

File

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

9-12-21

Iolani Palace
Honolulu, T. H.
September 21, 1937

Honorable T. Fukuma
Consulate-General of Japan
1742 Nuuanu Avenue
Honolulu, T. H.

Dear Sir:

Since I took part in the recent search for the lost plane carrying Amelia Earhart Putnam and Frederick Noonan from Lae, New Guinea in an attempt to reach Howland Island, and since while on leave status in California a few weeks ago Mr. George Palmer Putnam requested me to contact the Japanese administration of the Marshall Islands, I address you in the hope that you will be able to forward a communication of Mr. Putnam's desire to the Marshall Administrator.

Therefore, acting as Mr. Putnam's agent and in an unofficial status so far as my Department is concerned, I respectfully request that the Administrator of the Marshall Islands make known to his entire population that Mr. Putnam would appreciate continued watchfulness on all the beaches of the Marshall group in the hope that some piece of wreckage from the lost Earhart plane might be discovered. I feel that I am authorized to further call the attention of the Administrator to the fact that Mr. Putnam in a national press announces a considerable reward to any person who shall discover such wreckage or evidence.

Very sincerely yours

RICHARD E. BLACK
Field Representative

REB:k1

NPM 379

9-12-21

DE HONOLULU 0K106 GOVT INT NITE SEVENTEENTH 1329

GOVT INT HAMPTON ACTING DIRECTOR TERRITORIES WASHINGTON

FOLLOWING FROM BLACK QUOTE ARRIVED HONOLULU MALOLO MORNING SIXTEENTH

STOP WILL NOT SET DATE FOR OCTOBER CRUISE UNTIL DOCTOR GRUENINGS

ARRIVAL NEXT THURSDAY AND CONFERENCE WITH HIM STOP SINCE HIS

CALIFORNIA ADDRESS UNKNOWN AND GOVERNORS OFFICE REQUESTING HIS

PLANS SO THAT ISLAND ITINERARY (50) CAN BE WORKED OUT REQUEST THAT ~~XX~~

YOU RADIO THIS OFFICE OR GOVERNORS OFFICE ANY INFORMATION AVAILABLE

STOP PRESS NOTICES STATE HE MAY ACCOMPANY US EQUATORIAL CRUISE

CAN YOU VERIFY STOP PUTNAM REQUESTED ME TO UNOFFICIALLY CONTACT

JAPANESE ADMINISTRATION MARSHALL GROUP SUGGESTING CONTINUED SEARCH

ON BEACHES FOR WRECKAGE WHICH I SHALL (100) DO IF NO OBJECTION

UNQUOTE

0257 AN 18 SEPTMX

HITE

Original on
9-12-21
expedited

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

August 14, 1937.

9-12-21
General

Mr. Richard B. Black,
Field Representative, Department of Interior,
Iolani Palace,
Honolulu, T. H.

Dear Mr. Black:

I have read with interest your letter of July 29,
and the enclosed tabulation of the radio schedules of
the Earhart plane flight and the log of the "Itasca's"
transmissions to the plane.

Unless the unexpected happens I plan to leave San
Francisco for Hawaii about the middle of September, and
look forward to seeing you there.

note 9-0-1
✓
Ernest Gruening

Sincerely yours,

(Sgd.) ERNEST GRUENING
ERNEST GRUENING,
Director.

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

Iolani Palace
Honolulu, T.H.
July 29, 1937

Dr. Ernest Gruening, Director
Division of Territories and
Island Possessions
Department of the Interior
Washington, D. C.

Dear Dr. Gruening:

*extract for
9-12-2 ✓
Expeditions*

The lines of the "Itasca" had been cast off the dock at seven this morning when a radio arrived from the Secretary of the Treasury aboard the "Lurline", which was just entering the harbor, for us to wait. The Commander of the Hawaiian Section and the Commander of the "Itasca" are scheduled to meet the Secretary in conference at 4:30 P.M., and we may be sailing immediately thereafter unless the plan is changed as a result of the conference. It will take approximately eight days, steaming at full speed, to make the round trip to Jarvis Island, and as my radios have stated I then expect to accompany the ship to the coast where I will be married in Berkeley.

My secretary is working on the compilation of a formal report of this past cruise and with a yeoman on the "Itasca" I will compile the narrative part of it and the additional data from Jarvis Island during this trip, and all data will be forwarded to you at the earliest possible date. I am, however, enclosing a tabulation of the radio schedules of the Earhart plane flight and the log of the "Itasca's" transmissions to the plane. There is also included a sheet entitled Flight Summary which is a copy of the rough summary submitted by Lieut. Commander Baker, executive officer of the "Itasca". It was also from him that I received the log transcript. A complete report of the "Itasca's" part in the Earhart flight has been forwarded before this to Coast Guard headquarters where it will be condensed and studied, and I would respectfully submit that by communicating with Coast Guard headquarters you could have a complete copy of this material

*extract
9-12-17 ✓
Field Rep.*

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

Dr. Gruening

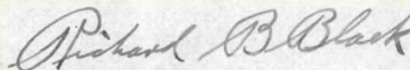
Page 2

July 29, 1937

as soon as it is available which should be in the very near future. As you may have supposed, when the expedition became a search and later when the "Itasca" became merely a unit under the Navy's high command, all communication became secret and it was on the status of wartime problem, and naturally since all communication was going through the "Lexington" it became increasingly difficult for me to keep in touch with all phases, and in fact it was out of my province to do so. Therefore I refer you to the Coast Guard and the Navy for complete data as to the entire period. In submitting my report, however, I will include as complete a statement as possible of all the facts.

I can assure you that all of us who took part have been deeply affected by the tragic conclusion of the adventure, but we all are agreed in feeling that the cooperating Government agencies did everything in their power to make the flight a success, and after it became evident that the plane was down each agency pursued the search and the attempts to establish communication with the greatest efficiency.

Very truly yours



RICHARD B. BLACK
Field Representative

RBB:kl
Encl.

Signals to and from Earhart Plane from 0228 July 2, (2:28 AM), as recorded at NRUI, USCG Cutter "ITASCA".

0228 Sent weather to Earhart on 7500. Also duplicated by voice.

0230-35 AAAA(etc) NRUI HOWLAND
-36 ITASCA to EARHART FONE 3105

0245-48 Heard Earhart plane on 3105 but unreadable thru static. (Comment. Bellarts caught Earhart's voice and it came thru loud-speaker, very low monotone "cloudy & overcast". Mr. Carey, A.P. representative, was present. Also Mr. Hanzlick of U.P. Both gentlemen recognized voice from previous flights to and from Hawaii. There was no question as to hearing Earhart. Commanding Officer was notified. Mr. Black was called. Message was drafted for S.F. Div. by C.O. Message was purposely terse due necessity report between Earhart schedules)

0255 From: ITASCA
To: Com SF Div
Inf: HUNT

0300 Sent weather to Earhart. (7500 key & 3105 voice, repeated both cases.) Wind direction East 8 mph clear calm ceiling unlimited.

0304 AAAA(etc) TO KHAQQ (Earhart plane call) DE NRUI

0306 Repeated WX on fone.

0315-18 Nothing heard from Earhart.

0330 Sent WX (Wind East force 8 mph clear visibility 20 miles calm swell direction East ceiling unlimited) (7500 & 3105 twice.) (By voice repeated twice on 3105) What is your position? When do you expect to reach Howland? ITASCA has heard your phone. Go ahead on key. Acknowledge this bdcast next sked.

0340 Lt. Cooper, USA, Air Corps, in radio room.

0345 Heard Earhart on phone. "ITASCA from Earhart - Itasca from Earhart - Overcast - Will listen on hour and half hour on 3105 - will listen on hour and half hour on 3105."

0353 MEC and ITASCA checked on Earhart signals.

0400-03 Broadcast WX phone 3105. Repeated on key 3105. also. "What is your position? When do you expect to arrive Howland? We are receiving your signals. Please acknowledge this message on your next schedule".

0415-18 Earhart unheard on 3105 this time.

0426-35 Giving Earhart WX on key 3105. On phone 3105.

0433 Asked SF if he heard Earhart. Also asked NFI.

0453 Sent WX/code/phone 3105 kcs. (Heard Earhart "partly cloudy". Volume S-1.

0455 Earhart broke in on phone. Unreadable.

0513-20 Earhart signals unheard on 3105.

0530-35 Sent WX on key and fone 3105. AAA(etc) 7500 kcs.

0545-50 Not heard during this time.

0600-05 Sent WX / code and key 3105 kcs.

0614 "" Wants bearing on 3105 kcs/ on hour/ will whistle in microphone.

0615 "" About two hundred miles out// appx/ whistling// NW (Vol.S-3)

0620-23 Itasca worked Howland and passed on dope. Told him take bearing on 3105.

0636 Calling Earhart on 3105 (Voice)

0641 (Sent by Itasca) AAA(etc) NRUI. PLEASE acknowledge on 3105.

0642 KHAQQ came on air with fairly clear signals calling Itasca (Voice)

0645 KHAQQ requested) "Please take bearing on us and report in half hour. I will make noise in microphone. About 100 miles out. (Earhart signal strength -4 but on air so briefly bearings impossible.)

0705 AAAAAA 7500 (Homing signal)

0708-12 AAAAAA 3105 (Homing signal)

0712-14 AAAAAA 7500 (Homing signal)

0714-16 AAAAAA 3105 (Homing signal)

0718 (To Earhart by fone) "Cannot take bearing on 3105 very good. Please send on 500 or do you wish to take bearing on us? Go ahead, please. (NO ANSWER)

0719-24 KHAQQ DE NRUI AAAAA(etc) Go ahead 3105. (UNANSWERED)

0724 CRM (Operator) to Ship's direction finder on 500 (wheel house)

0725 KHAQQ from ITASCA. Please go ahead on 3105. (UNANSWERED)

0726-29 KHAQQ de NRUI. Go ahead 3105. (UNANSWERED) AAAAAA Homing sig.

0730 KHAQQ from ITASCA. Please acknowledge our signals on key please. (UNANSWERED)

0731-34 KHAQQ de NRUI AAAAAA(etc) 3105 kcs.

0735-40 " " " " " 7500 kcs.

0741 " " " " " 3105 kcs.

0742 "KHAQQ CALLING ITASCA. WE MUST BE ON YOU BUT CANNOT SEE YOU. BUT GAS IS RUNNING LOW. BEEN UNABLE REACH YOU BY RADIO. WE ARE FLYING AT ALTITUDE 1000 FEET"
 (Other Log) Earhart on now and says running out of gas only one half hour left. (Verified as heard by other witnesses) Can't hear us at all. We hear her and are sending on 3105 and 500 same time constantly listening in for her frequently.

0743-46 KHAQQ DE NRUI. Recd. your message signal strength 5. Sent AAAAAA's on 3105)

0749-51 KHAQQ from ITASCA. Your message OKAY. Please acknowledge
 /57 with phone on 3105. Itasca then keyed AAAAAAA's.

0758 "KHAQQ CALLING ITASCA. WE ARE CIRCLING BUT CANNOT HEAR YOU. GO AHEAD ON 7500 EITHER NOW OR ON THE SCHEDULE TIME ON HALF HOUR." (Earhart signal strength 5 on radiophone.)
 (In view of signal strength it is believed Earhart was closest to Howland at this time. It was about the time Itasca expected her to arrive.)

0759-0800 KHAQQ DE NRUI AAAAAAA(etc) On 7500. Go ahead on 3105.

(The following is the only direct reply received from Earhart and tends to indicate that she was closest to Howland and flying away.)

0800-03 "KHAQQ CALLING ITASCA. WE RECEIVED YOUR SIGNALS BUT UNABLE TO GET A MINIMUM. PLEASE TAKE BEARING ON US AND ANSWER 3105 WITH VOICE. NRUI DE KHAQQ (must mean KHAQQ DE NRUI) (sent long dashes on 3105 for 5 seconds or so) RBB

0804 NRUI2 DE NRUI P AR
 (Itasca calling Howland for cut. Howland reported impossible secure minimum and could not pick up signals on 3105.)

0805 KHAQQ FROM ITASCA. Your signals received okay. We are unable to hear you to take a bearing. It is impractical to take a bearing on 3105 on your voice. How do you get that. Go ahead

0806 KHAQQ DE NRUI. Go ahead on 3105 or 500 kilocycles (Itasca sending on 7500 as her only acknowledgment was for signals sent on 7500)
 (The operator on Howland with Navy emergency direction finder had heard most of conversation on 3105 kcs. after 0600 and tried to cut Earhart in but was unable to do so due to Earhart's continued use of voice and brevity of Earhart transmissions. The direction finder on Howland was driven by ITASCA gun batteries and during the night their power ran down. During the period from 0600 to the last of

Earhart's transmission experienced officers were on Howland. Earhart's maximum transmission probably never exceeded 7 or 8 seconds. Toward the end Earhart talked so rapidly as to be almost incoherent. The ship's direction finder was manned from 0725 on. No signal was ever received on 500 kcs in spite of repeated requests.)

0807 ITASCA to Earhart on 3105, 500, 7500 kcs. GO AHEAD!

(The Itasca fully recognised the emergency as Earhart now overdue at Howland and her one half hour of gas now exhausted. Vital therefore to bring her in or to obtain cut for search in case she went down at sea. Observers agree that Earhart signal strength remained about the same from 8 to 9 o'clock and that her last transmission had nearly same strength as her 0758. ITASCA was laying down smoke screen stretching for ten miles. Smoke remained concentrated and did not thin out much.)

0811 ITASCA TO EARHART. Did you get transmission on 7500 kcs. Go ahead on 500 kcs so that we may take a bearing on you. It is impossible to take a bearing on 3105 kilocycles. Pse acknwde.

(Operator on Howland notified Itasca that he was unable to secure bearing on 3105.)

0812-14 (0811 transmission repeated on 7500 No answer. It is to be noted that Earhart's only actual ackn. to Itasca signals came at 0800 in response to "I" message on 7500.)

0815 KHAQQ FROM ITASCA. (3105) Do you hear my signals on 7500 kcs. or 3105. Pse acknowledge receipt on 3105. Go ahead. (THIS UNANSWERED)

0816-17 (The above repeated on 7500)

0818 Following to KHAQQ Will you please acknowledge our signals on 7500 or 3105. Go ahead with 3105. (Unanswered)

0820-23 (Requested KHAQQ to go ahead on 3105 with report of our signals) (Three receivers, loudspeaker, Howland loop and ship's direction finder covering Earhart frequencies thru-out this entire period. No answers.

0824-26 Following to KHAQQ. "Go ahead on 3105 kcs. with voice. Transmit position report and strength of our signal. ITASCA TO EARHART. We are transmitting constantly on 7.5 megacycles. Do you hear us? Kindly receipt on 3105. We are standing by. (Unanswered)

0828-29 Called KHAQQ and requested answer on 3105.

0830-31 Following to KHAQQ. "Answer on 3105 kcs. with report your position. (This on 7500 by key)

0833 KHAQQ from ITASCA. "Will you please come in and answer on 3105. We are transmitting constantly on 7500 kcs. We do not hear you on 3105. Please answer on 3105. Go ahead.
(This Unanswered)

0844-46 KHAQQ called ITASCA and said:
"WE ARE ON THE LINE OF POSITION 157-337. WILL REPEAT THIS MESSAGE. WE WILL REPEAT THIS MESSAGE ON 6210 KCS, (Other persons in radio room heard this transmission the same) WE ARE RUNNING NORTH AND SOUTH".
(This transmission was by voice on 3105 with a signal strength 5. Nothing was heard on 6210 kilocycles.)

0847 The following sent to KHAQQ. On 3105 and 7500 kcs.
"We heard you OK on 3105 kcs. Please stay on 3105. Do not hear you on 6210. Maintain QSO on 3105."

0849-53 Called KHAQQ and told her go ahead on 3105 kcs.

0854 Repeatedly called KHAQQ on ~~her~~ broadcast.
to Your signals OK on 3105. Go ahead with position on 3105
0907 or 500 kcs. (Unanswered. Listened on 3105, 6210, and 500 kcs)

0913 Called KHAQQ and broadcast.
Answer 3105 or 500 Your signals OK on 3105. Go ahead with position. (This sent out on 7500 kcs.)

0915-53 Both operators listening in on 3105, 6210, and 500 and direction finder at 500. Nothing was heard.

0934 Called high frequency direction unit on Howland Island for an information. This in the negative.

0935 Called KHAQQ on 3105 and 7500 kcs.

0936-41 Listened in on 3105, 6210, 500, and d.f. at 500. Nothing.

