

(299415)

Hydrographic Office	
H. Asst.	Incl. <u>1</u>
SEP 27 1937	
M. S.	C. C.
A. N.	R.
DIS.	Ch. Cl.

Jacksonville Journal

Member of
NEA SERVICE, INC.

JACKSONVILLE, FLA., THURSDAY, SEPTEMBER 23, 1937.

Member of
THE ASSOCIATED

Writer Blames Dogmatic Science For Death of Earhart, Noonan

Claims Lack of Accurate Knowledge Sent Fliers to Their
Deaths in Pacific

(By The Associated Press)

LOS ANGELES, Sept. 23. — Amelia Earhart and Fred Noonan were "murdered by dogmatic science," Tiffany Thayer charged in the first issue of the Fortean Society magazine today.

"Unless by some miracle they found land and food and fresh water . . . they were sent to their death by the smug complacency of authority, of the schoolmen and the physicists and the astronomers," wrote Thayer, secretary of the society, a national group of scientific agnostics, including several prominent writers.

Thayer contended science is ignorant of the true nature and dimensions of the earth and therefore is to blame for the tragic failure of the Earhart-Noonan 'round-the-world flight.

The Fortean Society was organized in 1931 by J. David Stern, newspaper publisher, Thayer, Ben Hecht, Booth Tarkington, Burton Rascoe, Alexander Woollcott, writers, Aaron Sussman and others, to perpetuate the ideas of Charles Fort, a scientific iconoclast who

suggested, among other things, the stars might not be so far away and the earth might be "nearly" stationary if all evidence was considered.

Fort's loudest blast at orthodox science was in his book "Lo!" published a year before his death in 1932.

SAYS CHARTS FAULTY

In his treatment of the Earhart-Noonan flight, Thayer declared "the latest and most detailed charts of the South Pacific ocean, prepared by the U. S. Navy, are a crazy-quilt of guesswork."

He pointed out a chart of the New Guinea-Howland island route of Miss Earhart and her navigator shows 13 islands and reefs marked "position doubtful."

"The magnetic compass is erratic in this district, its variation increasing 2 minutes annually," said Thayer, a novelist and former Hollywood writer, now in New York.

"This area is a sort of fairy hell where anything may happen."

HITS AT ASTRONOMY

Thayer delivered a caustic answer to claims astronomy makes possible earth measurements of "incredible" accuracy.

"All the observations all the astronomers of the world were able to make in more than 1,200 years," he said, "were insufficient to time accurately the eclipse of the sun (June 8) which almost paralleled the path of Earhart's flight."

"Totality lasted 10 seconds longer than it 'should'—and an error of 10 seconds means an error of a good many miles in the width of an ocean."

A4.3(Earhart)(299415)

THE WHITE HOUSE
WASHINGTON

JUN 6 1938

JUN 6 1938

May 13, 1938

Hydrographic Office
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6 A. N. *[initials]* C. C. *[initials]*
5 DIS. *[initials]* 9 Ch. Cl. *[initials]*

My dear Mr. Chamberlain:

I am glad to learn that the indomitable spirit which surmounted so many obstacles and pointed the way to new feminine achievements is to be commemorated in the Amelia Earhart Foundation. This foundation should, like her own radiant spirit and personality, be free in scope and idealistic in expression. Planned on such lines it can become an active force in moulding the destinies of those who come under its influence.

Very sincerely yours,

Franklin D. Roosevelt

Mr. Ernest B. Chamberlain,
The Amelia Earhart Foundation,
Suite 105 - 744 Jackson Place, N. W.
Washington, D. C.

CHART CONSTRUCTION
P.E. *[initials]*
R. *[initials]*
C. *[initials]*
P. *[initials]*
D. *[initials]*
L. *[initials]*
Pm. *[initials]*
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K. *[initials]*

MARITIME SECURITY
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A4-3(Earhart)(299415)

NOV 3 1937

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Kind Admiral Crosley, U.S.N., at Monaco Shore
has a copy of this.

NELMAR
FORT GEORGE
FLORIDA

Sept. 24, 1937

Hydrographer,
Navy Department
Washington, D.C.

NOV 3 1937

MAINTENANCE
SECURITY

PC	<i>WSP</i>
NM	<i>RS</i>
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RA	_____
OR	_____

Sir: -

I am enclosing a clipping from the
Jacksonville, Florida, Journal, of Sept 23.

This criticism of the charts published by
the H.O., should not go unchallenged.

As the one time Hydrographer, I
of course know all about these "P.D.'s"
But evidently the writer of the article,
Mr. Jeffery Thayer of Los Angeles, Cal., is
not familiar with the fact that the
U.S., in many cases, has simply taken
the data from British & other charts, in
areas where the U.S. has made no surveys.

This article will make good ammunition
for the South Survey, unless challenged.

