during the search)

U.S. Officer Denies Earhart Loss Due to Battery Lack (Jump page) **Lack of Data Hindered Efforts to Save Earhart**, by Alfred P. Reck — The Oakland Tribune, May 9, 1938 (second of three)

Earhart Flight Facts Revealed — **Fliers Navigated Accurately to Howland But Were Lost Through Faulty Radio Set, Coast Guard Records Declare**; (Jump Page) **Earhart Loss Laid to Radio** — **Fliers Unable to Hear Itasca Signal, Coast Guard Reveals**, by Alfred R. Reck — The Oakland Tribune, May 8, 1938 (first of three)

Wilbur Rothar Committed to Insane Hospital, The New York Times, October 14, 1937

Mfr. Doubts Rubber Raft Found off Hawaii Is Earhart's, The Associated Press, October 8, 1937

Canton Island As an Air Base — The New York Times, September 19, 1937 (Discusses the geography, climate and then-current colonization of the Phoenix Islands, including Gardner [Nikumaroro])

Coast Guard Traces Supposed Earhart Radio Calls to Eastern U.S. — The New York Times, August 27, 1937

Plans to Use Earhart Flight Records in Memorial Book — The Associated Press, August 18, 1937

Wilbur Rothar Indicted in Earhart Extortion Attempt — The New York Times, August 6, 1937

Much Data Gained in Earhart Search; More than 250,000 Sq. Miles of Unfamiliar Territory Covered in Highly Strategic Area — The Associated Press, Washington, July 23, 1937

Putnam Offers Reward for Earhart Information — The New York Times, July 25, 1937

FDR Denies Extra Expense to Navy in Search — The Associated Press, Washington, July 20, 1937

Rep. Scott Demands Cost of Search and Reason for Permitting Flight; Calls for Legislation to Prohibit Future Searches — The New York Times, July 18, 1937

Earhart Search Criticized in House of Representatives — The New York Times, July 10, 1937 (Speeches by C. I. Faddis, R. A. Collins, B. N. Scott)

Radio Skit Causes an Earhart Mix-up; Hawaiian Operator Listening to March of Time Program Believes Conversation Real — Wireless from Honolulu to the New York Times, July 10, 1937

Radio Slip-Up Seen Costly to Earhart — Carl B. Allen, Herald Tribune Aviation Editor, New York Herald Tribune Syndicate, July 8, 1937

Commerce Secty. Roper, Asst. Secty. Johnson Say Department Will Ban "Publicity Stunt Flights" — The New York Times, July 8, 1937

Japanese Naval Ship, Koshu (sic), Ordered to Search The New York Times, July 7, 1937

NOTE: Space does not permit the detailed listing of the hundreds of routine newspaper articles about Amelia Earhart, the flight and the search which appeared during the period from June 1 through July 20, 1937. The researcher is directed to the indexes of any of the "newspapers of record" (New York Times, Los Angeles Times, Washington Post, Atlanta Constitution, etc.). Also missing from this listing, because of lack of general availability, are a number of exclusive reports carried by the New York Herald Tribune and articles by its aviation editor Carl Allen.

Earhart Starts World Flight — The New York Times, June 1, 1937

Plans World Flight Takeoff From Miami — The New York Times, May 30, 1937 (Discusses preparations at Pan Am's headquarters)

Plane Slightly Damaged by Fire at Tucson — The New York Times, May 22, 1937

Earhart Arrives in California to Test Plane — The New York Times, May 4, 1937

Earhart Plans Second Attempt in May — The New York Times, April 25, 1937

Al Williams Criticizes Earhart; Her World Flight — The Cleveland Press, March 31, 1937

Earhart Plane Shipped to U.S. — The New York Times, March 28, 1937

Ship Burns, Crew Escapes — The New York Times, March 27, 1937 (M.S. Fijian)

Ship Fire Under Control — The New York Times, March 25, 1937 (M.S. Fijian, but other location)

Earhart and Crew Unhurt as Plane Crashes in Takeoff; Sails for Los Angeles, Says She Will Resume Flight After Repairs; Purdue U. Comments — The New York Times, March 21, 1937

Motor Expert Reports Plane Defectively Lubricated — The New York Times, March 20, 1937

Arrives in Hawaii — Sets Speed Record — The New York Times, March 19, 1937

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Medal If She Completes Flight — *The New York Times*, March 18, 1937

Earhart Takes Off; Overtakes Clippers — *The New York Times*, March 17, 1937

Mantz and Noonan to Accompany Flight Part of Way, Manning to Continue to Australia — *The New York Times*, March 16, 1937