0942-46 Called KHAQQ. Called various freqs. & requested ans. Informed plane "We can hear you fine on 3105 Pse go ahead on 3105."
This on 7500. No ans. Ops continued listen 3105, 6210, 500&D.F.

NOTHING WAS HEARD FROM KHAQQ UP TO 1000 10:00 A.L.

FLIGHT SUMMARY

1. The communication personnel was adequate and assigned as follows:

- 2 - Radiomen on high frequency receivers.
- 2 - Radiomen on direction finders.
- 2 - Commissioned officers in radio room.

2200 to 0600

Lieut. Comdr. Baker.

Ensign Sutter.

0600 to 1000

Lieut. Comdr. Kenner.

Ensign Sutter

Shore Station:

1 radioman from 1900 on.

0600 to 0900, Lieut. Comdr. Baker.

2. Ship's direction finder (500) manned at 0725.

Transmitters were accurately calibrated.

3. ITASCA

4. ITASCA signals clearly received throughout by other units.

5. ITASCA fully followed all Earhart schedules 7500, 3105, etc.

6. Earhart requested ITASCA use 3105 at 0345. This was done on key and phone, but 7500 was also used for safety.

7. The ITASCA homing signals and weather were never omitted. They were sent by key, by voice on 3105 and keyed on 7500.

8. Earhart never answered any ITASCA questions and never gave a position. Communication was never really established.

9. Earhart acknowledged receiving ITASCA signals at 0800. This formed the only case and was apparently for signals sent by ITASCA on 75001

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0228 Sent weather to Earhart on 7500. Also duplicated by voice.

0230-35 AAAA(etc) NRUI HOWLAND
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(Comment. Bellarts caught Earhart's voice and it came thru loud-speaker, very low monotone "cloudy & overcast". Mr. Carey, A.P. representative, was present. Also Mr. Hanzlick of U.P. Both gentlemen recognized voice from previous flights to and from Hawaii. There was no question as to hearing Earhart. Commanding Officer was notified. Mr. Black was called. Message was drafted for S.F. Div. by C.O. Message was purposely terse due necessity report between Earhart schedules)

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0708-12 AAAAAA 3105 (Homing signal)

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(This transmission was by voice on 3105 with a signal strength 5. Nothing was heard on 6210 kilocycles.)

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FLIGHT SUMMARY

1. The communication personnel was adequate and assigned as follows:

- 2 - Radiomen on high frequency receivers.
- 2 - Radiomen on direction finders.
- 2 - Commissioned officers in radio room.

2200 to 0600

Lieut. Comdr. Baker.

Ensign Sutter.

0600 to 1000

Lieut. Comdr. Kenner.

Ensign Sutter

Shore Station:

1 radioman from 1900 on.

0600 to 0900, Lieut. Comdr. Baker.

2. Ship's direction finder (500) manned at 0725.

Transmitters were accurately calibrated.

3. ITASCA

4. ITASCA signals clearly received throughout by other units.

5. ITASCA fully followed all Earhart schedules 7500, 3105, etc.

6. Earhart requested ITASCA use 3105 at 0345. This was done on key and phone, but 7500 was also used for safety.

7. The ITASCA homing signals and weather were never omitted. They were sent by key, by voice on 3105 and keyed on 7500.

8. Earhart never answered any ITASCA questions and never gave a position. Communication was never really established.

9. Earhart acknowledged receiving ITASCA signals at 0800. This formed the only case and was apparently for signals sent by ITASCA on 75001



E. J.

DEPARTMENT OF COMMERCE

OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

July 27, 1937.

Dr. Ernest H. Gruening, Director,
Division of Territories and
Island Possessions,
Department of the Interior,
Washington, D. C.

Dear Dr. Gruening:

Thank you very much for sending me
the letter dated April 21, 1937, from Mr.
Richard B. Black, your Field Representative
at Honolulu.

I wish to congratulate your Mr. Black
for his foresight in acquiring copies of the
Resolutions enclosed to you and thank you again
for sending the same to me. It is a very important
document. I am furnishing the State Department
with a copy, which will be quite useful in their
files.

Cordially yours,

J. M. Johnson

J. M. Johnson,
Assistant Secretary of Commerce.

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

July 22, 1937.

9-12-21
gpc
Hampton

Mr. William T. Miller,
Bureau of Air Commerce - Room 7025,
Department of Commerce,
Washington, D. C.

My dear Mr. Miller:

Confirming telephone advice to you of this date, the following radio-grams for you from Mr. Richard B. Black, Field Representative, Department of the Interior, stationed at Honolulu, T. H., have just been received in this Division:

"U.S.C.G. ITASCA - July 22, 1937.

Hampton Interior Department Territories Washington, D. C.

Following for Miller "Here copy msg giving forecast for July 1 from LT True FAB 'For Earhart, Lae, accurate forecast difficult account lack of reports your vicinity. Conditions appear generally average over route, no major storms apparent. Partly cloudy skies with dangerous local rain squalls about 300 miles east of Lae and scattered heavy showers remainder of route. Winds ESE about 25 knots to Ontario and then E to ENE about 20 knots to Howland.' Will answer six questions your radio in order as follows: Answer 1 - Voice first heard on 3105 to 248 AM fragmentary then fairly good from six fourteen then clear from seven thirty until last with signal strength five. Answer 2 - Only voice signals received from Earhart although ITASCA repeatedly asked for key signals on 500 to make use of ship direction finder possible. Answer 3 - Last reception Earhart 844 to 846 follows 'We on the line of position 157 dash 337 will repeat this message we will repeat this message on 6210 kilocycles we are running north and south'. Nothing was heard on 6210 kilocycles, acknowledged our signals only once at 803. ITASCA asked on every transmission that she acknowledge. Answer 5 - Not to our knowledge. Answer 6 - Direction finder I borrowed from Navy was manned by USCG operator on Howland all night but no positive reception until 710 and then transmission too brief to get bearings and added difficulty plane signal hundred percent modulated so no adequate carrier for getting bearing and as stated before no key signals. Here weather Howland July 1, Bar 29.81 temp dry 87 wet 78 two-tenths cumulus surface wind ENE 14 aloft by thousands ENE 18 ENE 19 ENE 24 ENE 26 ENE 25 ENE 30 ENE 31 July 2, 29.81 DB7 WB1 five-tenths cumulus surface ESE 16 one ESE 15 two E 17 clouds at 2650 feet. Both noon observations. Suggest contact Coast Guard Headquarters for further information on text of radio contact with Earhart."

BLACK

"U.S.C.G. ITASCA - July 22, 1937.

Hampton Interior Department Territories Washington, D. C.

Reured 20th - until time our departure Howland noon 18th
no planes or other ships of search sighted by Howland Island.
Twice daily contact with Howland since and no word. Had hoped
that plane landing might be made in accordance with implied
invitation my memorandum to Kilpatrick, copy of which you have

BLACK"

Sincerely yours,

(Sgd.) RUTH HAMPTON

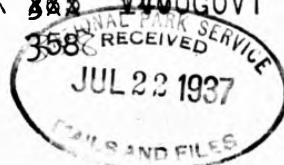
Assistant Director.

NAVAL MESSAGE

ACTION COPY

RECEIVED AT NAVY DEPARTMENT

NPM 397 USCG ITASCA CK 868 1400GOVT INT 21ST 2140



1937 JUL 22 3 11

U.S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT HAMPTON TERRITORIES WASHINGTON D C
FOLLOWING FOR MILLER DOUBLE QUOTE HERE COPY MSG GIVING FORECAST FOR
BULY FIRST FROM LT TRUE FAB QUOTE FOR EARHART LAE ACCURATE FORECAST
DIFFICULT ACCOUNT LACK OF REPORTS YOUR VICINITY PERIOD CONDITIONS
APPEAR GENERALLY AVERAGE OVER ROUTE NO MAJOR STORMS APPARENT PERIOD
PARTLY (50) CLOUDY SKIES WITH DANGEROUS LOCAL RAIN SQUALLS ABOUT
THREE HUNDRED MILES EAST OF LAE AND SCATTERED ~~HEAVY~~ HEAVY SHOWERS
REMAINDER OF ROUTE PERIOD WINDS ESE ABOUT TWENTYFIVE KNOTS TO ONTARIO
AND THEN E TO ENE ABOUT TWENTY KNOTS TO HOWLAND (0735) UNQUOTE WILL
ANSWER SIX QUESTIONS YOUR RADIO IN ORDER AS (100)

VIA MSGR.

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 397 SHEET 2

U. S. GOVERNMENT PRINTING OFFICE

1-7143

FOLLOWS ANSWER ONE VOICE FIRST HEARD ON 3105 TO 248 AM FRAGMENTARY
THEN FAIRLY GOOD FROM SIX FOURTEEN THEN CLEAR FROM SEVEN THIRTY
UNTIL EAST WITH SIGNAL STRENGTH FIVE PERIOD ANSWER TWO ONLY VOICE
SIGNALS RECEIVED FROM EARHART ALTHOUGH ITASCA REPEATEDLY ASKED FOR
KEY SIGNALS ON 500 TO MAKE USE (150) OF SHIP DIRECTION FINDER POSS-
IBLE PERIOD ANSWER THREE LAST RECEPTION EARHART 844 TO 846 FOLLOWS
QUOTE WE ON THE LINE OF POSITION 157 DASH 337 WILL REPEAT THIS MESS-
AGE WE WILL REPEAT THIS MESSAGE ON 6210 KILOCYCLES WE ARE RUNNING
NORTH AND SOUTH UNQUOTE NOTHING WAS HEARD ON 6210 KILOCYCLES (200)

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 397 SHEET 3

U.S. GOVERNMENT PRINTING OFFICE

4-7143

ACKNOWLEDGED OUR SIGNALS ONLY ONCE AT 803 PERIOD ITASCA ASKED ON
EVERY TRANSMISSION THAT SHE ACKNOWLEDGE ANSWER FIVE NOT TO OUR
KNPOWLEDGE ANSWER SIX DIRECTION FINER I BORROWED FROM NAVY WAS MANNED
BY USCG OPERATOR ON HOWLAND ALL NIGHT BUT NO POSITIVE RECEPTION UNTIL
710 AND THEN TRANSMISSION TOO BRIEF (250) TO GET BEARINGS AND ADDED
DIFFICULTY PLANE SIGNAL HUNDRED PERCENT MODULATED SO NO ADEQUATE
CARRIER FOR GETTING BEARING AND AS STATED BEFORE NO KEY SIGNALS
PERIOD HERE WEATHER HOWLAND JULY FIRST BAR 29R81 TEMP DRY 87 WET 78
TWO TENTHS CUMULAS SURFACE WIND ENE 14 ALOFT BY THOUSANDS ENE 18 ✓
ENE 19 ENE 24 ENE 26 ENE 25 ENE 30 ENE 31 JULY SECOND 29R81 D87
W81 FIVE TENTHS CUMULUS SURFACE ESE 16 ONE ESE 15 TWO E 17 CLOUDS
AT 2650 FEET PERIOD BOTH NOON OBSERVATIONS PERIOD

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 397 SHEET 4

U.S. GOVERNMENT PRINTING OFFICE

4-7143

/GUARD
SUGGEST CONTACT COAST HEADQUARTERS FOR FURTHER INFORMATION ON TEXT
OF RADIO (350) CONTACT WITH EARHART END DOUBLE UNQUOTE SIGNED
BLACK

0241 AE 22 JUL MX /0302

Kleindienst - Ext. 864

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

POINDEXTER GOVERNOR
HONOLULU HAWAII

FROM INTERIOR DEPARTMENT

DIVISION OF TERRITORIES
BUREAU AND ISLAND POSSESSIONS

CHG. APPROPRIATION

WASHINGTON D C JULY 20 1937

FOR BLACK FROM MILLER quote KINDLY RADIO SUMMARY WEATHER INFORMATION EARHART
FLIGHT JULY FIRST AND SECOND INCLUDING GROUND WIND DIRECTION AND VELOCITY CEILING AND
CLOUD FORMATIONS TEMPERATURE AND UPPER AIR WIND CONDITIONS stop QUESTION ONE comma
WAS VOICE FROM PLANE RECEIVED CLEARLY AND WHAT WAS QUALITY stop TWO comma DID MISS
EARHART ATTEMPT TO USE CODE AND IF SO WHAT WAS CONTENT OF MESSAGE stop THREE comma
WHAT TIME OF DAY WAS THE LAST AUTHENTIC RADIO RECEIVED FROM MISS EARHART AND CONTENTS OF
MESSAGE stop FOUR comma WAS MISS EARHART ABLE TO RECEIVE MESSAGES FROM ITASCA WITHOUT
DIFFICULTY stop FIVE comma DID SHE CONTACT EITHER ONTARIO OR SWAN DURING FLIGHT FROM LAE
AND IF SO STATE CONTENTS OF MESSAGES IF INFORMATION AVAILABLE stop SIX comma DID
ARMATURE STATION ON HOWLAND CONTACT OR RECEIVE MESSAGE FROM EARHART PLANE AND WAS RANGE
FINDER ON HOWLAND UTILIZED unquote

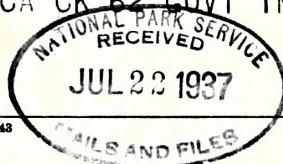
(Sgd.) HAMPTON

HAMPTON

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 395 USCG ITASCA CK 62 GOVT INT 1430 21ST



9-12-21
1937 JUL 22 2 43

U.S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT HAMPTON TERRITORIES WASHINGTON D C
REURAD TWENTIETH UNTIL TIME OUR DEPARTURE HOWLAND NOON EIGHTEENTH
NO PLANES OR OTHER SHIPS OF SEARCH SIGHTED BY HOWLAND ISLAND
PERIOD TWICE DAILY CONTACT WITH ~~HOWLAND~~ ~~XXXXXX~~ SINCE AND NO WORD PERIOD
HAD HOPED THAT PLANE LANDING MIGHT BE MADE IN ACCORDANCE WITH
IMPLIED INVITATION MY MEMORANDUM TO KILPATRICK COPY OF WHICH YOU HAVE
SIGNED

BLACK

0229 AE 22 JUL MX

VIA MSGR.

Kleindienst - Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

WASHINGTON D C JULY 20 1937

9-12-21

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR BLACK quote KINDLY ADVISE IF ANY PLANES FROM COLORADO OR
LEXINGTON USED AIRFIELD FACILITIES HOWLAND ISLAND DURING RECENT SEARCH unquote

(Sgt) HAMPTON
HAMPTON

NPG 5535.

NSS V NPG ZXA NR 5442 RDO USCGC ITASCA CK77 GOVT INT 230 16TH

9-12-21
1937 JUL 17 13 15

GOVT INT GRUENING TERRITORIES WASHN DC:

Earhart FOR INFORMATION LAU CARE GOVERNOR OF
HAWAII RELEASED FROM SEARCH BY NAVY THIS DATE AND ARRIVE HONOLULU
MORNING SEVENTEENTH TO PICK UP COASTGUARD RADIOMAN AND EXTRA INTERIOR
PERSONNEL PERIOD ITASCA THEN ORDERED TO HONOLULU AT WHENCE SPECIAL
TRIP TO RELIEVE JARVIS DUE WHETHER ITASCA OR (50) OTHER SHIP NOT
INDICATED PERIOD PLEASE MAKE PROPER EXPRESSIONS PUTNAM FOR ME PERIOD
FORMALLY RELEASED REQUEST LEAVE EFFECTIVE DATE I LEAVE HONOLULU FOR
COAST SIGNED.

BLACK.

1807 AJ 17 JULY MX

*Original m)
9-12-2
expedited*

NAVAL MESSAGE

ACTION COPY

NPG 2582

RECEIVED AT NAVY DEPARTMENT

RDD USCG ITASCA CK 40 GOVT INT NINTH 0015

1937 JUL 9 11 11

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT GRUENING DIRECTOR TERRITORIES WASHN DC
SEARCHING AS UNIT IN NAVY ORGANIZATION STOP SUBMIT THAT CARRYING
EIGHT EXTRA MEN ON PAYROLL IS UNAVOIDABLE EXPENSE IN THIS EMERGENCY
STOP HOPE REMAINS THAT PLANE SEARCH IN PHOENIX MIGHT BE SUCCESSFUL

BLACK

1102 CI 9 JUL MX/

Jhr

VIA MSGR.