Truly yours

F. B. Bassett
Rear Admiral, U.S.N. (Ret)

CHART
CONSTRUCTION

P.E.	<i>JKH</i>
F.	_____
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L.	_____
Ph.	_____
E.	_____
K.	_____

In reply address not the signer of this letter but Bureau of Aeronautics, Navy Department, Washington, D.C.

Refer to No. Aer-A-1-LBM
A7-1(3)

NAVY DEPARTMENT
BUREAU OF AERONAUTICS
WASHINGTON

AUG 27 1937

BUREAU OF NAVIGATION
NAVY DEPARTMENT

RECEIVED
Hydrographic Office
Asst. Dir. *WAB*
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AUG 30 1937
M.S. *WAB* S.C.C. *WAB*
A.N. *WAB* R. *WAB*
DIS. *WAB* Ch. Cl. *WAB*

From: The Chief of Bureau of Aeronautics
To: The Chief of Bureau of Navigation.
SUBJECT: News Letter of Aviation Unit of U.S.S. COLORADO.
Enclosure:
(A) Copy of subject letter of 16 July 1937.

1. In accordance with the instructions of the Chief of Naval Operations, Enclosure (A) is forwarded, herewith, for the information of The Hydrographer.

Ralph Davison

Ralph Davison,
Comdr., U.S.N.,
By direction Chief of Bureau

✓ *WAB*
WAB
P. E.
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NIGHTTIME
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6-11-3 (Earhart) (299415)

Op-38-E-IMR 8/9
A4-5(5)(361030-3)
Serial 38801

AUG 11 1937

Hydrographic Office	
H. _____	Asst. _____
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M. S. _____	C. C. _____
N. _____	R. _____
DIS. _____	Ch. Cl. _____

4th Endorsement

RESTRICTED

AUG 10 1937

From: Chief of Naval Operations.
To: Chief of Bureau of Aeronautics.

SUBJECT: Weekly News Letter - Aircraft Search of
Earhart Plane.

1. Forwarded.

2. In order to avoid further delay the basic letter is forwarded direct to the Bureau of Aeronautics. It is requested that the original, or a copy thereof, be forwarded to the Hydrographic Office for information.

Copy to:
Bunav (Hydro.Office)

J. O. RICHARDSON
Acting

AIR
NAVIGATION

NA	_____
AP	_____
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HB45/A9

Honolulu, T.H.,
16 July, 1937.

(299415)

Hydrographic Office	
H	Ass.
Incl. <u>1</u>	
AUG 30 1937	
M. S.	C. C.
A. N.	R.
DIS.	Ch. Cl.

From: Senior Aviator, U.S.S. COLORADO.
To : The Chief of the Bureau of Aeronautics.
Via: (1) Commanding Officer, U.S.S. COLORADO.
(2) Commander Battle Force, U.S. FLEET.
Subject: Weekly News Letter - Aircraft Search of Earhart Plane.

1. On Friday, 8 July the COLORADO was ordered to proceed to Pearl Harbor for fuel and thence to the Howland Island area in search of Miss Earhart. At that time the unit was temporarily ashore at the Fleet Air Base, trying to complete two 100-hour and one carburetor check, when, as they say in the newspapers, the story broke. However, the work accomplished in so far as time allowed was satisfactory except for the carburetor. No new gaskets for this type of carburetor could be found at the Base and it was necessary to replace the old ones. That was not satisfactory and it eventually became necessary to shift to a spare carburetor.

As a matter of fact no spares whatever could be found at the Base for the OSU-3's. And from the experience gained by the COLORADO unit while at that Base it would seem advisable to keep on hand there a limited number of spares for all ship based planes. Pearl Harbor being an outlying base at which it is not uncommon for ships and ship's planes to visit on occasion, it would greatly facilitate checking and repairs, not only in emergencies such as occurred in the case of the COLORADO, but also in the normal routine operations. For example, due to a bent net recovery hook it would have been particularly desirable to have replaced the pontoon on one of the planes prior to the extended operations attending the Earhart search. The Fleet Air Base did not have a spare pontoon and time did not permit repair of the hook. Items such as this are constantly cropping up due to the exigencies of the Service. And to the operating personnel it is highly desirable to be able to obtain a few spares when operating away from home bases in order to reduce the use of baling wire to a minimum.

The planes returned to the ship at ten o'clock Saturday (3 July) morning and what with the COLORADO alongside a fuel dock and the wind directly from astern, it required a nice piece of sailing to get the planes under the hook. The ship was underway at one that afternoon.

During the entire period of the COLORADO's search weather conditions were excellent. Ceiling was unlimited, with a visibility of thirty miles, thin scattered clouds at 2000, wind northeast to east, 13 to 15 knots somewhat stronger and more easterly at 1000 feet. Sea was calm to moderate with moderate

Subject: Weekly News Letter - Aircraft Search of Earhart
Planes.

northeasterly swells and very few white caps. Wind streaks were well defined and of course here and there the inevitable tropical rain squall. These however, were generally so widely scattered and so small as not to impede the conduct of the search appreciably. Visibility and state of the sea as has been noted, were such that it is believed an object on the water even as small as a rubber boat could have been seen a distance of at least five miles and probably further. Indeed in every instance when the planes were on their return leg the ship was sighted at a distance in excess of thirty miles.