Sets Date for Takeoff; CG and Navy Ships Take Positions to Watch Route — *The New York Times*, March 13, 1937

To Carry 10,000 Special Stamp Covers — *The New York Times*, February 13, 1937

Earhart Announces East to West Flight — *The New York Times*, February 12, 1937

Manning to Navigate Earhart Flight — *The New York Times* — January 31, 1937

Commerce, Interior Officials Leave Honolulu with Men and Equipment to Build Howland Island Airport — *The New York Times*, January 14, 1937

Vidal Registration from Bureau of Air Commerce Rumored — *The New York Times*, December 31, 1936 (Eugene Vidal, Bureau of Air Commerce head and ultimate Earhart flight approver)

Copeland Asks For Further Hearings Before Final Report — *The New York Times*, December 31, 1936

Mandate Airlines Planned by Japan — *The New York Times*, November 10, 1936

Smith Links Reds With Roosevelt — *The New York Times*, November 1, 1936

Supplies for Island Colonists Sent on CG Cutter *Itasca* — *The New York Times*, October 15, 1936

World Flight Aim of Miss Earhart — *The New York Times*, October 4, 1936 (Asst. Commerce Secty. J. M. Johnson Scores Merrill's Transatlantic 'Stunt' Flight, then reveals Earhart's plans for around-the-world flight)

Earhart Secured Rep. O'Day's Renomination at Dem. Convention — *The New York Times*, September 30, 1936

Earhart Speaks at Roosevelt Rally — *The New York Times*, September 27, 1936

Earhart Backs Roosevelt; Issues Statement — *The New York Times*, September 20, 1936

Copeland Urges Republicans Center on Democrats and Non-Voters *The New York Times*, September 20, 1936 (Copeland, an anti-Roosevelt Tammany Democrat)

Earhart Arrives at N.Y. in 'Laboratory' Plane — *The New York Times*, September 1, 1936 (Radio installed at Roosevelt Field)

William T. Miller, Bureau of Air Commerce, Reports Progress on Howland, Baker and Jarvis Island Bases; Radio Stations to be Ready in Three Months — *The New York Times*, August 18, 1936 (Miller was no 'mystery man')

Earhart Receives 'Laboratory' Plane — *The New York Times*, August 2, 1936

W.T. Miller and Group Leave Honolulu to Begin Preparation of Air Bases at Howland, Baker and Jarvis Islands — *The New York Times*, July 26, 1936

Commerce Secty. Roper Assails Senate (Copeland) Committee Report Criticizing Bureau of Air Commerce — *The New York Times*, July 15, 1936

Sen. Copeland Scores FDR Policies at 15th Anniversary Celebration of Society of Tammany — *The New York Times*, July 5, 1936 (Tammany was the New York City Democratic "machine")

Vidal Criticized in Senate Air Safety Committee Report — *The New York Times*, July 4, 1936

Vidal Scored by Senate Air Safety Committee — *The New York Times*, June 25, 1936

W.T. Miller Plans New Expedition to South Pacific Islands for Collection of Weather Data — *The New York Times*, June 20, 1936

Sen. Copeland Will Not Attend Democratic National Convention *The New York Times*, June 16, 1936 (Expresses anti-FDR views)

Photo with "Flying Laboratory" — *The Associated Press*, June 6, 1936

Earhart Denies World Flight Plans — *The Associated Press*, May 22, 1936 (She says "need planes for mommas and poppas" [not the 60s' singers])

Earhart Plans World Flight Under Purdue Auspices — *The Associated Press*, May 13, 1936 (Paul Mantz spills the beans)

Purdue U. Announces AE Fund for Aeronautical Research to Purchase "Flying Laboratory" — *The New York Times*, April 20, 1936

Vidal Testifies at Senate Air Safety Committee — *The Associated Press*, February 15, 1936

Earhart Fifth in Bendix Trophy Race — *The Associated Press*, August 30, 1935

Earhart Sets Non-Stop Records (Mexico flight) — *The New York Times*, May 9, 1935

Plans Non-Stop Flight from Calif. to Mexico D.F. and N.Y. — *The New York Times*, April 26, 1935

Earhart Hungry as White House Guest — *The New York Times*, March 14, 1935

Lands at Oakland in 18-14 Hours; 1st Solo Pacific Flight — *The New York Times*, January 13, 1935

Warned by F. A. Flynn of Proposed Pacific Flight — *The New York Times*, January 7, 1935 (Political lobbying via a vis sugar tariff legislation)

Honolulu Star-Bulletin Urges Barring Earhart Flight — *The New York Times*, December 30, 1934