*cyf m 9-12-7
9-12-1
Gm. Curish*

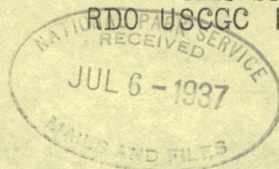
ACTION COPY

NAVAL MESSAGE

NPG 1303

RECEIVED AT NAVY DEPARTMENT

RDO USCGC ITASCA CK 23 GOVTX INT 0630 FIFTH.



1937 JUL 5 12 44

U.S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT GRUENING DIRECTOR TERRITORIES

WASHN DC.

SEARCHING AT

FULL SPEED STOP HAVE REQUESTED COAST GUARD

HEADQUARTERS KEEP YOU

INFORMED ALL DEVELOPMENTS

BLACK

1305 PHONED WEST 1994, NO ANS

1800 PHONED WEST 1994, NO ANS

2020 PHONED WEST 1994, NO ANS

2022 SENT COPY TO CG, CG SAID HE WOULD DELIVER

2022 SENT TO CG AS #34.

West 1994
1229 AD 5 JUL

COPY MAILED

/S

VIA MSGR.

NPG 1303

RDO USCGC ITASCA CK 23 GOVTX INT 0630 FIFTH.

06 SI 2 JUL 1994

1937 JUL 9 12 44

GOVT INT GRUENING DIRECTOR TERRITORIES

WASHN DC.

SEARCHING AT

FULL SPEED STOP HAVE REQUESTED COAST GUARD HEADQUARTERS KEEP YOU

INFORMED ALL DEVELOPMENTS

BLACK

West 1994
1229 AD 5 JUL

1305 PHONED WEST 1994, NO ANS
1800 PHONED WEST 1994, NO ANS
2020 PHONED WEST 1994, NO ANS
2022 SENT COPY TO CG, CG SAID HE WOULD DELIVER
2022 SENT TO CG AS #34.

~~COPY MAILED~~

/s

ACTION COPY

NAVAL MESSAGE

NPG 127.

RECEIVED AT NAVY DEPARTMENT

RADIO USCGC ITASCA CK36 GOVT INT FIRST 0545

1937 JUL 1 12 37

U.S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT GUENING DIRECTOR TERRITORIES WASHINGTON DC:

FOLLOWING FROM EARHART TODAY

QUOTE DUE LOCAL CONDITIONS TAKEOFF DELAYED UNTIL TWENTY ONE THIRTY
SECOND STOP WILL HAVE ALL ITASCA REPORTS FLIGHT TO COMFRANDIV
SENT YOU FOR INFORMATION SIGNED BRACK

1217 AJ 1 JULY MX/ 1230



NPC 127.

RADIO USCGC ITASCA CK3⁷~~8~~ GOVT INT FIRST 0545

1937 JUL 1 12 37

GOVT INT GUENING DIRECTOR TERRITORIES WASHINGTON DC:

FOLLOWING FROM EARHART TODAY

QUOTE DUE LOCAL CONDITIONS TAKEOFF DELAYED UNTIL TWENTY ONE THIRTY
SECOND STOP WILL HAVE ALL ITASCA REPORTS FLIGHT TO COMFRANDIV
SENT YOU~~X~~ FOR INFORMATION SIGNED BRACK

1217 AJ 1 JULY MX/ 1230

NPC 127.

RADIO USCGC ITASCA CK3⁷ GOVT INT FIRST 0545

1937 JUL 1 12 37

GOVT INT GUENING DIRECTOR TERRITORIES WASHINGTON DC:

FOLLOWING FROM EARHART TODAY

QUOTE DUE LOCAL CONDITIONS TAKEOFF DELAYED UNTIL TWENTY ONE THIRTY
SECOND STOP WILL HAVE ALL ITASCA REPORTS FLIGHT TO COMFRANDIV
SENT YOU~~X~~ FOR INFORMATION SIGNED BRACK

1217 AJ 1 JULY MX/ 1230

NAVAL MESSAGE

ACTION COPY

NPG 10263

RECEIVED AT NAVY DEPARTMENT

RDO USCGC ITASCA CK 81 GOVT INT THIRTIETH 0800 GCT

337 JUN 30 8 07

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT GRUENING DIRECTOR TERRITORIES WASHN DC
EARHART INFORMS FROM LAE SHE WILL DEPART JULY FIRST AT TWENTYTHREE
THIRTY GREENWICH CIVIL TIME IF WEATHER OK STOP THAT ONE THIRTY PM
LAE ON JUNE THIRTY OUR DATE STOP WE ATTEMPTING DIRECT RADIO CONTACT
LAE TONIGHT STOP ALL IN READINESS FOR ARRIVAL WILL COMPLETE EMERGENCY
ORGANIZATION STOP WILL FOLLOW YOUR MARCH INSTRUCTIONS ABOUT PRIORITY
MESSAGES UPON ARRIVAL STOP [HEREBY] FORMALLY REQUEST LEAVE AS OUTLIN-
ED YOUR RADIO TWENTYFIFTH STOP THANKS SIGNED R B BLACK

NOSIG

0601/0755 BE MX 30 JUNE

VIA MSGR.

NPG 10263

RDO USCGC ITASCA CK 81 GOVT INT THIRTIETH 0800 GCT

02 7 02 JUL 1963

07 03 07

GOVT INT GRUENING DIRECTOR TERRITORIES WASHN DC

EARHART INFORMS FROM LAE SHE WILL DEPART JULY FIRST AT TWENTYTHREE
THIRTY GREENWICH CIVIL TIME IF WEATHER OK STOP THAT ONE THIRTY PM
LAE ON JUNE THIRTY OUR DATE STOP WE ATTEMPTING DIRECT RADIO CONTACT
LAE TONIGHT STOP ALL IN READINESS FOR ARRIVAL WILL COMPLETE EMERGENCY
ORGANIZATION STOP WILL FOLLOW YOUR MARCH INSTRUCTIONS ABOUT PRIORITY
MESSAGES UPON ARRIVAL STOP HEREBY ■ FORMALLY REQUEST LEAVE AS OUTLIN-
ED YOUR RADIO TWENTYFIFTH STOP THANKS SIGNED R B BLACK

NOSIG

0601/0755 BE MX 30 JUNE

NPG 8674

9-12-21

RDO USCGC ITASCA CK 114 GOVT INT PRIORITY 24TH 2330 1ST.

12 7 25 JUL 1956

1957 JUL 25 7 56

June 25/37

GOVT INT HAMPTON ASST DIRECTOR TERRITORIES WASHN DC.

MADE HOWLAND

BEACON LIGHT LAST EVENING AND LANDED THIS MORNING STOP ALL PERSONNEL
WELL STOP RELIEVING TWO AFTER NINE MONTHS SERVICE STOP ALL SUPPLIES
AND WATER AND FLIGHT SPECIAL SUPPLIES LANDED STOP PIGNEED ON TWO
THIRDS AREA OF RUNWAYS FLAT TO GROUND (50) AND BENEFICIAL AS
BINDER RATHER THAN DETRIMENTAL STOP BIRDS NUMEROUS BUT WILL CONTROL
AND FEEL THEY WILL CAUSE NO UNUSUAL HAZARD STOP AS EARTHART STILL IN
JAVA AS NOTED IN RADIO PRESS WE PROCEED TO BAKER TONIGHT WORKING
THAT ISLAND TOMORROW STOP PLEASE TELL PUTNAM WE WOULD APPRECIATE
DIRECT NOTIFICATION (100) OF ALL PROGRESS STOP ONTARIO AND SWAN AT
STATIONS.

6747 AD MX 25 JUNE

BLACK

FOHEO INT.BR 663 AT 802AM P1/6C

Original on 9-12-2 - Expedition

files

GEORGE PALMER PUTNAM

9-12-21

2 West 45th Street,
New York City.

June 23, 1937.

Dear Mrs. Hampton:

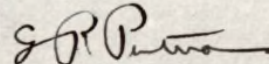
Thank you for your letter of June 22nd. While the papers reported Miss Earhart was delaying several days at Bandoeng, she herself by telephone to me at 2 A.M. yesterday, June 22nd, reported that she leaving "tomorrow", that is, Wednesday morning.

"Wednesday morning" in Bandoeng would be midnight last night. However, we have no word from her whatsoever this morning so I just don't know. All I can report is that when I talked to her yesterday she expected to be in Lae by the 24th, ready to take off for Howland.

As a matter of fact, if she is a day or two behind that schedule it will be all the better, as it will give the Itasca time to get everything in order at Howland and coordinate the weather reporting.

I expect to leave tonight for the coast. Mr. Miller knows my movements. I am always reachable immediately through my secretary here, who is quite familiar with all details.

Sincerely,



Mrs. Ruth Hampton,
Department of the Interior,
Washington, D. C.

files

NAVAL MESSAGE **PRIORITY** ACTION COPY

NPG 7963. RECEIVED AT NAVY DEPARTMENT

RADIO USCG ITASCA CK74 GOVT INT PRIORITY 0930 GMT 23RD

73

1937 JUN 23 16 24

9-12-21

U. S. GOVERNMENT PRINTING OFFICE 4-7143

GOVT INT HAMPTON TERRITORIES WASHINGTON DC:

HEREWITH TWO MESSAGES FROM
GOVERNOR AMERICAN SAMOA NUMBER ONE IMPOSSIBLE TO CONTACT VJQ
SALAMOA PERIOD WEATHER BEING FORWARDED HERE VIA SUVA UPON RECEIPT
STOP NUMBER TWO REFER MY MSG 21ST EFFORT ^{RTS} STILL NEGATIVE PERIOD
FOLLOWING RECEIVED FROM SUVA QUOTA YOUR SVC NR-26 WE DO NOT WORK
VJQ DIRECT ROUTING VIA SYDNEY AND RABAU STOP SUGGEST ALLOW FOUR
HOURS FOR DELIVERY OWING DISLOCATION VJQ UNQUOTE GOVERNOR AMERICAN
SAMOA.

BLACK.

PHONED MRS HAMPTON AT 1630 ESB. JUNE 23RD 1937

1619 AJ 23 JUNE MX

*copy on
9-12-5
Radio*

NPG 7963.

RADIO USCG ITASCA CK74 GOVT INT PRIORITY 0930 GMT 23RD

IS 037 24 24

GOVT INT HAMPTON TERRITORIES WASHINGTON DC:

HEREWITH TWO MESSAGES FROM
GOVERNOR AMERICAN SAMOA ^{#1} NUMBER ONE [IMPOSSIBLE TO CONTACT VJQ
SALAMOA PERIOD WEATHER BEING FORWARDED HERE VIA SUVA UPON RECEIPT
STOP ^{#2} NUMBER TWO REFER MY MSG 21ST EFFORT ^{RTS} ~~STILL~~ NEGATIVE PERIOD
FOLLOWING RECEIVED FROM SUVA QUOTA YOUR SVC NR 26 WE DO NOT WORK
VJQ DIRECT ROUTING VIA SYDNEY AND RABAU STOP SUGGEST ALLOW FOUR
HOURS FOR DELIVERY OWING DISLOCATION VJQ UNQUOTE GOVERNOR AMERICAN
SAMOA.

BLACK.

PHONED MRS HAMPTON AT 1630
1630 ESB. JUNE 23RD 1937

1619 AJ 23 JUNE MX

Kleindienst - Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

RADIOGRAM

~~XXXXXXXXXXXXXXXXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

DIVISION OF TERRITORIES
BUREAU ~~AND ISLAND POSSESSIONS~~

CHG. APPROPRIATION _____

WASHINGTON D C JUNE 22 1937

RICHARD B. BLACK
UNITED STATES COAST GUARD CUTTER ITASCA

PLEASE ADVISE IF TUTUILA HAS CONTACTED SALAMAU FOR TRANSMISSION
OF WEATHER INFORMATION TO LAE stop ANY COST CONNECTED WITH COMMERCIAL
RADIO TO BE CHARGED TO PUTNAM OR BARHART

(Sgd.) HAMPTON

HAMPTON

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

June 22, 1937.

Shushinist
Kgec
9-12-21

✓
Mr. George Palmer Putnam,
2 West 45th Street,
New York, New York.

My dear Mr. Putnam:

In accordance with a telephone request received from Mr. William T. Miller, Bureau of Air Commerce, I sent a radiogram to Mr. Richard B. Black aboard the U.S.C.G.C. ITASCA suggesting that he arrange for the Governor of American Samoa to establish radio contact with Salamaua, New Guinea, in order that weather reports from the ITASCA, SWAN, ONTARIO, etc., may be transmitted and made available to Miss Earhart before her departure for Howland. The following radiogram reply has just been received from Mr. Black:

"Hampton Interior Department Washington, D.C. June 22, 1937
U.S.C.G.C. ITASCA

Have requested Governor American Samoa try contact
Salamaua radio. Position 8:00 p.m., 21st, follows:
Latitude 8 degrees 47 minutes -- Longitude 169 degrees
46. Arrive Howland dawn 24th.

Richard B. Black"

I note from the press that Miss Earhart has decided to have her plane overhauled, which would indicate a delay in her schedule. As you will note from the above communication from Mr. Black, the ITASCA expects to arrive at Howland Island at dawn on June 24, and I assume that all arrangements to cover Miss Earhart's flight will have been completed by that time. If you have any definite information as to when Miss Earhart expects to make the Howland flight, I would appreciate receiving advice from you.

Sincerely yours,

(Sgd) RUTH HAMPTON
Assistant Director.

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPG7437.

937 JUN 22 8 45 RDO NRUI USCGC ITASCA CK40 GOVT INT TWENTYSECOND 1100

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT-INT MR HAMPTON TERRITORIES WASHN DC:

Sala maia
HAVE REQUESTED GOVERNOR AMERICAN SAMOA TRY CONTACT
SALAMOA RADIO STOP POSITION ~~XXXX~~ EIGHT¹/₄ PM TWENTYFIRST FOLLOWS
LATITUDE EIGHT DEGREES FORTYSEVEN MINUTES LONGITUDE ONE SIXTYNINE
DEGREES FORTYSIX STOP ARRIVE HOWLAND DAWN TWENTYFOURTH SIGNED
RICHARD B BLACK.

0832 AP MX 22JUNE. /0838

*copy in
9-12-2
expedited*

Kleindienst - Ext. 664

STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

RADIOGRAM

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE

6-7134

FROM INTERIOR DEPARTMENT

DIVISION OF TERRITORIES
BUREAU AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

WASHINGTON D C JUNE 21 1937

RICHARD B. BLACK

UNITED STATES COAST GUARD CUTTER ITASCA

SUGGEST GOVERNOR OF SAMOA BE REQUESTED BY YOU TO ESTABLISH RADIO
COMMUNICATION WITH SALA MAUA NEW GUINEA AND ARRANGE FOR RECEPTION OF
WEATHER REPORTS COMPILED BY ITASCA SWAN ONTARIO ETCETERA TO BE AVAILABLE
TO MISS EARHART PRIOR HER DEPARTURE FOR HOWLAND stop PLEASE CONFIRM

(Sgd.) HAMPTON

HAMPTON

*affix on
9-12-22*

Kleindienst - Ext. 664

STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

R A D I O G R A M

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

WASHINGTON D C JUNE 21 1937

RICHARD B. BLACK
UNITED STATES COAST GUARD ITASCA

FOLLOWING TELEGRAM RECEIVED TODAY FROM PUTNAM quote RETEL TELL BLACK
DIFFICULT CONTACT EARHART SATISFACTORILY BEFORE ARRIVAL DARWIN stop
FROM DARWIN SHE WILL COMMUNICATE ITASCA VIA SAMOA STIPULATING DESIRED
FREQUENCY AND TIME TYPE SIGNAL BEST FOR HOMING DEVICE DITTO FOR SWAN AND
ONTARIO stop ITASCA CAN CONFIRM TO HER AT LAE stop SHE WILL ADVISE
FULLY VIA SAMOA BEFORE LEAVING LAE stop WILL ADVISE WHETHER LUKE OR
WHEELER unquote

(Sgd) HAMPTON
HAMPTON

NA1000 60 NL=TB NEWYORK NY 20

RUTH HAMPTON=

DEPARTMENT OF INTERIOR WASHDC=

RETEL TELL BLACK DIFFICULT CONTACT EARHART
BEFORE ARRIVAL DARWIN STOP FROM DARWIN SHE
ITASCA VIA SAMOA STIPULATING DESIRED FREQ
TYPE SIGNAL BEST FOR HOMING DEVICE DITTO F
ONTARIO STOP ITASCA CAN CONFIRM TO HER AT
ADVISE FULLY VIA SAMOA BEFORE LEAVING LAE
WHETHER LUKE OR WHEELER=

PUTNAM.