On every flight planes scouted at an altitude of 1000 feet and an interval of three miles. Radio communication was excellent even at extreme scouting distances and signal strength never got below three. During these operations the planes averaged 21.2 hours flying time and covered a distance of about 1900 miles per plane. An accompanying sketch of a chart of the search area shows tracks of planes and ship.

The search with aircraft got underway at 1430 Wednesday, 7 July, when the planes were catapulted with orders to search to the southward a distance of eighty to ninety miles to locate and inspect a spot marked on the chart as "Reef & Sandbank". This, according to the Sailing Directions, was quite possibly Winslow Reef, shown on the chart as being forty-five miles further south. These reefs are close to Howland and Baker Islands and there was a chance that Miss Earhart, finding herself short of fuel, might have chosen a forced landing there. The exact locations of these reefs are not known and, indeed, there seems to be some doubt as to their existence. Several ships have, at various times, reported passing over the Latitude and Longitude of Winslow Reef without encountering any "Rocks and Shoals", and without even seeing any signs of anything but plain ocean. And that is exactly what the planes found, both on this flight and that of the following morning. After searching an area of ten miles square around the charted position of the "Reef & Sandbank", planes headed WSW about twelve miles into an area covered by a large rain squall, thinking the reef might have been trying to hide out, but found nothing except more ocean. Incidentally the three planes crossed the line during this flight in longitude 176° - 36' W.

The following morning (Thursday) as the ship stemmed south in Longitude 175° - 30' W the planes searched an area from 00° - 30' S to 1° - 55' S and from 174° - 40' W to 173° - 10' W in a second attempt to locate these reefs. This area included by a wide margin their charted and/or reported positions. Search was so conducted that at least one of the planes would certainly have passed

Subject: Weekly News Letter - Aircraft Search of Earhart Plane.

any point in the area at a distance of not more than a mile and a half. And in light of the subsequent finding of Carondelet Reef there is no doubt in the minds of the pilots and their observers that had a reef been there it certainly would have been sighted. (As an example of the height of something-or-other the lax planes will probably find one or both of the reefs without even looking). Anyhow the Senior Aviator wants to go on record as saying that the mariners (?) who saw and reported these reefs are probably the same ones who are constantly reporting having seen sea serpents!!! Suffice to say the COLORADO's "some of the Navy's crack pilots" (we suppose the news boys will want to take back that appellation of undoubted distinction now that we didn't succeed in finding Amelia) did not see any reefs, rocks, or shoals in that area, much less any signs of a Lockheed.

During the rest of Thursday, two additional flights were made searching a seventy-mile front from a position in Lat. $2^{\circ} - 00' S$ Long. $175^{\circ} - 10' W$ along the course of the ship which steamed SSE on 180° True. This covered a large water area where it was thought Miss Earhart might have been forced down. Here again the condition of the weather, the state of the sea and the extremely good visibility made it highly probable that the missing plane would have been found had it been in that area. Due to repairs necessary on the pontoon of 4-0-4 only two planes were used for the first of these two flights.

At 0700 Friday morning the planes were catapulted to search M'Kean and Gardner Islands, Carondelet Reef and the intervening sea area. M'Kean Island was visited first and when first sighted was about a half point to port, bearing out the statement in Sailing Directions that the island's actual position is somewhat NNE of that shown on the chart. M'Kean did not require more than a perfunctory examination to ascertain that the missing plane had not landed here, and one circle of the island proved that it was uninhabited except for myriads of birds. Signs of previous habitation remained and the walls of several old buildings apparently of some sort of adobe construction, were still standing. M'Kean is perfectly flat and no bigger than about one square mile. Its lagoon, like those of several of the smaller islands of the Phoenix Group, is very shallow and almost dry. This island had no vegetation whatsoever. As in all of these atoll formations coral extends out from the shore line a distance of 100 to 150 yards and then drops precipitously into water many fathoms deep. There is no anchorage off any of these islands.

As in the case of the subsequent search of the rest of the Phoenix Islands one circle at fifty feet around M'Kean aroused the birds to such an extent that further inspection had to be made from an altitude of at least 400 feet.

Subject: Weekly News Letter - Aircraft Search of Earhart Plane.

From M'Kean the planes proceeded to Gardner Island (sighting the ship to starboard enroute) and made an aerial search of this island which proved to be one of the biggest of the group. Gardner is a typical example of your south sea atoll... a narrow circular strip of land (about as wide as Coronado's Silver Strand) surrounding a large lagoon. Most of this island is covered with tropical vegetation with, here and there, a grove of coconut palms. Here signs of recent habitation were clearly visible but repeated circling and zooming failed to elicit any answering wave from possible inhabitants and it was finally taken for granted that none were there.