May Fly Back from Honolulu to U.S. — *The New York Times*, December 19, 1934

To Exhibit Her Sports Clothes Designs *The New York Times*, November 24, 1934

Interview on War in Yale Daily News — November 11, 1933

To Operate New Boston & Maine Airways — *The New York Times*, August 6, 1933

Sets Women's Record 17 hours, 7-1/2 minutes for West-to-East Transcontinental Flight — *The New York Times*, July 9, 1933

To Race With Ruth Nichols for Women's Prize and With Five Men in Bendix Transcontinental Race — *The New York Times*, July 1, 1933 (Forced down in Wichita, July 2)

Resigns as V.P. of National Aeronautics Assn. — *The New York Times*, May 8, 1933

Scores D.A.R. for Agitating For Armaments While Doing Nothing About Women Serving — April 22, 1933

Pilots Mrs. Roosevelt to Baltimore — *The New York Times*, April 21, 1933

Franklin Institute (Philadelphia) Acquires Her Transatlantic Plane — *The New York Times*, December 29, 1932

Made Honorary Member of Girl Reserves of Westchester County — *The New York Times*, October 15, 1932 (not the U.S. Army Reserve!)

NOTE: The following four items are only a few of the many articles concerning the Transcontinental flight. The researcher is directed to newspapers of record.

First Woman to Fly Non-Stop Coast-to-Coast — *The New York Times*, August 26, 1932

Starts Non-Stop Transcontinental Flight at Los Angeles — *The New York Times*, July 13, 1932 (Arrives at Newark, N.J. after stop at Columbus, July 14)

Halts Planned Non-Stop Transcontinental Flight at St. Louis; Senate Approves Bill Awarding Distinguished Flying Cross — *The New York Times*, July 2, 1932 (Hoover signs bill, July 3; Vice President Curtis presents, July 30)

Voted Distinguished Service Medal by House of Representatives — *The New York Times*, June 21, 1932

NOTE: The following are only a few of the many newspapers articles concerning the transatlantic solo flight, the accolades she received and various PR activities. The researcher is again directed to the indexes of newspapers of record.

Lands Near Londonderry, Ireland; First Women to Fly Solo Across Atlantic; Flight Described — *The New York Times*, May 22, 1932

Leaves for New Brunswick with B. Balchen and E. Gorsky for Transatlantic Flight — *The New York Times*, May 20, 1932

Gets Suspended Sentence for Speeding in Auto — *The New York Times*, March 12, 1932

Feature Article on Transcontinental Autogiro Trip — *The New York Times*, July 19, 1931

To Receive Official Reprimand for Abilene Autogiro Crash — *The New York Times*, June 20, 1931

Elected V.P. of National Aeronautics Assn. — *The New York Times*, April 26, 1931

Sets Unofficial Autogiro Altitude Record — *The New York Times*, April 9, 1931

Earhart Marries G. P. Putnam *The New York Times*, February 8, 1931

Receives Certificate Affirming Speed Record — *The New York Times*, February 5, 1931

Pilots Autogiro Carrying Passenger — *The New York Times*, December 20, 1930

G.P. Putnam Admits He and Earhart Have Marriage License; No Date Set — *The New York Times*, November 11, 1930

Denies Marriage to G. P. Putnam — *The New York Times*, November 10, 1930

Slightly Injured in Plane Crash — *The New York Times*, September 26, 1930

Gives Reasons Why Five Prominent Women Pilots Refused to Fly in Women's Air Derby of National Air Races — *The New York Times*, August 6, 1930

Denies Marriage, Engagement to Sam Chapman — *The New York Times*, June 6, 1930

G.P. Putnam Guarded in London After Alleged Threats on Life Because of Proposed Publishing of Book about Italian Political Prisoners — *The New York Times*, January 4, 1930 (Nice bit of P.R.! — original)

Establishes New Women's Speed Record *The New York Times*, November 23, 1929

Flies at Allentown, Pa. in Interest of Proposed Association of Women Pilots — *The New York Times*, November 5, 1929

Dives to Bottom of Sea — *The New York Times*, July 24, 1929

Passenger on First T.A.T. Westbound Trip — *The New York Times*, July 8, 1929

Appointed Assistant to General Traffic Manager, T.A.T. — *The New York Times*, July 2, 1929

Donates Girl's Trophy for Model Airplane Contest — *The New York Times*, May 26, 1929

Receives Transport License — *The New York Times*, March 29, 1929

In Emergency Landing Near Utica, N.Y. — *The New York Times*, March 26, 1929

Upsets Plane at Curtiss Field — *The New York Times*, March 4, 1929

Entertained by Mr. and Mrs. Putnam — *The New York Times*, December 3, 1928

Breaks Engagement to Sam Chapman — *The New York Times*, November 23, 1928

In Forced Landing at Tintic, Utah — *The New York Times*, October 1, 1928

Unhurt in Plane Crash with Putnam — *The New York Times*, September 1, 1928

Named Associate Editor of Cosmopolitan — *The New York Times*, August 29, 1928

Putnam Discusses Financing of Flight by Mrs. F. Guest — *The New York Times*, July 27, 1928

NOTE: The following are only a few of the many newspapers articles which appeared after, during and before the transatlantic flight.