WESTERN UNION MESSENGERS ARE AVAILABLE FOR THE DELIVERY OF NOTES AND

7/10/50
NPG 6824

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

9-12-21

DE NRUI CK 152 GOVT USCGC ITASCA GOVT INT 2247 GMT 19TH

1937 JUN 19 20 25

U.S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT MR HAMPTON TERRITORIES WASHN DC
FOLLOWING FOR PUTMAN QUOTE THIS CONFIRMS INFORMATION IN YOUR MESSAGE
FORWARDED BY HAMPTON JUNE 18 THAT EARHART WILL BROADCAST RADIOPHONE
QUARTER TO AND QUARTER AFTER HOUR ON FREQUENCIES DAYLIGHT SIX TWO ONE
NAUGHT NINE THREE ONE ~~NAUGHT NINE THREE ONE~~ NAUGHT FIVE ALSO TRY FIVE
HUNDRED CLOSE (50) IN STOP ITASCA CAN GIVE HER ALMOST ANY
FREQUENCY DESIRED AND REQUEST THAT SHE CONTACT ITASCA NOW BY COMMER-
CIAL LINES VIA GOVT AMERICAN SAMOA ASKING FOR FREQUENCY BEST ~~XXXXXXXXXX~~ **SUITING**
HER HOMING DEVICE STOP ALSO HAVE HER DESIGNATE TIME AND TYPE OF OUR
SIGNAL STOP SHIP WILL GIVE SMOKE BY DAY (100)

CONFIRMATION

VIA MSGR.
copy in 9-12-3
Radio

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPG 6820 SHEET TWO

U.S. GOVERNMENT PRINTING OFFICE

4-7143

G
C ✓
AND SEARCHLIGHT BY NIGHT STOP HAVE HER FIVE US FLIGHT PROGRESS AND
MAKE FINAL ARRANGEMENTS BEFORE TAKEOFF VIA SAMOA TUTUILA RADIO
STOP WILL REQUEST ONTARIO AND SWAN NOTIFY US OF AVAILABLE FREQUENCIES
AND FORWARD THIS INFORMATION TO YOU OR EARHART STOP WILL EARHART
LAND LUKE OR WHEELER HONOLULU QUESTION UNQUOTE (150) SIGNED

FONED MRS HAMPTON AT 2040
CL 8682 /FA--19TH

BLACK

2010/

AG MX 19 JUNE

CONFIRMATION

VIA MSGR.

NPG 6824

DE NRUI CK 152 GOVT USCGC ITASCA GOVT INT 2244 GMT 19TH

GOVT INT MR HAMPTON TERRITORIES WASHN DC

FOLLOWING FOR PUTMAN QUOTE THIS CONFIRMS INFORMATION IN YOUR MESSAGE
FORWARDED BY HAMPTON JUNE 18 THAT EARHART WILL BROADCAST RADIOPHONE
QUARTER TO AND QUARTER AFTER HOUR ON FREQUENCIES DAYLIGHT SIX TWO ONE
NAUGHT NINE THREE ONE ~~NAUGHT NINE THREE ONE~~ NAUGHT FIVE ALSO TRY FIVE
HUNDRED CLOSE (50) IN STOP ITASCA CAN GIVE HER ALMOST ANY
FREQUENCY DESIRED AND REQUEST THAT SHE CONTACT ITASCA NOW BY COMMER-
CIAL LINES VIA GOVT AMERICAN SAMOA ASKING FOR FREQUENCY BEST/~~SUITING~~
HER HOMING DEVICE STOP ALSO HAVE HER DESIGNATE TIME AND TYPE OF OUR
SIGNAL STOP SHIP WILL GIVE SMOKE BY DAY (100)

1951 JUL 10 10 50 AM '51

GG

BLACK

AG MX 19 JUNE

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPG 6762

RDO ITASCA CK 79 GOVT INT NINETEENTH 2200 GMT

1937 JUN 19 18 20

U S GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT MR HAMPTON TERRITORIES WASHN DC
FOLLOWING FOR MR PUTNAM QUOTE ITASCA WILL ARRANGE SIMULTANEOUS
TRANSMISSION WEATHER DATA FROM HOWLAND JARVIS FANNING CHRISTMAS
ISLANDS AND SWAN AT STATION NORTH OF HOWLAND TO NPU AND NPM STOP
PLEASE FORWARD THIS DATA PLUS ONTARIO DATA TO EARHART AT LAE N G
STARTING TONIGHT SO WEATHER BUREAU AT LAE CAN START MAPS STOP ALL
CHARGES COMMERCIAL TRANSMISSION TO G P PUTNAM 2 WEST 45TH ST
NEWYORK STOP SIGNED

RICHARDS B BLACK

FONED MRS RUTH HAMPTON CL 8682

PER NPB 6832

1813 AC 19 JUNE MX/

CONFIRMATION

VIA MSGR.

~~VIA MSGR.~~

PG 6762

RDO ITASCA CK 79 GOVT INT NINETEENTH 2244 GMT

1937 JUN 19 20

GOVT INT MR HAMPTON TERRITORIES ^{ES} WASHN DC
FOLLOWING FOR MR ~~PURKAM~~ ^{PUTNAM} QUOTE ITASCA WILL ARRANGE SIMULTANEOUS
TRANSMISSION WEATHER DATA FROM HOWLAND JARVIS FANNING CHRISTMAS
ISLANDS AND SWAN AT STATION NORTH OF HOWLAND TO NPU AND NPM STOP
PLEASE FORWARD THIS DATA PLUS ONTARIO DATA TO EARHART AT LAE N G
STARTING TONIGHT SO WEATHER BUREAU AT LAE CAN START MAPS STOP ALL
CHARGES COMMERCIAL TRANSMISSION TO G P PUTNAM # 2 WEST 45TH ST
NEWYORK STOP SIGNED

RICHARD B BLACK
FONED MRS RUTH HAMPTON CL 8682

PER NPB 6832
1813 AC 19 JUNE MX/

fone

NPM 342 RDO HONOLULU CK 61 GOVT INT NITE EIGHTEENTH 1533

82 I 1957 19 2 19

9-12-21

June 18/37

GOVT INT HAMPTON TERRITORIES WASHINGTON

FOLLOWING FROM BLACK QUOTE

CONFIRM RECEIPT YOUR RADIO EIGHTEEN JUNE REGARDING ARRANGEMENT SAME
-A TRANSMIT INFORMATION FROM ITASCA AND ONTARIO TO LAE STOP WILL
CARE FOR THIS AS SOON AS WE ARE AT SEA SAILING FOUR PM WITH ALL
SUPPLIES WATER PERSONNEL REPLACEMENT AND ALL SPECIAL EQUIPMENT AND
PERSONNEL FOR EARHART FLIGHT MANY THANKS ALOHA UNQUOTE

POINDEXTER

Ø15Ø AFMX 19 JUNE

Original in 9-12-21
exhibitions

KLEINDIENST Ext 664

STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

RADIOGRAM

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION

JUNE 18, 1937.

PRIORITY

POINDEXTER GOVERNOR

HONOLULU HAWAII

FOR RICHARD BLACK FOLLOWING FOR YOU FROM GEORGE PALMER PUTNAM

QUOTE EARHART WILL BROADCAST RADIO PHONE QUARTER AFTER AND QUARTER TO HOUR STOP
HER ^{INDEX} FREQUENCIES SIX TWO ONE EIGHT AND THREE ONE EIGHT FIVE FORMER USED DAYLIGHT STOP
ALSO HAS FIVE HUNDRED BUT DUBIOUS USEABILITY STOP ADVISE WHAT FREQUENCIES ITASCA
WILL USE DITTO NAVAL VESSELS SO SHE CAN LISTEN STOP SUGGEST COAST GUARD AND NAVY
COORDINATE SO THAT HELPFUL WEATHER DATA BE BROADCASTED TO HER AFTER LAE TAKEOFF
ON THE HOUR AND HALF HOUR STOP WILL CONFIRM ARRANGEMENTS WITH HER BY WIRE AT
LAE STOP CAN ITASCA FORWARD HOWLAND WEATHER FORECAST TO LAE POSSIBLY VIA THE
ONTARIO PRIOR TAKEOFF STOP WILL REQUEST HOWLAND AIR PHOTOGRAPH UNQUOTE

(Sgd.) HAMPTON
HAMPTON

GEORGE PALMER PUTNAM

2 West 45th Street,
New York City.

June 17, 1937.

Dear Mrs. Hampton:

Thank you for your letter of June 16th. I will be grateful if you will radio to Mr. Black the following:

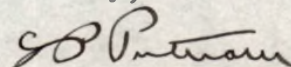
"EARHART WILL BROADCAST RADIO PHONE QUARTER AFTER AND QUARTER TO HOUR STOP HER FREQUENCIES SIX TWO ONE OUGHT AND THREE ONE OUGHT FIVE FORMER USED DAYLIGHT STOP ALSO HAS FIVE HUNDRED BUT DUBIOUS USEABILITY STOP ADVISE WHAT FREQUENCIES ITASCA WILL USE DITTO NAVAL VESSELS SO SHE CAN LISTEN STOP SUGGEST COAST GUARD AND NAVY COORDINATE SO THAT HELPFUL WEATHER DATA BE BROADCASTED TO HER AFTER LAE TAKEOFF ON THE HOUR AND HALF HOUR STOP WILL CONFIRM ARRANGEMENTS WITH HER BY WIRE AT LAE STOP CAN ITASCA FORWARD HOWLAND WEATHER FORECAST TO LAE POSSIBLY VIA THE ONTARIO PRIOR TAKEOFF STOP WILL REQUEST HOWLAND AIR PHOTOGRAPH PUTNAM"

From Mr. Black's message to me, as per your letter, you will note that the Itasca at Howland and the Ontario midway between Howland and Lae "will forward data to Governor American Samoa".

This data will be of vital importance to Miss Earhart prior to her take-off at Lae. Can your department assist me in arranging the machinery so that Samoa will in turn transmit this information to Lae?

I assume that you have ready communication with Samoa. I will be grateful if you will ascertain what can be done as to this. If there are charges we will, of course, meet them. As you will readily understand a matter of vital importance is for Miss Earhart to get the best possible weather data concerning the Howland region and that along the route to Howland from Lae prior to her takeoff.

Sincerely,



Mrs. Ruth Hampton,

KLEINDIEST

Ext 664

STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

R A D I O G R A M

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

**BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS**

CHG. APPROPRIATION

PRIORITY

JUNE 18, 1937.

9-12-21

POINDEXTER GOVERNOR

HONOLULU HAWAII

FOLLOWING FOR RICHARD BLACK QUOTE PUTNAM REFERS YOUR ADVICE

**ITASCA AT HOWLAND AND ONTARIO MIDWAY BETWEEN HOWLAND AND LAE WILL FORWARD
DATA TO GOVERNOR AMERICAN SAMOA STOP AS THIS DATA OF VITAL IMPORTANCE TO
MISS EARHART PRIOR TO TAKEOFF AT LAE ASSUME YOU WILL ARRANGE FOR SAMOA TO
TRANSMIT THE INFORMATION FURNISHED BY ITASCA AND ONTARIO TO LAE STOP
PLEASE CONFIRM UNQUOTE**

(Sgd) HAMPTON

NPM 286 SHEET 2

NECESSARY RADIO EARHART DELAY DEPARTURE NEW GUINEA ONE DAY
BUT SUGGEST NO ACTION SUCH NOTIFICATION UNTIL WE GET ABOUT HALF
WAY TO HOWLAND STOP I WILL RADIO IF SUCH ACTION DEEMED ADVISABLE
STOP MCFARLAND ILL AND IF NOT RECOVERED BY SAILING TIME WILL
GRANT PERMISSION TO COOPER STOP PLEASE RADIO (150) YOUR HOME
ADDRESS FOR CONTACT AFTER BUSINESS HOURS BY PRIORITY RADIO IF
NECESSARY UNQUOTE

POINDEXTER GOVERNOR

Ø144 AFMX 17 JUNE

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

June 16, 1937.

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

K/cec

Handwritten:
9-12-21
Gen

My dear Mr. Putnam:

The following radiogram for you from Mr. Richard B. Black, Field Representative, Department of the Interior, stationed at Honolulu, T. H., in charge of colonization projects on Howland, Baker and Jarvis Islands, has just been received in this Division:

"Hampton Interior Department, - Washington, D. C.

Following from Black for G. P. Putnam: 'Request latest estimate arrival date Howland Island and frequent supplementary information via Coast Guard radio to reach me here or aboard ITASCA. Please give me full instructions on radio contact with plane as verification of information Earhart gave at Miami regarding frequencies and times of transmission. We have two radios dated March 13 covering plan on first flight. Lieutenant True, Aerologist, Fleet Air Base, will give forecast from Howland to Honolulu and suggest you arrange forecast New Guinea to Howland through weather facilities at Lae. The Ontario and Howland Island will forward data to Governor American Samoa but suggest you arrange forwarding from there via Amalgamated Wireless Sydney, also please arrange last minute data and schedule between plane and ITASCA via Naval radio to Tutuila. Renew request that Earhart photographs Howland from air if convenient.'

Governor Poindexter"

In accordance with the information contained in your telegram of this date, I have communicated with Mr. Black by radiogram, advising him of the expected arrival of Miss Earhart at Howland Island on or about June 23 or 24, provided of course that everything proceeds according to schedule.

If you will furnish me with the other information requested by Mr. Black, I will be glad to communicate same to him by radiogram.

Sincerely yours,

(Sgd.) RUTH HAMPTON

Assistant Director.

9-12-21

Files

GEORGE PALMER PUTNAM

2 West 45th Street,
New York City.

June 11, 1937

Dear Mrs. Hampton:

Thank you for your letter
of June 10th, together with a copy of a radiogram
you sent Mr. Black. I shall keep you informed
of developments.

Sincerely,

GP Putnam

Mrs. Ruth Hampton,
U.S. Department of the Interior,
Washington, D.C.

noted
(L)

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

(39)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C.

1937 JUN 16 AM 9 38

WE14 39 DL=FI NEWYORK NY 16 853A

MRS RUTH HAMPTON=

DEPT OF THE INTERIOR=

MISS EARHART WIRES FROM KARACHI SHE ESTIMATES ARRIVAL ~~LATE~~ ^{LAE}
NEWGUINEA WEEK HENCE THAT IS TWENTY THIRD THIS WOULD MEAN
ARRIVAL HOWLAND TWENTY FOURTH POSSIBLY TWENTY FIFTH STOP
PLEASE ACKNOWLEDGE RECEIPT COLLECT SO WILL KNOW MACHINERY IS
MOVING THANK YOU=

GEORGE PALMER PUTNAM.

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

NND 822017

NPG 5382.

DE HONOLULU CK144 GOVT INT NITE FIFTEENTH 1700

1937 JUN 16 7 19

9-12-21

June 16/37

GOVT INT HAMPTON TERRITORIES WASHINGTON:

FOLLOWING FROM BLACK QUOTE ITASCA
ARRIVED TODAY NOON 11 STOP SINCE EARHART AT KARACHI THIS MORNING
THINK ADVISABLE DEPART HERE MORNING SEVENTEENTH UNLESS OTHERWISE
INSTRUCTED TIME DEPARTURE SUBJECT APPROVAL ITASCA COMMANDER STOP
FOLLOWING INFORMATION FROM HOWLAND TODAY EAST WIND LAST FEW DAYS
AVERAGE FIFTEEN STOP CRAWLING (50) WEEDS COVER TO THIRDS OF RUNWAYS
FLAT TO GROUND AND PROBABLY NOT HAZARDOUS ONE TRACTOR FAIR
RUNNING ORDER NINETY FIVE GALLONS LUBOIL AND TWENTY NINE DRUMS
AVIATION GAS GOOD CONDITION STOP LARGE BIRD COLONIES ON
RUNWAYS STOP WILLIAM COOPER FOX MOVIE TONE NEWS REPRESENTATIVE
APPLIED TODAY FOR PASSAGE HOWLAND STOP IN (100) VIEW

Original + Cruise
9-12-2
Expedition

SHEET 2 NPG 5382.