At the western end of the island a tramp steamer (of about 4000 tons) bore mute evidence of unlighted and poorly charted "Rocks and Shoals". She lay high and almost dry head onto the coral beach with her back broken in two places.

The lagoon at Gardner looked sufficiently deep and certainly large enough so that a seaplane or even an airboat could have landed or takenoff in any direction with little if any difficulty. Given a chance, it is believed that Miss Earhart could have landed her plane in this lagoon and swam or waded ashore. In fact, on any of these islands, it is not hard to believe that a forced landing could have been accomplished with no more damage than a good barrier crash or a good wetting.

From Gardner, the planes headed southeast for Carondelet Reef, sighting its occasional breakers a good ten miles away. No part of the reef is above water and, although it could be plainly seen from the air, the water over it must have been at least ten to twenty feet in depth. Finding nothing here the planes returned to the ship.

At 1430 that afternoon planes were again catapulted and headed some seventy miles to the eastward to search Hull Island. In appearance, Hull is much the same as Gardner, somewhat smaller perhaps, nevertheless, similar in shape and formation, the same lagoon, with the same vegetation and identical groves of coconut palms. The one difference...Hull was inhabited.

As the planes approached the island toward its southern end natives could be seen clustered around a large shack erected on high stilts and otherwise fabricated in what appeared to be the conventional native fashion. (Page 8. Somerset Maugham for further details of construction). When the planes zoomed the beach the natives, dressed in their traditional loin clothes, turned out en masse to wave and yell (anyhow they looked as if they were

Subject: Weekly News Letter - Aircraft Search of Northern
Islands.

Yelling) and to wonder at such strange birds. After a circle of the island, during which other (and smaller) native sharks were noted, the "village" was again zoomed. This time as many of the natives as possible were on the roof of their "cave center" and all of them entirely naked waving their join cloth; it is not known whether this is their especial form of welcome for oceanic flyers, but it was later learned that none of them had ever seen an airplane.

Although the lagoon was spotted with coral reefs that looked from the air to be near or on the surface, an examination disclosed a wide landing area at the southern end closest to the village. The senior aviator then decided upon landing his plane for the express purpose of making inquiries, and after a preliminary "greeting", the plane sat down on the calm waters of the lagoon. (This lagoon was subsequently re-named after the senior aviator by members of the second ward... hydrographers please note). Almost immediately after the landing an outboard canoe pulled off from the beach with what later proved to be three native boys and the white resident manager.

Waters of South Sea Island legends to the contrary, it took those natives exactly forty-five minutes to paddle three-quarters of a mile! But the unit supplied the senior aviator and his cadet observer with sufficient time to take stock of their surroundings. It was noted that the reefs which from the air appeared to be close to the surface were, in reality, at least four to six feet or more deep. A little sailing afforded a chance to pass over several of these and it was finally decided to turn and taxi down wind, closer into the beach, and to the approaching canoe. This we did and then settled down to wait, meantime limbering up the only "shotgun iron" (a very pistol) which the plane boasted... just in case. (The senior aviator has probably been reading too many stories of the aforementioned "Somerset Maugham").

As the canoe came nearer, the reason for its breath-taking speed was readily apparent... the natives were using small round poles as paddles; when within hailing distance we received a hearty wave and a cordial "cheerio" from the resident manager. He was a man of about medium height, deeply tanned, and dressed as may have been expected, in white duck trousers, white shirt and a straw hat, which he removed to wave at us. His appearance led one to believe that his nationality was German, due, no doubt, to his closely cropped hair and round face, but his accent proclaimed him British. We told him we were searching for a plane which we believed may have been forced down somewhere in the Phoenix Islands, that the plane had left Lee, New Guinea for Howland Island a week

Several heavy rain squalls were encountered enroute but were negotiated without difficulty.

On the following morning (Saturday) the unit was ordered to search four of the five remaining islands. Heading southeast from the ship, we soon picked up Glydey but upon dropping down an inspection of that island could discover nothing which indicated that the missing flyers had landed there. The reason was sufficiently large to warrant a safe landing but several coves of the island disclosed no signs of life and a landing would have been useless. There were signs of recent habitation and small sharks could be seen among the groves of coconut palms, but repeated scans failed to disclose any answering marks and the planes headed northeast for Phoenix Island.

After informing him that we expected to reach the rest of the islands, we took off, rendezvoused with the other planes and returned to the ship.

past and had not heard of since, and we wondered whether he'd been or heard of it. He replied that he hadn't and added that he possessed a radio receiver but had heard nothing on it. He was ignorant of the flight but gained initial surprise when told it was being made by Marie Barnhart. He then asked where we had come from and was considerably startled when we told him, "Honolulu". He hastily explained, however, that our ship was some fifty or sixty miles to the westward of the island and was returning.