Fliers Sail From Southampton; Greeted at Cherbourg; Earhart Building Planned for Boston — *The New York Times*, June 29, 1928

Earhart Buys Lady Heath's Moth; Will Tour U.S. — *The New York Times*, June 27, 1928

Fliers Lionized; Feted — AP, UP, INS, June 20-29, 1928

Friendship Arrives at Burry Port, Wales (plus many sidebars) — *The New York Times*, June 19, 1928

Fliers Now Plan to Make Ireland the Objective — *The New York Times*, June 15, 1928

Fliers Give Up After Five Failures to Get Off (sic) — *The New York Times*, June 14, 1928

Delayed by Weather; Hear of Rival Plans of Mabel Boll — *The New York Times*, June 7, 1928

Plane Ready for Flight; Mrs. Guest is Backer — *The New York Times*, June 6, 1928

Fliers from Halifax to Trepassy; Comments; Nominated vice president of National Aeronautics Association — *The New York Times*, June 5, 1928

Stultz, Gordon, Earhart Fly from Boston to Halifax on First Leg of Flight to England — *The New York Times*, June 4, 1928 (Includes quote from Mabel Boll on Stultz's connection with flight)

MAGAZINES AND OTHER PERIODICALS

Did Amelia Earhart Survive? Rollin C. Reyneck, Col. USAF (Ret.) — *Air Classics*, April-May 1995

The Aviatrix and the University: Amelia Earhart at Purdue, Ray Boomhower, *Traces of Indiana and Midwestern History: A Publication of the Indiana Historical Society*, Indianapolis, Ind., Summer 1994

Where in the World Are Winslow Reefs and Amelia Earhart? Earth in Space (American Geophysical Union, Washington, D.C.), September 1994

Amelia Earhart: Is the Search Over? Stephen Wilkinson — *Air & Space Smithsonian*, August 1992

Heritage: Searchers Unearth What They Claim are New Clues, Michael O'Leary — *Air Progress*, July 1992

The Mystery of Amelia Earhart, by Richard Gillespie; **An Opposing View**, by Frank Schelling — *LIFE*, April 1992

The Intelligence Failure of Pearl Harbor, by David Kahn — Foreign Affairs (Council on Foreign Relations, Inc.), Winter 1991 (Excellent Background)

AWA Profiles: Kenneth Lum-King, ex-K6BAZ — *The Old Timer's Bulletin*, Official Journal Antique Wireless Association, Vol. 30, No. 10, May 1989 (Howland Island station description)

What Did Happen to Amelia Earhart, by Roy Nesbit — *Aeroplane Monthly*, London, January and February 1989 (Includes British sources bibliography)

FDR's Own Network: Gentlemen Spies (Book Review: The Second Oldest Profession, by Phillip Knightley; W.W. Norton & Company) — *U.S. News & World Report*, January 12, 1987

Missing and Presumed Down! by H. M. Anthony, Cmdr. USCG (Ret.) — *The Compass* (Mobil International magazine), 1987 Number 1 (This one is good!)

Book Review: Amelia Earhart, the Final Story, by Jeffrey Hart — *National Review*, Vol. 37 October 18, 1985

What Really Happened to Amelia Earhart? by Don Wade — *Aviation Journal*, February, March, April, May, June 1984

Amelia and the Mystery of N16020, R.W. Koch — *Air Classics*, August 1981

Amelia Earhart, Aviation's Greatest Mystery, by Joe Smith, Max Clements and Maryke Clements — *Runway 26* (now defunct), August, September, November 1978

Lockheed's Model 10 Electra, Thomas M. Emmert and William T. Larkins — *American Aviation Historical Society Journal*, Second Quarter 1978. (Highly detailed history of the aircraft and its variants)

Amelia Earhart and the California to Mexico Flight Controversy, Marvin Hissman — *Stamps*, July 8, 1978

What Happened to Amelia Earhart, J. Gordon Vaeth — *Air-Line Pilot*, February 1978