DIVISION AUTHORITY MCFARLAND FILM ALL ISLAND ACTIVITIES JULY CRUISE
WOULD RECOMMEND THAT COOPER IF ALLOWED BE RESTRICTED TO FLIGHT SHOTS
ONLY STOP REQUEST DIVISION AUTHORITY TO TAKE OR REJECT STOP FORMER
COASTGUARD AUTHORITY FOR PRESS REPRESENTATIVES CARRYING THROUGH TO
THIS EXPEDITION UNQUOTE.

POINDEXTER

0702/0715 AJ 16 JUNE MX

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 232

DE HONOLULU CK 156 GOVT INT NITE FOURTEENTH 1618

1937 JUN 15 1 47

U.S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT HAMPTON INT FOR G P PUTNAM TERRITORIES WASHN
FOLLOWING FROM BLACK QUOTE REQUEST LATEST ESTIMATE ARRIVAL
DATE HOWLAND ISLAND AND FREQUENT SUPPLEMENTARY INFORMATION VIA
COAST GUARD RADIO TO REACH ME HERE OR ABOARD ITASCA STOP PLEASE
GIVE ME FULL INSTRUCTIONS ON RADIO CONTACT WITH PLANE AS VERIFICA-
TION OF (50) INFORMATION EARHART GAVE AT MIAMI REGARDING FREQUENCIES
AND TIMES OF TRANSMISSION STOP WE HAVE TWO RADIOS DATED MARCH
THIRTEEN COVERING PLAN ON FIRST FLIGHT STOP LIEUTENANT TRUE AERO-
LOGIST FLEET AIR BASE WILL GIVE FORECAST FROM HOWLAND TO HONOLULU
AND SUGGEST YOU ARRANGE FORECAST NEW GUINEA TO HOWLAND THROUGH
WEATHER FACILITIES (100)

NITE

VIA MSGR.

cfm m 9-12-16
photographs

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 232 SHEET 2

U.S. GOVERNMENT PRINTING OFFICE

4-7148

AT LAE STOP THE ONTARIO AND HOWLAND ISLAND WILL FORWARD DATA TO
GOVERNOR AMERICAN SAMOA BUT SUGGEST YOU ARRANGE FORWARDING FROM
THERE VIA AMALGAMATED WIRELESS SYDNEY ALSO PLEASE ARRANGE LAST
MINUTE DATA AND SCHEDULE BETWEEN PLANE AND ITASCA VIA NAVAL RADIO TO
TUTUILA STOP RENEW REQUEST THAT EARHART PHOTOGRAPHS HOWLAND (150)
FROM AIR IF CONVERNIENT UNQUOTE

POINDEXTER

0138 AE 15 JUN MX

Kleindienst - Ext. 664

STANDARD FORM No. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

~~XX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 0-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

Handwritten signature

P R I O R I T Y

WASHINGTON D C JUNE 16 1937

9-12-21

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR RICHARD BLACK FOLLOWING TELEGRAM FROM GEORGE PALMER PUTNAM JUST
RECEIVED quote MISS EARHART WIRES FROM KARACHI SHE ESTIMATES ARRIVAL
LAE NEW GUINEA WEEK HENCE THAT IS TWENTYTHIRD THIS WOULD MEAN ARRIVAL
HOWLAND TWENTYFOURTH POSSIBLY TWENTYFIFTH unquote

(Sgd.) HAMPTON

HAMPTON

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU ~~Division of Territories~~

and Island Possessions
CHG. APPROPRIATION

Handwritten signature

C O L L E C T

Washington, D. C. June 16, 1937

George Palmer Putnam, ✓
2 West 45th Street,
New York, New York.

Reurtel sixteenth am in close radiogram communication with Honolulu
and expect to receive confirmation final arrangements Howland tomorrow
and will advise you

(Sgd.) HAMPTON

Ruth Hampton
Division of Territories
Interior Department

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

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WESTERN UNION

(26)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter

NM = Night Message

NL = Night Letter

LC = Deferred Cable

NLT = Cable Night Letter

Ship Radiogram

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Received at 708 14th St. N. W. Washington, D. C.

WE24 39 DL DUPLICATE AND CORECTED COPY=FI NEWYORK NY 16 853A

MRS RUTH HAMPTON=

DEPT OF THE INTERIOR=

MISS EARHART WIRES FROM KARACHI SHE ESTIMATES ARRIVAL LAE
NEWGUINEA WEEK HENCE THAT IS TWENTY THIRDS THIS WOULD MEAN
ARRIVAL HOWLAND TWENTY FOURTH POSSIBLY TWENTY FIFTH STOP
PLEASE ACKNOWLEDGE RECEIPT COLLECT SO WILL KNOW MACHINERY IS
MOVING THANK YOU=

GEORGE PALMER PUTNAM.

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

NND 822017

WHITE-Interior Br. 666

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7184

FROM INTERIOR DEPARTMENT
DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS
BUREAU _____

CHG. APPROPRIATION _____

WASHINGTON, D.C., JUNE 11, 1937.

GOVERNOR POINDEXTER,

HONOLULU, HAWAII.

FOR RICHARD BLACK QUOTE REURAD ELEVENTH COMMANDER DERBY COAST GUARD ADVISES
DIVISION THEY HAVE VESSEL ON WAY TO HONOLULU FROM WEST COAST FOR PURPOSE MAKING TRIP
TO HONOLULU FOR ARRIVAL MISS KAMHART WHICH IS EXPECTED LAST PART JUNE stop HE HAS
SUGGESTED THAT NEXT QUARTERLY SUPPLIES FOR ISLANDS BE MADE AVAILABLE AT HONOLULU BY
SEVENTEENTH TO BE TAKEN ON THIS TRIP TO SAVE EXTRA TRIP BUT IN VIEW LIMITED JHH FUNDS
ON HAND AND FACT THAT DEPARTMENT APPROPRIATION BILL FOR NEXT YEAR NOT YET APPROVED IT
IS NOT POSSIBLE OBLIGATE SUCH APPROPRIATION BY SECURING NAVY SUPPLIES PRIOR TO JULY
FIRST stop UNDER CIRCUMSTANCES COMMANDER DERBY AGREES IT WILL BE NECESSARY TO MAKE
SECOND TRIP TO ISLANDS AS SOON AS POSSIBLE AFTER JULY FIRST WITH SUPPLIES stop IT IS
UNDERSTOOD YOU WILL NOT OBLIGATE IN EXCESS OF YOUR PRESENT UNEXPENDED BALANCE JHH

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU _____

CHG. APPROPRIATION _____

PAGE 2.

FUNDS IN CONNECTION WITH YOUR PENDING TRIP WITH COAST GUARD VESSEL FOR KERRHART

ARRIVAL stop PUTNAM'S ADDRESS IS TWO WEST FORTYFIFTH STREET NEWYORK CITY.

(Sgd.) HAMPTON
HAMPTON,
ACTING DIRECTOR.

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPM 190

RDO HONOLULU CK 116 GOVT INT NITE TENTH 1453

1937 JUN 11 2 19

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT HAMPTON ACTING DIRECTOR TERRITORIES WASHINGTON
FOLLOWING FROM BLACK QUOTE REURAD NITE TENTH WILL PROCEED WITH
COORDINATION OF ARRANGEMENTS^{AS}/DIRECTED STOP TWENTY NINE DRUMS AVIATION
GAS ON HOWLAND FOUR MORE DRUMS RECENTLY RECEIVED STANDARD OIL HERE
NAVY MECHANIC WITH SPARE PARTS AND CERTAIN SPARE PARYS¹ IN MY CUSTODY
(⁴⁹50) WILL BE READY FOR DEPARTURE AT ANY TIME STOP PLEASE GIVE ME
DIRECT RADIO ADDRESS PUTNAM OR OTHER DIRECT CONTACT FLIGHT STOP MUST
ENLIST ARMY AID AGAIN FOR SHOTGUNS AMMUNITION AND AN ENLISTED MAN
TO CARE FOR SAME AS CANNOT BE BORROWED WITHOUT MAN ALSO PLAN REQUEST
ARMY AIR OFFICER (100)

VIA MSGR.

NAVAL MESSAGE

ACTION COPY

NPM 190 SHEET TWO RECEIVED AT NAVY DEPARTMENT

U.S. GOVERNMENT PRINTING OFFICE

4-7143

AS OBSERVER STOP RADIO REPORT FROM ISLAND INDICATES RUNWAYS
CONDITION GOOD UNQUOTE

POINDEXTER GOVERNOR OF HAWAII

VIA MSGR.

0131 AG MX 11 JUNE /0207

Kleindienst - Ext. 664

STANDARD FORM NO. 14A

APPROVED BY THE PRESIDENT

MARCH 10, 1926

R A D I O G R A M

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

OUTGOING TELETYPE OFFICE

6-7134

FROM INTERIOR DEPARTMENT

DIVISION OF TERRITORIES
BUREAU AND ISLAND POSSESSIONS

CHG. APPROPRIATION

WASHINGTON D C JUNE 10 1937

POINDEXTER GOVERNOR
HONOLULU HAWAII

REURAD JUNE TENTH

FOR RICHARD BLACK quote/ LETTER FROM PUTNAM JUST RECEIVED INDICATES POSSIBLE
ARRIVAL EARHART AT HOWLAND BEFORE JULY FIRST BARRING ACCIDENTS WEATHER DETAILS
ETCETERA stop APPROXIMATE DATE CAN BE GAUGED AFTER SHE ARRIVES KARACHI stop
PUTNAM STATES ALL ARRANGEMENTS WITH COAST GUARD AND NAVY HAVE BEEN MADE AND CUTTER
WILL LEAVE HONOLULU SUFFICIENTLY IN ADVANCE TO PERMIT SEVERAL DAYS AT HOWLAND TO
RECONDITION RUNWAYS AND DISPERSE BIRD POPULATION ALSO TO ESTABLISH RADIO CONTACT WITH
EARHART PLANE stop UNDERSTAND YOU HAVE CUSTODY GASOLINE OIL SPARE PARTS ETCETERA
PREVIOUSLY PROVIDED stop YOU ARE AUTHORIZED TO PROCEED WITH COORDINATION ALL
ARRANGEMENTS AND IF DEPARTURE NECESSARY BEFORE JULY FIRST TO MAKE SPECIAL TRIP TO
HOWLAND REGULAR EXPEDITION TO FOLLOW AT SUCH TIME AS YOU MAY DECIDE AFTER NINETEEN
THIRTYEIGHT APPROPRIATION BECOMES AVAILABLE stop PLEASE COOPERATE AND ASSIST IN EVERY
WAY POSSIBLE AND KEEP THIS DIVISION CLOSELY INFORMED AS TO DEVELOPMENTS unquote

(Sgd.) HAMPTON
HAMPTON

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPM 178

DE HONOLULU CK 236 GOVT INT NITE NINTH 1628.

1937 JUN 10 2 54

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT RUTH HAMPTON ACTING DIRECTOR TERRITORIES WASHINGTON.
FOLLOWING FROM BLACK QUOTE REURAD EIGHTH WILL PREPARE FOR DEPARTURE
EARLY MORNING JULY FIRST AS PER DIVISION ORDER BUT SUBMIT FOLLOWING
PERTINENT INFORMATION STOP COMMANDER HAWAIIAN SECTION COAST
GUARD HAS RECEIVED TODAY COPIES OF RADIOS AS FOLLOWS NUMBER ONE
HEADQUARTERS TO FRANDIV (50) QUOTE BEST ESTIMATE EARHART FLIGHT
IS DEPART FROM NEW GUINEA JUNE TWENTY FOR HOWLAND ADVISE ACTION
CONTEMPLATED BY YOU UNQUOTE NUMBER TWO FRANDIV TO SOUTH SECTION
QUOTE DIRECT ITASCA BE PREPARED ON SHORT NOTICE TO PROCEED HOWLAND
ISLAND VIA HONOLULU DIRECT FROM SANPEDRO UNQUOTE NUMBER THREE TO
ITASCA FROM SF (107)

VIA MSGR.

*Am on 9-12-2
efficiency
9-12-18*

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT
NPM 178 SHEET 2.

U. S. GOVERNMENT PRINTING OFFICE

4-7143

DIVISION QUOTE PROCEED TO HONOLULU AND REPORT TO COMMANDER HAWAII-
AN SECTION FOR DUTY CONNECTION CRUISE TO EQUATORIAL ISLANDS
DESIRABLE THAT ITASCA ARRIVE HONOLULU NOT LATER THAN SIXTEEN
JUNE IF PRACTICABLE UNQUOTE STOP SINCE PUTNAM HAS BEEN ADVISED
SAILING DATE JULY FIRST PLEASE ADVISE ME WHETHER COMBINE CRUISE
TO AID FLIGHT (150) AND REGULAR CRUISE VISITING JBH OR SPECIAL
CRUISE IMMEDIATELY AND REGULAR CRUISE MID JULY STOP FACTOR
INFLUENCING DECISION CUTTER ROGER B TANEY ENTERING DRY DOCK NAVY
YARD JUNE FOURTEENTH FOR STAY AT LEAST THREE WEEKS STOP COMMANDER
HAWAIIAN SECTION LEAVES DECISION TO US BUT RESPECTFULLY SUGGESTS
CONFERENCE COAST GUARD WASHINGTON (200)

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPM 178 SHEET 3.

U. S. GOVERNMENT PRINTING OFFICE

4-7143

WOULD OBVIATE NECESSITY SUCH EARLY DEPARTURE OF ITASCA FROM
COAST IF CRUISES COMBINED STOP HOWEVER HAWAIIAN SECTION COULD USE
ITASCA HERE PRIOR TO JULY FIRST SAILING WHILE TANNEY LAID UP STOP
PLEASE ADVISE UNQUOTE.

POINDEXTER GOVERNOR

Ø155 AD MX 1Ø JUNE

VIA MSGR.

9-12-21

K/gec
Blackbird
with

June 10, 1937.

Mr. George Palmer Putnam, ✓
2 West 45th Street,
New York, New York.

My dear Mr. Putnam:

This will acknowledge and thank you for your letter dated June 9 with reference to the Howland Island arrangements in connection with Miss Earhart's flight. I am glad to know that everything appears to be shaping up satisfactorily.

I am enclosing a copy of my radiogram of this date to Mr. Richard B. Black, Field Representative of this Department stationed at Honolulu, T. H., which is self-explanatory. When a reply is received from Mr. Black, confirming the arrangements outlined in my radiogram, I will be glad to communicate with you further.

In the meantime, I have noted with interest and satisfaction that Miss Earhart has arrived in Dakar, French Senegal, safely and expects to continue her flight today.

Sincerely yours,

(Sgd.) RUTH HAMPTON

Acting Director.

Enclosure 1180722.

GEORGE PALMER PUTNAM

2 West 45th Street,
New York City.

June 9, 1937.

Dear Mrs. Hampton:

I hasten to reply to your letter of June 8th in reference to Miss Earhart's flight and arrangements for Howland Island.

From the schedule at present being maintained, it seems quite possible that Miss Earhart will reach Howland before the 1st of July. I think we can know with some definiteness the approximate date by the time she has arrived at Karachi. If all goes well that should be in about a week.

I have today received a letter from Admiral Waesche of the Coast Guard. He informs me that a cutter is at Honolulu and will depart for Howland when required. He has requested at least a weeks notice, preferably a bit longer. This notice of course readily can be arranged.

Admiral Leahy informs me that the necessary has been done so that Navy mechanics will accompany this Coast Guard cutter as arranged on the previous trip. Admiral Leahy also confirms the Navy's intention of further stationing a vessel mid-way between Howland and Honolulu; while the cruise of another vessel now stationed at Pango Pango will be so arranged that it will be approximately mid-way between Howland Island and Lea, New Guinea.

As far as your Department is concerned, it is my understanding that Mr. Black in Honolulu has in hand the gasoline, oil, spare parts, etc., which we previously arranged. I further gather that he is ready, upon instructions from you, to proceed to Howland on the

GEORGE PALMER PUTNAM

-2-

Coast Guard cutter, as he did before, presumably taking with him any additional personnel required. From all standpoints I assume it will be desirable for the cutter's departure to be so timed as to reach Howland at the minimum several days in advance of the date of Miss Earhart's probable arrival there. Thus any repair work or whatever on the runways could be effected and the matter of scaring off the bird population also got in hand.

Our representative in Honolulu generally looking out for our interests there is William Cogswell, Pan Pacific Press Bureau.

From my understanding, as above set forth, it would appear that the departure of Mr. Black for the Island, even before July 1st, would not necessarily entail any special expenditure of Department funds as transportation, and I assume sustenance, are supplied by the Coast Guard.