Subject: GEORGE HANE LETTER - ALLEGED SEARCH OF HANFORD
PLANE.

700-96

67/1094

Subject: Weekly News Letter - Aircraft Search of Earhart

Plane.

25-661

BMS/VO

Ganton Island, the northernmost of the Phoenix Group, was searched that afternoon. It held the COLONADO's only remaining hopes of finding Miss Earhart and her missing navigator. Search here, however, proved as fruitless as that of the other islands and hopes of locating the unfortunate flyers were virtually abandoned.

In the beginning, after a careful study of the situation it had been considered unlikely that Miss Earhart was down on one of the islands of this group. Numerous reports were received that the plane's radio had been heard. Some of these reports proved to be spurious. Others coming from more reliable sources, though not definitely confirmed, could not be entirely ignored. The plane's designers insisted, however, that had a carrier wave been broadcast the plane must have been in a position capable of turning up one of its engines, i.e., somewhere on dry land.

Hence, since Miss Earhart had not landed at Howland or Baker, the only other possibility of a safe landing was on one of the islands of the Phoenix Group, unless, of course, she had fallen far short of her goal and was forced down in the Gilbert Islands, some four hundred and fifty miles to the westward.

Ganton proved to be the biggest of the Phoenix Group, but showed little difference in appearance from the others. It took approximately fifteen minutes for the planes to make one circle, and, although one end was covered by a heavy rain squall, a careful search was made of the island and the lagoon. Vegetation is sparse and not more than half a dozen palm trees exist on the entire island. At the western end there still remained the shack and various communications of the eclipse expedition. The broad blue expanse of the lagoon was broken at regular intervals by transverse coral reefs and, except for these, the water appeared to be fathomless deep. At either end (eastern and western) an area of open water could be found sufficiently large for operations of any size seaplane or air boat. No signs of con-

This completed the COLONADO's search with aircraft, and after recovering her planes, the ship headed north towards the rendezvous for fueling the plane guard destroyers.

Search operations were turned over to the LEXINGTON, which, with her numerous planes, could cover vast stretches of the ocean over an area in which there was a chance Miss Earhart might have been down. And it is to be hoped that in the very near future newspapers will ring with the heading, "MISS E. B. EARHART FOUND."

J. O. Lamprecht
Lieut., U. S. Navy

ACTION COPY

NAVAL MESSAGE

NPG 831

RECEIVED AT NAVY DEPARTMENT

44-3/Earhart (299415)

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JUL 16 1937

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Incl. _____	
JUL 2 - 1937	
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A. N. _____	R. _____
DIS. _____	Ch. Cl. _____

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT HYDRO ALL SHIPS AND STATIONS

US COASTGUARD SHIP ITASCA BELIEVES MISS ~~AMELIA~~ EARHART DOWN BETWEEN
THREE THREE SEVEN AND NINE ZERO DEGREES FROM HOWLAND ISLAND AND
WITHIN ONE HUNDRED MILES OF ISLAND POSSIBILITY PLANE MAY USE RADIO
ON EITHER 3105 6210 OR 500 KCS VOICE REQUEST ANY VESSEL THAT ~~MMNNNNNN~~
VICINITY LISTEN FOR CALLS MADE CONTACT ITASCA CALL NRUI ON 500 KCS
HYDRO

HYDRO ACTION

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Serial 5121

~~CONFIDENTIAL~~

NO

A4-3 (Earhart)
(299415)
A21-5 (25)
1937 MAY 13 AM 10 44 7

MAY 11 1937

Hydrographic Office	
H. _____	Asst. _____
Incl. _____	
MAY 18 1937	
M. S. _____	C. C. _____
2 N. N. _____	R. _____
DIS. _____	Ch. Cl. _____

My dear Mr. Putnam:

Receipt is acknowledged of your letter of May 8th, in which you state that the plan for Miss Earhart's flight has been changed.

The Navy Department will be very glad to assist as previously planned and, as stated in my letter of May 7th, upon receipt of definite information as to the date the services are required.

Sincerely yours,

WILLIAM D. LEAHY
Admiral, U. S. N.
Chief of Naval Operations

Mr. George P. Putnam,
2 West 45th Street,
New York City.

Copy to:
~~Buaer~~
Bunav
Op-13
Op-16

~~CONFIDENTIAL~~

nav

IN REPLY REFER TO

REF. NO.

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE
WASHINGTON

a4-3(Earhart)(299415)

November 9, 1936

NOV 11 1936

Captain L. R. Leahy,
Chief Hydrographer,
U. S. Navy,
Washington, D. C.

JWH

Hydrographic Office	_____
Asst.	_____
Incl.	_____
NOV 10 1936	
M. S.	C. C.
BA. N. <i>WS</i>	R.
DIS.	Ch. Cl.