Amelia Earhart's Fatal Decision, Donald W. Thomas — *American Aviation Historical Society Journal*, Summer 1977

What Happened to Amelia Earhart, by J. Gordon Vaeth — *NOAA Magazine*, July 1977

Amelia Earhart Myths, Frank Wolfe — *Houston Chronicle Magazine*, May 15, 1977

Amelia Earhart: She Didn't Die in Her Plane, Ted Janczarek — *Coronet*, September 1976

The Cult of Amelia Earhart, Pete Hamill — *Ms*, September 1976

Search for Amelia Earhart, Arthur A. Riley — *Air World*, July 1976

Book Review: Amelia Earhart: The Myth and The Reality — *VFW Magazine*, Kansas City, Mo., May 1973 (Strippel's book)

Book Review: Amelia Earhart: The Myth and The Reality — United States Naval Institute Proceedings, Annapolis, Md., April 1973 (Strippel's book)

Amelia Earhart's Flight Into Eternity, Dick Strippel — *Air Classics*, July 1972

Amelia Earhart's Last Flight, by Francis X. Holbrook — US Naval Institute Proceedings, February 1971. (See also "Commentary" November 1971 for letters from R. B. Black and J. O. Lambrecht)

Commercial Aviation and the Colonization of the Equatorial Islands, Francis X. Holbrook — *Aviation Historian*, Winter, December 1970

For Sugar Boats or Submarines Lt. Gen. Masatake Okumura, Japan Self-Defense Force (Ret.) — US Naval Institute Proceedings, August 1968

I Completed Amelia Earhart's Flight, Ann Pellegrino — *McCall's*, November 1967

My Search for Amelia Earhart, Fred Goerner — *True*, September 1966

Amelia Earhart — the 26-Year Mystery, Fred Goerner — *American Aviation Historical Society Journal*, 2nd Quarter 1963

The Search for Amelia, George Carson Carrington — *Weekend Magazine*, the *Richmond Times-Dispatch*, February 1962

What Happened to Amelia Earhart? — *Saturday Review*, June 11, 1960

Amelia Earhart — Is This What Happened?, *Newsweek*, May 9, 1960

The Mystery of Amelia Earhart's Last Flight, L. Elliott, *Reader's Digest*, July 1957

Flight for Freedom, Horace McCoy — *Woman's Home Companion*, January 1943. (Novella on which the movie was based)

Was Amelia Earhart the War's First Casualty? — *Skyways*, November 1942. (First mention of spy plot)

Hidden Key to the Pacific, Willard Price, *National Geographic*, June 1942

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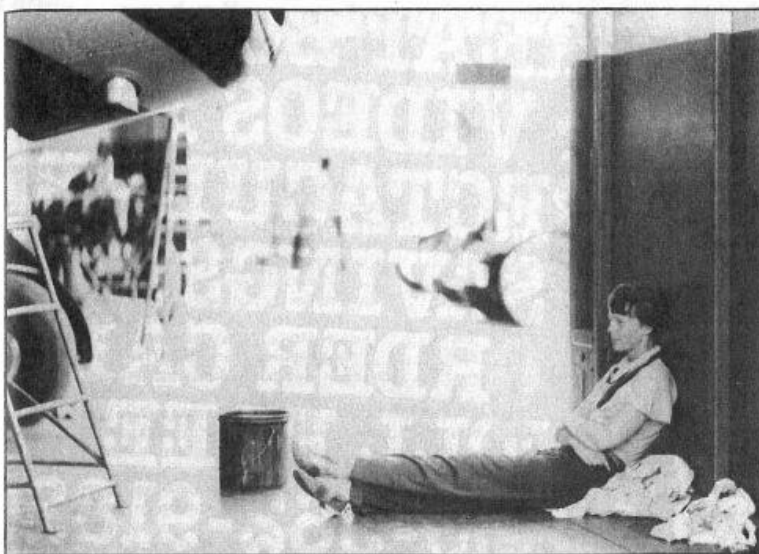
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Also: Ann Rapkiewicz, NY; Francis Rapkiewicz, NY (Earhart-in-chains photo); Bruce Reynolds, CA (San Diego Aerospace Museum); Jim Slade, DC (WMAL); Neta Snook Southern, CA; W.R. Spencer, TX; Adela Roger St. John, CA; Elinor Smith Sullivan, CA; William L. Sutter USCG Ret., NJ; Robert W. Townsley, CA; H.M. "Don" Wade, GA; Barbara R. Wiley, WA; J. Gordon Vaeth, DC; and Joseph C. Wright USAF Ret., TX

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