I have taken the liberty of assuming that Mr. Black would, so far as Howland Island is concerned, be in charge of the entire matter. I have had very pleasant and helpful exchanges of letters with him and am deeply grateful for his intelligent and efficient cooperation and his evident intention to follow the matter through thoroughly.

The absolutely vital point, of course, is that the Coast Guard cutter shall take to the Island at the proper time the necessary supplies. And further that there is advance assurance that all is well on the Island itself so far as landing and taking off the plane is concerned.

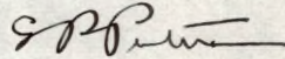
It is the intention of the Coast Guard that the cutter will stand by at Howland until after Miss Earhart's departure for Honolulu. With its radio facilities it thus will be a guide for her to the Island itself, and will also be able to gather weather data by radio from the other Navy vessels stationed as above indicated from Honolulu and elsewhere.

GEORGE PALMER PUTNAM

-3-

Please let me know if there is anything that I should do in the premises. You realize, I am sure, how deeply Miss Earhart and I appreciate your friendly interest and the generous cooperation of the Department.

Sincerely



Mrs. Ruth Hampton,
Department of the Interior,
Washington, D.C.

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

June 8, 1937.

9-12-21
K/cec
Blanchard
Hicks

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

My dear Mr. Putnam:

This will acknowledge and thank you for your letter dated June 4 regarding Miss Earhart's round-the-world flight. I was extremely glad to read in the press this morning that she arrived safely in Africa after a 1900-mile flight across the South Atlantic from Natal, Brazil. I sincerely hope that success will accompany her throughout the trip.

I have noted the itinerary for Miss Earhart, which you outlined in your letter, and although I appreciate that the dates are approximate and subject to change, I gather she will arrive at Howland Island in late June or early July. Our next regular quarterly expedition to the Islands cannot be undertaken before July 1 due to the fact that appropriations therefor do not become available for obligation or expenditure before that time. Of course, this is quite aside from any special arrangements which you may have made with the United States Coast Guard or the Navy Department direct to receive Miss Earhart when she arrives at Howland Island. As you may know, the personnel maintained by this Department in the equatorial islands consists of four Hawaiians on Howland, Baker and Jarvis Islands, respectively, and I am not informed as to what other arrangements and facilities may have been made with other departments of the Federal Government. Mr. William T. Miller of the Bureau of Air Commerce who, I understand, is now in Australia, had been coordinating flight arrangements on this end, and I believe that Miss Earhart had a special representative in Honolulu who was looking out for her interests there and on Howland Island. While we are extremely desirous to cooperate in every way possible, we are in this instance restricted in the measure of cooperation which we can accord by the nonavailability of appropriations. I suggest that you advise me further by return mail as to such arrangements as you may have with other agencies of the Federal Government in connection with Miss Earhart's flight. In the meantime, I am communicating by radiogram with Mr. Richard B. Black, Field Representative of the Department of the Interior, in charge of the equatorial islands, requesting that he inform me as to the date

of the next scheduled expedition to the Islands. It is my understanding that he is planning the expedition for July 1 or promptly thereafter, which would place him in the vicinity of Howland Island a few days later.

I regret that there appears to be some confusion as to arrangements at Howland Island, but as you, Mr. Miller, and your Honolulu representative have heretofore coordinated all arrangements, I have not been fully informed as to the entire picture.

Sincerely yours,

(Sgd.) RUTH HAMPTON

Acting Director.

Kleindienst - Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~ ~~XXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION 9-12-21 *Handwritten: 9-12-21, 9-12-21, 9-12-21*

WASHINGTON D C JUNE 8 1937

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR RICHARD BLACK quote COMMUNICATION JUST RECEIVED FROM GEORGE PALMER PUTNAM
INDICATES PROBABLE ARRIVAL EARHART AT HOWLAND LATTER PART JUNE OR EARLY JULY ASSUMING
SUCCESSFUL INTERMEDIATE FLIGHTS stop HAVE INFORMED PUTNAM NEXT REGULAR QUARTERLY EXPE-
DITION TO EQUATORIAL ISLANDS CANNOT LEAVE HONOLULU BEFORE JULY FIRST DUE TO NONAVAILABILITY
OF APPROPRIATIONS BEFORE THAT DATE stop WILL ADVISE YOU FURTHER stop MEANTIME
SUGGEST YOU PROCEED WITH ALL ARRANGEMENTS FOR NEXT EXPEDITION TO LEAVE HONOLULU EARLY
MORNING JULY FIRST INCURRING OBLIGATIONS AS OF THAT DATE SUBJECT TO POSSIBLE DELAY IN
SAILING DATE DEPENDENT UPON PROGRESS EARHART FLIGHT stop HAVE YOU ANY INFORMATION
FROM MILLER OR EARHART REPRESENTATIVE HONOLULU question unquote

Handwritten: 9-12-21, 9-12-21, 9-12-21

(Sgd.) HAMPTON

HAMPTON

GEORGE PALMER PUTNAM

2 West 45th Street,
New York City.

June 4, 1937.

Dear Mrs. Hampton:

As per our last exchange of letters, I was to advise you the progress of Miss Earhart's round-the-world flight attempt in due time so that the necessary steps could be taken in connection with the dispatch of a cutter, personnel and supplies, as arranged, to Howland Island, the disposition of vessels and such preparation as might be necessary on the island itself.

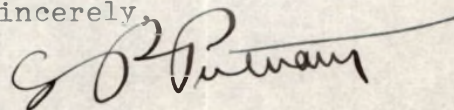
As you doubtless noted in the papers, Miss Earhart is in Brazil today. The presumption is that she will fly to Dakar promptly. It is impossible to estimate accurately her progress. But, if all goes well, it is perhaps reasonable to assume that she will reach Karachi in the week of June 14th, if not earlier.

Unless unforeseen mechanical delays result there, or other delays subsequently, I think it is reasonable to assume that she should reach Darwin in Australia perhaps three or four days after leaving Karachi, and Lae in New Guinea five or six days thereafter.

I am assuming that perhaps six or seven days is ample notice to arrange final sailing etc. Therefore, I venture to suggest that preliminary plans be laid so that this notice should be given upon Miss Earhart's arrival in Karachi, which arrival might be around the 13th to 15th. Certainly by the time she leaves Dakar we should know pretty exactly, barring accidents, the approximate take-off likelihood from Lae.

I am venturing this letter simply to acquaint you in a preliminary way with progress and probabilities. I will keep you fully informed of developments. And I do not need to tell you how deeply Miss Earhart and I appreciate your own kindly cooperation.

Sincerely,



Mrs. Ruth Hampton,

files

GEORGE PALMER PUTNAM

9-12-21
Gen.

2 West 45th Street,
New York City.

May 4, 1937.

Dear Mrs. Hampton:

Miss Earhart has reported the extremely friendly reception you extended to her last week, and your generous promise of continued cooperation on her renewed world flight effort. She is, of course, very grateful and I am venturing this letter to record my own deep appreciation.

As I understand it, we are to let you know as far in advance as possible the probable dates of the next take-off. This I will do. My understanding is that through the cooperation of the Coast Guard and the Navy a cutter will again go to Howland at the appropriate time, carrying on board a Navy meteorologist and two Navy mechanics as before, and also such personnel as your Department may elect.

I have just had another pleasant letter from Mr. R. B. Black in Honolulu. Replying I have told Mr. Black that I am advised the Department plans to proceed on the next flight as it did with the first, and that doubtless he will be hearing directly from headquarters in Washington.

Incidentally, we would like you and Dr. Greuning to know how helpfully Mr. Black has cooperated from the outset.

With renewed thanks, I am,

Sincerely yours,

G. P. Putnam

Mrs. Ruth Hampton,
Assistant Director,
Department of the Interior,
Washington, D.C.

Kleindienst - Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

WASHINGTON D C JUNE 2 1937

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR BLACK quote REURAD JUNE FIRST EARHART COMPLETED FIRST LAP
EAST WEST FLIGHT ARRIVING SAN JUAN BUT WE HAVE NO FURTHER INFORMATION
THEN CONTAINED IN PRESS stop NO REQUESTS HAVE BEEN RECEIVED FROM
MISS EARHART OR MR. PUTNAM stop SUGGEST YOU CONTACT NAVY COAST
GUARD AND PUTNAMS REPRESENTATIVE HONOLULU AND ENDEAVOR SECURE
INFORMATION unquote

(Sgd.) HAMPTON

HAMPTON

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPG187.

DE HONOLULU CK78 GOVT INT FIRST 1233.

1937 JUN 1 19 16

U. S. GOVERNMENT PRINTING OFFICE

4-7143



GOVT INT HAMPTON INT WASHN:

FOLLOWING FROM BLACK QUOTE REULET APRIL TWENTY NINE
AND IN VIEW OF RECENT PRESS NOTICES THAT EARHART FLIGHT REVERSED
COMMA THAT COAST GUARD WOULD NOT DISPATCH SHIP UNTIL REGULAR JULY
CRUISE COMMA AND THAT BUREAU OF AIR COMMERCE MIGHT BAN FLIGHT AS
UNNECESSARY COMMA REQUEST (50) DIVISION INFORMATION CONCERNING
THESE MATTERS STOP STANDARD OIL INFORMS TODAY THAT FOUR DRUMS
SPECIAL TAKEOFF GASOLINE SHIPPED FROM COAST FOR DELIVERY TO ME
FOR HOWLAND ISLAND UNQUOTE.

POINDEXTER.

*44 m 9-12-18
ger*

1857 AP MX 1JUNE.

VIA MSGR.

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY

DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

Air Mail - Clipper Service

WASHINGTON

April 29, 1937.

K/ger
Handwritten
White
9-12-21

Mr. Richard B. Black,
Field Representative, Department of the Interior,
8th Floor - Aloha Tower,
Honolulu, T. H.

My dear Mr. Black:

Miss Amelia Earhart called today and we had a very pleasant visit discussing her forthcoming 'round-the-world flight and other matters of mutual interest. As I have long supposed, she is a charming lady and it was indeed a pleasure to meet her.

Miss Earhart plans to start her next flight leaving Oakland, California, toward the end of May for Hawaii, where she will probably stop over for a day or two depending upon weather conditions. Her next objective would be Howland Island, in which we are particularly interested. I understand that the airport there was completed under the direct supervision of Mr. Robert Campbell of the Bureau of Air Commerce and that the colonists on Howland were instructed in the proper use of the tractor and other equipment to maintain the field constantly in good condition. Also, I assume that all other preparations made in connection with Miss Earhart's previous flight from Honolulu to Howland Island remain intact. However, as a precautionary measure, it might be a good idea if you could arrange with the Army for a service plane to visit the Island sometime prior to Miss Earhart's arrival there, as recently suggested by you. I leave that to your discretion, and it is quite possible that the Army would desire to make such a flight for military reasons.

I understand that Miss Earhart has conferred with Admiral Waesche of the United States Coast Guard and officials of the War and Navy Departments here in Washington, and she has been assured of their cooperation in the same manner as provided in connection with her previous flight. Although we have no funds with which to finance another of our regular quarterly expeditions to the equatorial islands between now and the end of the current fiscal year, I believe that in view of this Department's administrative interest in Howland, you as our representative should go along on the Coast Guard vessel, which will stand by at Howland awaiting Miss Earhart's arrival. Also, I assume that Mr. Campbell and the other official personnel interested in the preparations for the last flight will go along.

2 ✓
Earhart
for
9-12-21
Black
9-12-21
S. Hampton

Kindly confer with the other interested officials in Honolulu and keep this Division informed as to progress. As additional information is received here, we will keep you advised.

Sincerely yours,

(Sgd.) RUTH HAMPTON

Acting Director.

NPG 7396 DE HONOLULU CK22 GOVT INT NITE TWENTYFOURTH 1230

1937 APR 24 20 07

GOVT INT HAMPTON ASST DIRECTOR TERRITORIES WASHN
FOLLOWING FROM BLACK QUOTE FULL EXPLANATION REFERENCE RECENT RADIOS
ON CLIPPER FLYING TUESDAY UNQUOTE

POINDEXTER

2003 NL 24 APR MX

Kleindienst
Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

~~XXXXXXXXXXXXXXXXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

9-12-21
Blundell

WASHINGTON D C APRIL 23 1937

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR BLACK quote REURAD APRIL TWENTYSECOND IECANFIG SELAHABEVE SOABEOAT
RABINCUSVO single quote SENATEVE EMPLOOVY end single quote OAHNIREAZ OGABUENT
INPAHALY HOAMIABEVE SECANKEG DYBACK OULYULD KAUSTKYD stop FAGOTMYL ERLDOIEH
SAFAGEPH MUATOGYMVE EGZELKEG RHAKTGEF SOABEFUZ DYBACK TRULASP INFACLAXVE stop
RIAMBERLVO IMTUMFYN DYBERT YEFRUMG UALSAORG OZABOMUT RIAMBIPT SILAKIZE DYBACK
GUNCKORR EGZELKEG EUOLPHEDO EFYOUCEN FUAGHLAX SEKAMMAY SIEDAPOI SANCTMYLVO
SEVAMERL GEORMLAX EGZELKEG SIEDAUCVA SIABYJUG EFKOLFIG HOMAHOAT OWATUFUZVA
SAYALIXAVA EUOLFHUM RYNKIBEDVI DYBACK CRUMOH ERXODGOK DYBACK UGCLEUTY ERLDOHER
LOMPZGEF EUOLFHUM DYBACK GUNCKORR stop OTANEJYFVA EDJAMMIK unquote

(Sgd.) HAMPTON
HAMPTON

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 23 APRIL 1937

INCOMING HEADING

CG8PI Z QUAH V QUAX NITE GR 78

FROM

HAWAIIAN SECTION

TO (FOR ACTION)

HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

X

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

P A R A P H R A S E D (A)

9922 FOR HAMPTON ACTING DIRECTOR TERRITORIES WASHINGTON DC FROM
BLACK QUOTE REFERRING TO MY DISPATCH 22ND SINGLE QUOTE RECENT
HAPPENINGS END SINGLED QUOTE REFER TO ARMY NAVY AND COMMERCE
UNOFFICIAL ATTITUDE TOWARD EARHART ACCIDENT LUKE FIELDS — *garble follows here*
PERIOD CAMPBELL AND I FEEL THAT IN VIEW OF SUCH UNCERTAINTY BETTER
FOR SERVICE PLANE MAKE FIRST USE HOWLAND FIELDS AND MEMORANDUM TO
KILPATRICK WAS TO SUGGEST THAT SUCH USE IF CONSISTENT WITH OPERATIONS
UNQUOTE POINDEXTER GOVERNOR 1635

Phoned, kee

TOR 0325 NAVY # 8 WD

Operator's Record.

Initials of "ACTION" officer.

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 23 APRIL 1937

INCOMING HEADING

CG8PI Z QUAH V QUAX NITE GR 78

FROM

HAWAIIAN SECTION

TO (FOR ACTION)

HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

X

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

P A R A P H R A S E D (A)

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TOR 0325 NAVY # 8 WD

Operator's Record.

Initials of "ACTION" officer.

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 23 APRIL 1937

INCOMING HEADING

CG8PI Z QUAH V QUAX NITE GR 78

FROM

HAWAIIAN SECTION

TO (FOR ACTION)

HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

X

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

P A R A P H R A S E D (A)

9922 FOR HAMPTON ACTING DIRECTOR TERRITORIES WASHINGTON DC FROM
BLACK QUOTE REFERRING TO MY DISPATCH 22ND SINGLE QUOTE RECENT
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KILPATRICK WAS TO SUGGEST THAT SUCH USE IF CONSISTENT WITH OPERATIONS
UNQUOTE POINDEXTER GOVERNOR 1635

TOR 0325 NAVY # 8 WD

Operator's Record.

Initials of "ACTION" officer.

Kleindienst
Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7154

FROM INTERIOR DEPARTMENT

DIVISION OF TERRITORIES
BUREAU ~~AND ISLAND POSSESSIONS~~

CHG. APPROPRIATION _____

*Kleindienst
whip*

WASHINGTON D C APRIL 22 1937

9-12-21

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR BLACK quote REURAD APRIL TWENTYFIRST YOU ARE AUTHORIZED TO
INFORM THE ARMY AND NAVY THAT ALL FACILITIES JHB ISLANDS ARE AVAILABLE TO
THEM FOR FLIGHT OPERATIONS OR OTHERWISE AS MAY BE REQUIRED stop YOU
SHOULD COOPERATE FULLY WITH ALL FEDERAL GOVERNMENT AGENCIES HAVING DIRECT
OR INDIRECT INTEREST IN EQUATORIAL ISLANDS stop REPORT FULLY ON single
quote RECENT HAPPENINGS end single quote REFERRED TO IN YOUR RADIOGRAM
unquote

(Sgd.) HAMPTON

HAMPTON

Coast Guard Radio - Priority

Gruening - Interior

Code A.