Dear Sir:

I have received and forwarded to Mrs. Amelia Earhart Putnam the Hydrographic Charts and the pamphlet entitled, "Climatic Features of the Pacific Island Region", which you so kindly sent her for that purpose.

I have told Mrs. Putnam that your office wishes return of the pamphlet when it has served her purpose and explained that it is not yet for general distribution. I am sure that she will comply carefully with your wishes. I have also told her that your office stands ready to be of any further assistance which may be possible from examination of the data which you have in the office there.

Thank you for your courteous and generous help in this matter.

Yours very truly,

N. B. Sangree

N. B. Sangree,
Assistant to the Director.

299415

AIR
NAVIGATION

NA	<i>10/10</i>
AP	<i>10/10</i>
AG	_____
SP	_____
FB	_____

a 4-3 (Carhart) (299415)

Nav-126-MCB

Incl.-1

6 November 1936

WS
JWH

Sir:

The Chief of Naval Operations has approved the supplying of certain weather data for the Pacific area in the case of Mrs. Putnam.

There is inclosed, herewith, the weather summary "Climatic Features of the Pacific Islands' Region" which you requested on her behalf.

It is requested that, when this article has served its purpose, it be returned to the Hydrographic Office. The article is not for general distribution.

Respectfully,

L. R. Leahy,
Captain, U. S. Navy,
Hydrographer.

Mr. N. B. Sangree,
Chief, Administrative Section,
Bureau of Air Commerce,
Department of Commerce,
Washington, D.C.

(Not printed at Government expense)

Hydrographic Office	
Asst. Dir.	
JUN 7 1938	
M. S.	C. C.
A. N.	R.
DIS.	Ch. Cl.

IN MEMORIAM—AMELIA EARHART

SPEECH

OF

HON. HATTIE W. CARAWAY

OF ARKANSAS

IN THE SENATE OF THE UNITED STATES

May 27, 1938

Mrs. CARAWAY. Mr. President, I do not desire to detain the Senate in the consideration of the measure now before us, but Monday will be Memorial Day. Within the past year Amelia Earhart, one of the 12 most notable women of the past hundred years, has passed on. She was a woman who symbolized to a remarkable degree the courage, the pioneering spirit and the broad achievements of American womanhood. She had only 39 years of life, but into those years she poured a spirit so untrammelled that the world of men and women has a truer conception of what heights a woman may reach when she girds herself to competition on an equal footing with men.

She was an ardent feminist and a humanitarian. She once decided to become a doctor, and to that end took a course in science, combining with that course a study in sociology. I think it quite fitting to call attention to the fact that this is Amelia Earhart Week, signifying the national appeal sponsored by a national committee, of which Mrs. Roosevelt is the honorary chairman, and in Washington by a committee headed by Mrs. James J. Davis, to establish a worthy and living memorial in honor of Amelia Earhart.

I cannot state better the underlying motives of this national appeal than in the words of Mrs. Roosevelt:

I hope we will be able to interest a great many people in order that something of the personality, spirit, and courage which Amelia Earhart represented to us shall be carried on to the younger generation.

Our President, Franklin D. Roosevelt, writes as follows:

I am glad to learn that the indomitable spirit which surmounted so many obstacles and pointed the way to new feminine achievements is to be commemorated in the Amelia Earhart Foundation. This foundation should, like her own radiant spirit and personality, be free in scope and idealistic in expression. Planned on such lines it can become an active force in moulding the destinies of those who come under its influence.

Also, if I may do so without violating the rules of this body, I express the hope of general participation by the American people in establishing so worthy and lasting a