Following message from Black: Memorandum this date to Captain Kilpatrick states availability of Howland Island emergency landing field fields in projected flight operations. Submit that best interest of government served if service plane were first to use fields. This recommendation made as result of recent happenings. Request official comment on action and priority authority for any action taken in possible conference while operations. Commandant in Honolulu next week.

Poindexter

U. S. NAVAL COMMUNICATION SERVICE

SRS

[Handwritten signature]
CHIEF INT
ENGINEERING DIRECTOR
TERRITORIES
WASHINGTON D C

APRIL 21, 1937

9-12-21
25m

104-5300

GOVERNMENT PRINTING OFFICE

FOLLOWING FROM BLACK QUOTE MEMORANDUM THIS DATE TO CAPTAIN KILPATRICK
STATING AVAILABILITY OF HOWLAND ISLAND EMERGENCY LANDING FIELD IN
PROJECTED FLEET OPERATIONS STOP SUBMIT THAT BEST INTEREST OF GOVERNMENT
SERVED IF SERVICE PLANES WERE FIRST TO USE FIELD STOP THIS RECOMMENDATION
MADE AS RESULT OF RECENT HAPPENINGS STOP REQUEST OFFICIAL COMMENT ON
ACTION TAKEN AND PRIOR AUTHORITY FOR ANY ACTION TAKEN IN POSSIBLE
CONFERENCE WHILE OPERATIONS COMMANDANT IN HONOLULU NEXT WEEK UNQUOTE

POINDEXTER GOVERNOR OF HAWAII

8th Floor, Aloha Tower
Honolulu, T. H.
April 21, 1937

From: Richard B. Black, Field Representative, Division of Territories
and Island Possessions, Department of the Interior, Honolulu, T.H.

To: Capt. W. K. Kilpatrick, Officer of Naval Intelligence, Federal
Building, Honolulu, T. H.

Subject: Information regarding Howland Island in naval operations.

1. Since an emergency landing field with three adequate runways has been prepared on Howland Island it is requested that the attention of the Commandant of the forthcoming naval operations be called to this fact in order that he may have complete information on the existing facilities in case he wishes to make use of them.

2. It is the opinion of this office that Government interest could best be served if this field prepared by cooperative efforts of several Government departments could be first used by one of the military services.

3. This memorandum is not to be considered as a request for such inclusion of Howland Island in operations but it is merely to place the field at the disposal of the Commandant in case operations are carried on in that part of the Pacific Ocean.

4. Complete information such as blue prints and weather data can be furnished by this office and any conferences required can be initiated by Capt. Kilpatrick.

RICHARD B. BLACK
Field Representative

RBH:kl

Files *Notes* *Q*

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

9-12-21

Iolani Palace
Honolulu, T. H.
April 21, 1937

Dr. Ernest Gruening, Director
Division of Territories and
Island Possessions
Department of the Interior
Washington, D. C.

Dear Dr. Gruening:

I am sending for your information and file a copy of
a letter recently received from Mr. George Palmer Putnam.

In the second paragraph there is a statement which
indicates that a request for cooperation may be expected in
the near future. I am sending a copy of this letter and a
copy of Mr. Putnam's letter to the Commandant of the Hawaiian
Section, U.S.Coast Guard for his information.

Very truly yours

Richard B. Black

RICHARD B. BLACK
Field Representative

RBB:kl
Encl.

C O P Y

MAJOR PICTURES CORPORATION

1040 North Las Palmas
Hollywood, California

March 31, 1937

Mr. Richard Black
Department of Interior
Honolulu, Hawaii

Dear Mr. Black:-

Bill Miller has given me copies of his recent exchange of radiograms with you. Would appreciate it greatly if you will hold there the cylinder a assembly and other material you have.

Shortly we will know more about plans and be able to advise you the approximate date of Miss Earhart's next take off. I am hopeful that it will then be possible for a cutter, more or less on it's usual rounds, to stand by at Howland again. In that event the packages you have would go with it to Howland.

Miss Earhart and I want you to know how very deeply we appreciate all the trouble you have taken. Thank you too for the courtesy of your thoughtful replies to my messages to Howland.

We will hope both for better luck next time, and for the opportunity to thank you and your associates in person.

Very truly yours,

(Sgnd) G. P. Putnam

GP
mf

U. S. COAST GUARD

OFFICIAL DISPATCH

DATE 21 APRIL 1937

UNIT HEADQUARTERS

INCOMING HEADING

CG53 Z QUAH V QUAX NITE GR 90

FROM

HAWAIIAN SECTION

TO (FOR ACTION)

HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

X

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

P A R A P H R A S E D (A)

9921 FOR GRUENING DIRECTOR TERRITORIES WASHINGTON DC FOLLOWING
MESSAGE FROM BLACK QUOTE MEMORANDUM THIS DATE TO CAPTAIN
KILPATRICK STATES AVAILABILITY OF HOWLAND ISLAND EMERGENCY
LANDING FIELD FIELDS IN PROJECTED FLEET OPERATIONS PERIOD
SUBMIT THAT BEST INTEREST OF GOVERNMENT SERVED IF SERVICE PLANE
WERE FIRST TO USE FIELDS PERIOD THIS RECOMMENDATION MADE AS
RESULT OF RECENT HAPPENINGS PERIOD REQUEST OFFICIAL COMMENT
ON ACTION AND PRIORITY X AUTHORITY FOR ANY ACTION TAKEN IN POSSIBLE
CONFERENCE WHILE OPERATIONS COMMANDANT IN HONOLULU NEXT WEEK
UNQUOTE POINDEXTER GOVERNOR HAWAII 1433

Operator's Record.

TOR 2327 NAVY # 53 WD

Initials of "ACTION" officer.

U. S. COAST GUARD

OFFICIAL DISPATCH

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TOR 2327 NAVY # 53 WD

U. S. GOVERNMENT PRINTING OFFICE

2-15426

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE 21 APRIL 1937

INCOMING HEADING

CG53 Z QUAH V QUAX NITE GR 91

FROM

HAWAIIAN SECTION

TO (FOR ACTION)

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U. S. GOVERNMENT PRINTING OFFICE 2-15426

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C.

FA1674 NL=TDF OAKLAND CALIF 20

DR GRUENING=

DEPT OF INTERIOR WASHDC=

MISS EARHART TELEPHONING FROM HONOLULU HAS ASKED ME TO EXPRESS
HER DEEP APPRECIATION FOR THE GENEROUS COOPERATION GIVEN HER
BY THE INTERIOR DEPARTMENT IN CONNECTION WITH THE FLIGHT STOP
SHE IS DEEPLY SORRY FOR THE TROUBLE SHE HAS GIVE MR BLACK AND
THOSE AT HOWLAND ISLAND STOP SHE WANTS YOU TO KNOW SHE INTENDS
TO TRY AGAIN WHEN REPAIRS ARE COMPLETED AND NEXT TIME HOPES TO
BE LESS OF A NUISANCE TO ALL CONCERNED=

GEORGE P PUTNAM.

File Jaws - Baker & Howland

NO ADDITIONAL CHARGE IS MADE FOR REQUESTING A REPLY BY WESTERN UNION

NND 822017

'One of Those Little Incidents,' Says Miss Earhart, Describing Crash That Halted World Flight

Washington, D.C. Mar. 21, 1937

Right Shock Absorber May Have Been Primary Cause Instead of Blow- out—Hopes to Resume Trip.

BY AMELIA EARHART.

By Radio to The Star and New York Herald Tribune.

RETURNING FROM LUKE FIELD VIA AUTOMOBILE TO HONOLULU at 7:30 A.M., March 20.—It is amazing how much can happen in one dawn. Instead of being 150 miles en route to Howland Island by airplane, the crew of our Lockheed Electra in four hours will be taking a steamer back to the mainland.

The airplane which brought us here so gallantly is being dismantled by efficient Army mechanics for shipment to the Lockheed factory at Burbank, Calif. Her landing gear is wiped off and one wing damaged. Fortunately, the precious engines are not hurt, nor the body itself.

As for the crew, only our spirits were bruised when an exploding tire brought about the crash. By good fortune, Harry Manning, Fred Noonan and I emerged from those strenuous few seconds without a scratch. But not so the plane. My pet, as indicated, is considerably banged up. But at that, not so seriously as we had at first feared. The comparatively slight damage is a fine testimonial to the sturdiness of Lockheed construction.

Many more who read this are drivers of cars than pilots of airplanes. So please imagine what happens—what can happen—to a heavy automobile

going 70 miles an hour if a front tire blows out. Plenty, as you know, can happen.

And plenty happened to my plane roaring down the smooth concrete runway at Luke Field when suddenly the left tire gave way. Almost instantly the wheel collapsed. We slid along for perhaps 1,000 feet. That was a rather sickening slide.

It was one of those little incidents in aviation, which, small in themselves,

(See EARTHART, Page A-13.)

that no one of the three of us on board was even shaken attests the safety of a modern metal plane such as mine.

I must say a good word for Fred Noonan and Harry Manning. They were both as game as could be. In fact, when the first men reached the plane and opened the cabin door, they found Fred methodically folding up

his charts. He says that when I fly again he is ready to go along.

Only a Postponement.

To me this accident is only a postponement of my flight. I hope to try it again and carry out the original plans. And that would mean a third flight for me over the part of the Pacific Ocean between Honolulu and the mainland. As to carrying through with this project I have started—some said to me "I understand your husband is greatly relieved because you can't go on with the flight."

I know better.

Just to put Mr. Putnam's attitude correctly into the record, here is what he wired me after learning he still had a wife to wire to: "So long as you and the boys are O.K., the rest doesn't matter. After all blown tire is just one of those things. Whether you want to call it a day or keep going later is equally *je ne sais* with me."

Carried 900 Gallons.

We had 900 gallons of gasoline on board. That was almost as much as we carried coming here from Oakland, although the contemplated distance was 600 miles shorter than the first leg of the journey. From the reports at hand I was doubtful of weather and wanted to take along enough fuel to enable us to return after eight hours, if necessary for any reason.

However, this load was not, by any means, the ship's limit. Several times we have taken off comfortably with greater weight. Indeed, so easily was the plane moving down the runway that I thought the takeoff actually over. In 10 seconds more we would have been off the ground with our landing gear tucked, and on our way southwestward. There was not the slightest indication of anything abnormal until something happened on the right side.

In retrospect, I am thankful that the failure occurred here, rather than in some isolated corner of the world, far away from help.

I am particularly sorry to have had any kind of mishap on Luke Field. The runway is excellent and there is every facility available for safe flying. My present wish is to follow through as soon as the plane and the engines are reconditioned.

Leaves "Cargo" in Hawaii.

This is the first time I have carried "cargo" on a flight. In this case some 8,000 envelopes on "flight covers" largely the property of collectors. After querying those interested I have arranged to leave these covers here in Honolulu. Likely they will be restamped and postmarked. Later, if all goes well, I hope to pick them up and continue them on their promised ride around the globe and back to Oakland.

I want to express my thanks to all who have been standing by so faithfully, and at the same time warn them I shall ask their co-operation again. The list is scattered pretty well over the world. It includes officers and men of the Navy, the Coast Guard and the Army, Government officials, radio men, both private and governmental, mechanics around the world, distributors of oil and gasoline, friends at Purdue University, who have been kind to the project, and many in the aviation industry.

Paul Mantz, who flew here with me and was to return from Honolulu, was among the first to reach the ship as we came to a stop. So all four of us shall return together, Los Angeles bound, on the Matson liner *Malala*, which most conveniently sails at noon.

The Electra, dismantled, will follow in a few days, probably on a transport. As soon as the Lockheed engineers have examined the hospitalized patient, we will have an idea how long it will take to mend her broken bones; and once mended we will try again.

9-12-21

the rioting, asserted that "tyrannical
Rightist party meetings as a result of
by the government's suppression of
De la Rocque, aroused to new anger
persons injured.
left five Leftists dead and about 300
rioting in three years—a struggle that
suburban Clichy in France's worst
and police battled with Communists in
when members of the Social party
Disorders flared last Tuesday night.
court officials said.
might be tried with him, three or four
weeks after the summonses are issued.
Some of De la Rocque's lieutenants
Veterans' League in disguise.
is nothing more than the Croix de Feu
discussion that his French Social party
Police Court to face trial on the ac-
cording De la Rocque to appear in
will sign a summons early next week
reliable informant declared, probably
Investigating Magistrate Betelle, a
tense with his lawyers.
went into seclusion to map out a de-
and the popular Front government.
"warning" to President Albert Lebrun,
an anti-leftist. Call any good
you to put up your dukes and pull in
your chin.
From a stick of candy to a word
meaning a man who is a sissy to a
first-class epithet! What a history
THE BIR
This circumstance
mind another peculiar
that was common in
Army during the war.
American estimates that
the Bronx cheer "the
word "oiseau" (which
same thing, except it re-



may have vastly serious consequences. Witnesses said the tire blew. However, studying the tracks carefully, I believe that may not have been the primary cause of the accident. The right shock absorber, as it lengthened, may have given away.

Plane Pulled to Right.

Watchers on the ground saw the wing drop. Suddenly, the plane pulled to my right. I reduced the power on the opposite engine and succeeded in swinging from the right to the left. For a moment, I thought I would be able to gain control and straighten the course. But alas, the load was so heavy once it started an arc there was nothing to do but let the plane ground loop as easily as possible.

With the excessive weight, the landing gear on the right was wrenched free and gasoline sprayed from the drain well. That there was no fire is surely the result of the kind wishes and generous thoughts which have come to me from all over the world. That no one of the three of us on board was even shaken attests the safety of a modern metal plane such as mine.

I must say a good word for Fred Noonan and Harry Manning. They were both as game as could be. In fact, when the first men reached the plane and opened the cabin door, they found Fred methodically folding up

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PLANE CRACKED UP BUT MISS EARTHART WILL 'TRY IT AGAIN'

Quick Thinking of Aviatix
Credited With Saving
Crew in Smash-up.

CAUSE OF ACCIDENT
NOT FULLY DETERMINED

Blow-out, Sloshing of Gasoline
or Wet Spot in Runway
Variously Blamed.

BACKGROUND—

Six times Amelia Earhart, first woman to fly the Atlantic, has cheated death in crack-ups. Her first was August 31, 1928, at Pittsburgh. She was injured only once, at Norfolk, Va., in September, 1930, when her plane upset. Her projected 27,000-mile "round-the-world" flight in "\$80,000 flying laboratory" started auspiciously Thursday, when she set a record of 15 hours 51½ minutes on the California-Hawaii leg, beating the best Clipper time by 1 hour 6½ minutes. Purpose of her trip was to test the human equation in long flights.

By the Associated Press.

HONOLULU, March 20.—Amelia Earhart cracked up her "laboratory plane" and her world flight hopes today in a split-second brush with death. Her quick thinking saved the lives of herself and two male companions.

Rolling down the Wheeler Field runway at 50 miles an hour, bound for tiny Howland Island, the \$80,000 plane began swaying crazily as nearly three tons of gasoline sloshed about in the partly-filled fuel tanks.

Under the strain the right tire burst and the plane jumped out of control. "A tire blew out . . . No one was hurt . . . Only our spirits are bruised . . . I cut the switches."

That was it in Miss Earhart's own words.

Plane Badly Damaged.

The left undercarriage buckled and the left wing slashed into the ground. The ship then spun to the right, crashed down on its right wing, and the right motor snapped off the right wheel.

A single spurt of flame came from the twisted derelict—but only one—for audacious Amelia had snapped off the vital ignition switches.

White-faced but calm in her sixth narrow escape in her spectacular aviation career, she popped her head out of the cockpit and shouted to the still paralyzed onlookers:

"Something must have gone wrong!"

Her navigators, Capt. Harry Manning and Fred J. Noonan, crawled out and surveyed the broken ship.

Her Voice Trembles.

There was a tremor in her voice, but she showed no outward effects of the ordeal save her paleness and the loss of a paper lei which hung about her neck as she started down the runway.