70514—15514

MARITIME
SECURITY

PC	10/11/38
RM	1/13
SD&L	1/13
RA	
OR	

CHAS
CONSTABLE

P.E. 1/13

AIR
NAVIGATION

NA	1/13
AP	1/13
AO	1/13
EP	
FB	

70514—15514

PART I

CLIMATIC FEATURES OF THE
PACIFIC ISLAND REGION

PREPARED BY THE
U. S. WEATHER BUREAU

BEAUFORT SCALE

Beaufort no.	Seaman's description of wind	Mode of estimating for full-rigged ship	Mode of estimating for average sized sailing trawler	Specifications for use on land	Miles per hour (statute)	Equivalent in knots	Equivalent in meters per second	Equivalent pressure in millibars* (10 ³ dynes per cm ²)	Terms used in U. S. Weather Bureau forecasts
0	Calm	Full-rigged ship, all sails set, no headway.	No headway	Calm; smoke rises vertically	Less than 1	Less than 1	Less than 0.3	Less than 0.005	Light.
1	Light air	Just sufficient to give steerage way.	Sufficient to give good steerage way to fishing smacks, with "wind free."	Direction of wind shown by smoke drift, but not by wind vanes.	1-3	1-3	0.3-1.5	0.005-0.03	
2	Light breeze (slight breeze)	Speed of 1 or 2 knots, "full and by."	Fishing smacks with topsails and light canvas, "full and by," make up to 2 knots.	Wind felt on face; leaves rustle; ordinary vane moved by wind.	4-7	4-6	1.6-3.3	0.03-0.1	
3	Gentle breeze	Speed of 3 or 4 knots, "full and by."	Smacks begin to heel over slightly under topsails and light canvas, make up to 3 knots, "full and by."	Leaves and small twigs in constant motion; wind extends light flag.	8-12	7-10	3.4-5.4	0.1-0.2	Gentle.
4	Moderate breeze	Speed of 5 or 6 knots, "full and by."	Good working breeze, smacks heel over considerably on a wind under all sail.	Raises dust and loose paper; small branches are moved.	13-18	11-16	5.5-8.0	0.2-0.5	Moderate.
5	Fresh breeze	All plain sail, "full and by"	Smacks shorten sail.	Small trees in leaf begin to sway; crested wavelets form on inland waters.	19-24	17-21	8.1-10.7	0.5-1.0	Fresh.
6	Strong breeze	Ship "full and by" can just carry topgallant sails.	Smacks double-reef gaff mainsail.	Large branches in motion; whistling heard in telegraph wires; umbrellas used with difficulty.	25-31	22-27	10.8-13.8	1-1.5	Strong.
7	Moderate gale (high wind)	Ship "full and by" can just carry whole upper topsails.	Smacks remain in harbor, and those at sea lie to.	Whole trees in motion; inconvenience felt in walking against wind.	32-38	28-33	13.9-17.1	1.5-2	
8	Fresh gale	Ship "full and by" can just carry reefed upper topsails and whole foresail.	Smacks take shelter if possible.	Breaks twigs off trees; generally impedes progress.	39-46	34-40	17.2-20.7	2-3	Gale.
9	Strong gale	Ship "full and by" can just carry lower topsails and reefed foresail.		Slight structural damage occurs (chimney pots and slate removed).	47-54	41-47	20.8-24.4	3-4.5	
10	Whole gale (heavy gale)	Ship "full and by" can only carry main lower topsail.		Seldom experienced inland; trees uprooted; considerable structural damage occurs.	55-63	48-55	24.5-28.3	4.5-6	Whole gale.
11	Storm	Ship can only carry storm staysail or trysail.		Very rarely experienced; accompanied by widespread damage.	64-75	56-65	28.4-33.5	6-8	
12	Hurricane	No canvas can stand			Above 75	Above 65	33.6 or above.	Above 8	Hurricane.

* One millibar equals approximately 10 kilograms per square meter or 2 pounds per square foot.

OFFICE OF CHIEF OF NAVAL OPERATIONS

A4-3(Earhart)
(299415-)

Pulston.

Op-16

This pamphlet is Chapter 1 of
U S N Confidential Naval Air
Pilot - Pacific Islands.

A copy has been requested by
Bu Commerce to give to Amelia
Earhart (Mrs Putnam) for study
in connection with her contemplated
flight across the Pacific.

This Chapter does not appear to con-
tain any confidential matter.

In their objection to furnishing
a copy as requested.

Inform Captain Leachy of
Hydrographic Office of decision
OK. W.D.

W.D. Lee

Nov 4/36

There is no
objection to furnishing
copy Part I

Chimatic Features of The
Pacific Island Region.

11 File 11

These papers are
authentic for loaning
Annie Earhart
Putnam a copy
of "Climatological
Features of the
Pacific"
Sinton

#184

PART II

**DETAILED INFORMATION ON SEAPLANE
ANCHORAGES AND LANDING FIELDS**

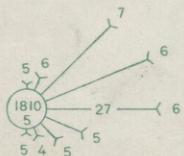
DESCRIPTION OF WIND ROSES IN UPPER AIR AND SURFACE CHARTS

The following description applies to all wind roses, wherever used in this publication.

In Part I, Charts of the average winds in the upper air (Charts 29 to 32 inclusive) display roses for specific levels, i.e. surface, 1600 feet, 3300 feet, and 9800 feet. These roses are shown in different colors, blue, violet, brown, red, green, respectively. The surface observations in these cases were taken at the same places and times as the pilot balloon observations on which upper air wind roses are based.

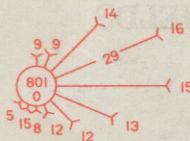
In Part II, surface wind roses also appear, but these are based upon all available ships' observations, massed by 5° squares and adjusted to represent as closely as possible the average condition for the area in which each set of roses appears.

The arrows fly *with* the wind and their length, measured on the attached scale, from the outside of the circle, gives the percentage of times the wind was observed to blow from or near the given point. The figures at the beginning of the arrows show the average speed in knots. In the center of the circles, the upper figures give the number of observations upon which the roses were constructed and the lower figures give the percentage of calms and winds of less than 1 knot. Where the percentage of frequency of the winds was less than 2 percent no arrow is shown. In some instances the full length of the arrow could not be shown and the line was therefore, broken and the total percentage given between the broken lines.

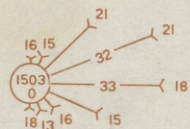


Wind Rose at 9800 Feet.—For example:

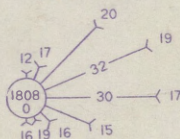
The attached wind rose, green in color, should be interpreted thus; with reference to scale of wind percentages below: In each 100 observations there will be found 1 from N, with an average speed of wind from that direction of 5 knots; 3 from NNE, average speed 6 knots; 22 from NE, 7 knots; 25 from ENE, 6 knots; 27 from E, 6 knots; 9 from ESE, 5 knots; 5 from SE, 5 knots; 2 from SSE, 4 knots; 1 from S, 5 knots; 1810 observations; percentage of calms 5.



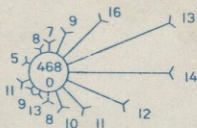
Wind Rose at 6600 Feet, red in color.



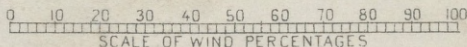
Wind Rose at 3300 Feet, brown in color.



Wind Rose at 1600 Feet, Violet in color.



Wind Rose at Surface, blue in color.



In reply address not the signer of
this letter but Bureau of Aeronautics,
Navy Department, Washington, D.C.

Refer to No.

JAN 26 1943

NAVY DEPARTMENT
BUREAU OF AERONAUTICS

WASHINGTON 15 October 1936.

MEMORANDUM

A 4-3(Earhart) (299415)

Hydrographic Office	Asst.
2	Incl.
OCT 16 1936	
M. S.	C. C.
A. N.	R.
DIS.	Ch. Cl.

FOR: Captain L. R. Leahy, U.S.N.,
Hydrographer.

SUBJECT: Request for certain information by Mr. G.P. Putnam
in connection with prospective flight by Amelia
Earhart.

Enclosure: (A) Copy of Mr. Putnam's letter dated 14 October and
my reply dated 15 October.

1. Enclosure (A) is forwarded herewith for your information.

A. C. Read
A. C. READ
Captain U.S. Navy

299415

C O P Y

October 14, 1936

Hydrographic Office	
H. <u>Lee</u>	Asst. <u> </u>
Incl. <u> </u>	
OCT 16 1936	
M. S. <u> </u>	C. C. <u> </u>
A. N. <u> </u>	R. <u> </u>
DIS. <u> </u>	Ch. Cl. <u> </u>

Capt. A.C. Read,
Assistant Chief of Bureau of Aeronautics
Navy Department, Washington, D.C.

My dear Captain Read:

At Admiral Cook's suggestion I am mentioning this note. As I understand it, Admiral Cook has acquainted you with the fact that my wife, Amelia Earhart, contemplates a world flight early next year. In connection therewith we are anxious to secure, as promptly as possible, certain basic weather data. Obviously, the date of the flight will depend largely on this, and subsequently, plans for the flight depend upon the date.

I am advised that there were recently prepared two reports which now reside in the office of the Chief Hydrographer of the Navy. One concerns the "Climatic Features of the Pacific Island Region", the other is "Detailed Information on Seaplane Anchorage and Landing Fields".

If possible, I would like very much to consult the first report above mentioned. If it is not in order for me to get a duplicate of the report for examination in New York, I request that it be made available to Mr. Sangree of the Bureau of Air Commerce, Department of Commerce, who is assisting me in preparing certain of the preliminary information. Mr. Sangree is Assistant to the Director.

I am asking Mr. Sangree to phone you to ascertain what can be done in the premises.

Sincerely yours,

G.P. PUTNAM

299415

15 October 1936.

Hydrographic Office	
H. <i>LM</i>	Asst. <i>D</i>
Incl.	
OCT 16 1936	
M. S.	C. C.
A. N.	R.
DIS.	Ch. Cl.

Dear Mr. Putnam:

I wish to acknowledge your letter of 14 October and to assure you that this Bureau and I believe the Navy Department stands ready to assist you with arrangements for Mrs. Putnam's flight in every way practicable.

The reports that you refer to, viz: "Climatic Features of the Pacific Island Region" and "Detailed Information on Seaplane Anchorages and Landing Fields" are under the cognizance of the Hydrographic Office. I have communicated with the Hydrographer, Captain L. R. Leahy, U.S. Navy, and informed him of your request. As some of the information referred to is confidential, I suggest that you ask Mr. Sangree to take up the matter directly with Captain Leahy, for the purpose of obtaining copies of non-confidential matter and determining what action will be necessary in regard to other items of information which should not be released through the mails.

Very sincerely yours,

A. C. READ
Captain, USN.

Mr. G. P. Putnam,
Seymour Hotel,
New York City, N.Y.