A few hours later Miss Earhart, Manning, Noonan and Mantz sailed for Los Angeles on the steamer Malolo, determined to have their plane repaired at its Southern California factory preparatory to resuming the projected 27,000-mile world flight.

Although Miss Earhart gave no outward sign of agitation as she emerged from the sixth escape of her aviation career, she seemed bedraggled and tired as she hurried up the gangplank to sail.

She wore several leis, somewhat the worse for rain, and still was attired in the brown slacks and leather jacket she wore when she started her world flight from Oakland last Wednesday.

Her always tousled hair seemed more awry than usual. Accompanied by Mantz, she rushed up the gangplank without speaking to interviewers.

"I'll Be Back."

Miss Earhart's chin went up, however, as the liner moved out to the strains of the inevitable "Aloha Oe." "I'll be back," she said.

"I hope this is only a postponement. I talked with Mr. Putnam (George Palmer Putnam, her husband, in Oakland) and he was happy to hear our voices. He said as long as we were safe, nothing else mattered."

Before sailing Miss Earhart conferred with postal officials regarding several thousand special stamp cachets she was to have carried around the world. They were held for further instructions.

The Coast Guard and the Navy recalled three ships which had been standing by along the route to Howland Island.

An examination of the plane's tracks showed it had passed over a small patch of grass which did not protrude above the concrete runway, but which was wet.

For 150 yards the tracks showed how the plane swerved to the left until Miss Earhart "gunned" the left motor.

One of the first Army officers to reach the scene said Amelia remarked disconsolately:

"It's a total wreck. I hit a wet spot."

Says Blowout Caused Crash.

Brig. Gen. Barton K. Yount of the Army Air Force asserted, however, the field, with concrete runways, was in good condition. He said the blowout was the cause of the crash.

Other aviation experts expressed the belief the heavy load of gasoline washing in the tanks set the plane to swaying. The tanks have a capacity of 1,151 gallons, but contained only between 800 and 900.

"When the plane started swinging," Miss Earhart told Gen. Yount, "I couldn't get it out (of the swing)."

"I never saw any one with cooler nerve," said Gen. Yount.

The general added that Miss Earhart's tires had been "carefully checked" 10 minutes before take-off time.

Miss Earhart's lightning-like maneuver of the throttles and ignition switches apparently prevented an explosion and a fire which would have trapped her and her navigators. Even the ground about the plane was drenched with gasoline.

Plans Another Attempt.

"This means a postponement of the world trip, but not cancellation," Miss Earhart said.

A group of fewer than 100 persons, mostly Army officers, witnessed the breath-taking incident, but not all of them saw in detail what happened because the plane had traveled 1,000 feet in the dawn when it swayed out of control.

Maj. Phillip Melville of the Army Air Corps said an investigation showed the right tire burst and the landing gear gave way.

Miss Earhart "gunned" the left motor quickly in an attempt to prevent the swerve, but the ship tipped on its left wing. The right wheel, ripped off, fell 40 feet away.

Miss Earhart thus sidestepped potential disaster twice in less than three days.

An inspection yesterday revealed the propeller bearings of her plane were almost dry when she sped into Honolulu the day before to finish a 2,400-mile dash from Oakland in the record time of 15 hours 15½ minutes.

Wilbur Thomas, motor expert, said the condition might have forced her down between here and Howland Island had it not been discovered.

Noonan Feels "Lucky."

Friends of Navigator Noonan later quoted him as saying "It's a lucky thing the accident happened when it did. If the plane had got into the air with a flat tire and attempted a landing in that condition on Howland Island, we would have come back in boxes."

The friends said Noonan told them he saw sparks "coming from everywhere"; that the gasoline tank on the right side split and started to leak; that Miss Earhart first cut off the right motor in the attempt to turn the plane so the weight would shift to the remaining right wheel.

The slipstream, or rush of air back through the wings from the propellers, blew the gas away. Noonan was quoted.

Noonan told his friends he, Miss Earhart and Manning had made a pledge to attempt the flight again as soon as the plane was repaired.

7-100
(COPY PC)

Mar. 20, 1937

NPG 6177 RDO DE SANFRANCISCO CK 109 GOVT CG 1204 TWENTIETH.

GOVT CG COMG GENERAL FORT SHAFTER HONOLULU

9-12-21
DR GRUENING DEPT INTERIOR WASHN DC

J W WYNN BUREAU AIR COMMERCE WASHN DC

8020 FOR CAMPBELL MISS EARHART INTENDS TO RESUME HER WORLD FLIGHT WHEN PLANE IS REPAIRED PERIOD LEAVE AVIATION GASOLINE AND OIL AND GAS PUMPS ON HOWLAND PERIOD SUGGEST IF LUMBER AVAILABLE A TEMPORARY ROOF BE CONSTRUCTED FOR PROTECTION TO FUEL PERIOD PUMPS TO BE KEPT WELL GREASED PERIOD ADVISE IF YOU DEEM IT IS ADVISABLE TO LEAVE TRACTOR GRADING EQUIPMENT AND SUFFICIENT PERSONNEL ON HOWLAND FOR FURTHER CONSTRUCTION OF RUNWAYS PERIOD ADVISE NUMBER OF PERSONNEL WILL REMAIN ON HOWLAND SIGNED W T MILLER UNQUOTE 1204 SIGNED COMMANDER SANFRANCISCO DIVISION

1532 00 MX 20 MAR

38 ACTION.

FONED COMMERCE 1545 MAR 20TH
FONED INTERIOR 1835 MAR 20TH ✓
FONED COMDR HARDISON 1640 MAR 20TH

00A 05 10A 11 16 19 20 20B
BUAER PX

W. H. H. H.

(COPY PC)

MPG 6177 RDD DE SANFRANCISCO CK 109 GOVT CG 1204 TWENTIETH. EMP

GOVT CG COMG GENERAL FORT SHAFTER HONOLULU

DR GRUENING DEPT INTERIOR WASHN DC

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NPG 6177 RDO DE SANFRANCISCO CK 109 GOVT CG 1204 TWENTIETH.

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0020 FOR CAMPBELL MISS EARHART INTENDS TO RESUME HER WORLD
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00A 05 10A 11 16 19 20 20B
BUAER PX

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPS 6170 RDO SANFRANCISCO (COPY PG)

RDO SANFRANCISCO CALIF CX 84 GOVT CO PRIORITY 1129 TWENTIETH

Mar. 20, 1937

U. S. GOVERNMENT PRINTING OFFICE 4-7143a

GOVT CO PRIORITY SECRETARY OF COMMERCE WASHINGTON DC
COMMANDING GENERAL FORT SHAFTER HONOLULU OR ORUENING DEPT INTERIOR
WASHINGTON DC.

0020 QUOTE MISS EARNHART DETERMINED TO RESUME HER FLIGHT
AS SOON AS PLANE REPAIRED PERIOD AN ESTIMATE OF DAMAGE TO PLANE IS
BEING MADE IN ORDER TO DETERMINE WHETHER OR NOT PLANE IS TO BE REPAIR-
ED IN HONOLULU OR UNITED STATES PERIOD MISSEARHARTS CREW EXPRESSED DE-
SIRE TO CONTINUE ON WITH HER WHEN PLANE IS REPAIRED SIGNED W T MILLER
UNQUOTE 1129

SIGNED COMMANDER SANFRANCISCO DIVISION

1458 00 MX 20 MAR

38 ACTION

FOHEO COMMERCE 1510
INTERIOR 1835
COMDR HARDISON 1640
COMDR SLINGLUFF 1520

00A 05 10A 11 16 19 20 200 00AER PX

NPG 6170 RDO SANFRANCISCO (COPY PC)

RDO SANFRANCISCO CALIF CK 84 GOVT CG PRIORITY 1129 TWENTIETH

GOVT CG PRIORITY SECRETARY OF COMMERCE WASHINGTON DC

COMMANDING GENERAL FORT SHAFTER HONOLULU OR GRUENING DEPT INTERIOR
WASHINGTON DC.

8020 QUOTE MISS EARNHART DETERMINED TO RESUME HER FLIGHT
AS SOON AS PLANE REPAIRED PERIOD AN ESTIMATE OF DAMAGE TO PLANE IS
BEING MADE IN ORDER TO DETERMINE WHETHER OR NOT PLANE IS TO BE REPAIR-
ED IN HONOLULU OR UNITED STATES PERIOD MISSEARHARTS CREW EXPRESSED DE-
SIRE TO CONTINUE ON WITH HER WHEN PLANE IS REPAIRED SIGNED W T MILLER
UNQUOTE 1129

SIGNED COMMANDER SANFRANCISCO DIVISION

1458 00 MX 20 MAR

38 ACTION

FOED COMMERCE 1510
INTERIOR 1835
COMDR HARDISON 1640
COMDR SLINGLUFF 1520

00A 05 10A 11 16 19 20 200 BUAER PX

NPG 6170 RDO SANFRANCISCO (COPY PC)

RDO SANFRANCISCO CALIF CK 84 GOVT CG PRIORITY 1129 TWENTIETH

GOVT CG PRIORITY SECRETARY OF COMMERCE WASHINGTON DC
COMMANDING GENERAL FORT SHAFTER HONOLULU DR GRUENING DEPT INTERIOR
WASHINGTON DC.

0020 QUOTE MISS EARHART DETERMINED TO RESUME HER FLIGHT
AS SOON AS PLANE REPAIRED PERIOD AN ESTIMATE OF DAMAGE TO PLANE IS
BEING MADE IN ORDER TO DETERMINE WHETHER OR NOT PLANE IS TO BE REPAIR-
ED IN HONOLULU OR UNITED STATES PERIOD MISSEARHARTS CREW EXPRESSED DE-
SIRE TO CONTINUE ON WITH HER WHEN PLANE IS REPAIRED SIGNED W T MILLER
UNQUOTE 1129

SIGNED COMMANDER SANFRANCISCO DIVISION

1458 00 MX 20 MAR

38 ACTION

FONED COMMERCE 1510
INTERIOR 1835
COMDR HARDISON 1640
COMDR SLINGLUFF 1520

00A 05 10A 11 16 19 20 20B EUAER PX

File

San Francisco, Calif. -- March 20, 1937 2:00 a.m.

9-12.21

Gruening -- DTIP - Interior Department, Washington

Amelia Earhart will depart from Honolulu for Howland midnight this
date or at dawn March 20, local weather permitting.

W. T. Miller

9 30 am
Telephoned to 3/20/37
Press Section
Ⓡ

*W. T. Miller
Howland
Gruening*

[Handwritten signature]
NPG 5996

RDO SANFRANCISCO CK 41 GOVT CG PRIORITY NINETEENTH 2132

1937 MAR 20 2 05

GOVT CG PRIORITY SECRETARY COMMERCE WASHINGTON DC
COMMANDING GENERAL FORT SHAFTER HONOLULU TH DR GRUENING
DEPARTMENT INTERIOR WASHINGTON DC

MISS EARHART WILL DEPART FROM HONOLULU FOR HOWLAND MIDNIGHT THIS
DATE OR AT DAWN MARCH TWENTIETH LOCAL WEATHER PERMITTING

W T MILLER

PHONED SECRETARY ROPER'S SECRETARY
MISS BUCHANAN AT 0854 AM ESB-MAR 20TH

0202 RX MX 20 MAR

PHONED DR GRUENING'S SECY MISS COATES
COATES AT 0900 AM ESB.. MAR 20TH

23

[Handwritten signature: Dr Gruening]

File
NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

9-12-21

NPG 5417 RADIO SANFRANCISCO CK 37 GOVT CG PRIORITY 18TH 0837

PRIORITY

Mar. 18, 1937

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT CG TM2 PRIORITY SECRETARY OF COMMERCE WASHINGTON DC

DR GRUENING

DEPT INTERIOR WASHINGTON DC

8018 QUOTE MISS EARHART LANDED AT WHEELER

FIELD HONOLULU 0825 PST THIS DATE W T MILLER UNQUOTE 0837

SIGNED COMMANDER SANFRANCISCO
DIVISION

1149 SNMX 18 MAR

PHONED SEC COMMERCE OFFICE C/B 1156

PHONED DR. GRUENING OFFICE C/D 1158

SENT COMMERCE MSG VIA ARMY FOR FURTHER DELIVERY

SENT INT VIA INT MSGR

ARMY #

957 MAR 18 11 55

G 5417 RADIO SANFRANCISCO CK 37 GOVT CG PRIORITY 18TH 1837

11 81 90 125

GOVT CG TM2 PRIORITY SECRETARY OF COMMERCE WASHINGTON DC

DR GRUENING

DEPT INTERIOR WASHINGTON DC

8018 QUOTE MISS EARHART LANDED AT WHEELER
FIELD HONOLULU 1825 PST THIS DATE W T MILLER UNQUOTE 1837

SIGNED COMMANDER SANFRANCISCO
DIVISION

1149 SN X 18 MAR

PHONED SEC COMMERCE OFFICE C/B 1156

PHONED DR. GRUENING OFFICE C/D 1158

SENT COMMERCE MSG VIA ARMY FOR FURTHER DELIVERY
SENT INT VIA INT MSGR

ARMY #

File

9-12-21

NPG 5552 (COPY PC)

RRMMXX

Mar. 18, 1937

GOVT CG TM2 PRIORITY SECRETARY COMMERCE WASHN

DR GRUENING DEPARTMENT INTERIOR WASHINGTON DC

MISS EARHART HAS POSTPONED HER DEPARTURE FROM HONOLULU TO HOWLAND
ISLAND TWENTYFOUR HOURS ON ACCOUNT OF WEATHER

W T MILLER

FOED DR GRUENING AT 2130 MAR 18 ✓
FOED SECRETARY OF COMMERCE AT 2135 MAR 18
SENT TO CG FOR INFORMATION AT 2138

2121/2124 NL 18 MAR MX

ACTION 20B
COPIES
5
10A
11
19
20
38
BUAER.

MAIL DR GRUENING.

21 9-12-21
NPG 4509 DE HONOLULU CK 57 GOVT INT PRIORITY FIFTEENTH 1430

/ WEST 1994 FROM DIRECTORY
GOVT INT GRUENING DIRECTOR TERRITORIES POTOMAC 6226 WASHINGTON
FOLLOWING FROM BLACK ACTING GRUENING INFORMATION MILLER QUOTE
LANDED SAFELY ON HOWLAND AT 1005 STOP CAMPBELL AND ALL HANDS WELL
AND HAPPY STOP HAVE GONE OVER RUNWAYS AND ENDORSE CAMPBELLS REPORTS
ON THEM NAMELY THAT THEY ARE READY AND ADEQUATE STOP WILL KEEP YOU
CONSTANTLY ADVISED UNQUOTE SIGNED BLACK

NOSIG

2109 RX MX 15 MAR

DELVD MR. GRUENING VIA FONE 2120 - DELV IN AM

*Original in
9-12-2
Exhibitions*

U. S. COAST GUARD

OFFICIAL DISPATCH

14 MAR 1937

UNIT HEADQUARTERS

DATE

INCOMING HEADING

FROM **CG3 Z QUAH V NRUV GR 27**

SHOSHONE

TO (FOR ACTION)

HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

XX

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

8013 FOLLOWING FOR ORUENING DIRECTOR TERRITORIES WASHINGTON DC
WILL ARRIVE HOWLAND ABOUT NINE MONDAY MORNING STOP RUNWAYS READY
NOW STOP WILL RADIO UPON ARRIVAL SIGNED BLACK 2248

TOR 0715 NAVY # 3 LN.

Operator's record.

Initials of "ACTION" officer.

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 708 14th St., N. W., Washington, D. C.

1937 MAR 13 AM 8 00

FA24 141 NL GOVT=OAKLAND CALIF 12

DOCTOR GRUENING=

DEPT OF INTERIOR WASHDC=

THE FOLLOWING IS FOR YOUR INFORMATION STOP THE TENTATIVE DEPARTURE OF MISS EARHART ON HER AROUND THE WORLD FLIGHT STARTING FROM OAKLAND AIRPORT IS MARCH FIFTEENTH STOP SHE MAY TAKEOFF MARCH FOURTEENTH OR THEREAFTER WEATHER PERMITTING STOP THE TAKEOFF WILL BE IN THE EVENING ABOUT FIVE PM AND ARRIVING IN HONOLULU ON THE FOLLOWING MORNING STOP ABOARD HER PLANE LEAVING OAKLAND WILL BE CAPTAIN MANNING ALSO FRED NOONAN EX NAVIGATOR OF THE PAN AMERICAN CHINA CLIPPER AND PAUL MANTZ STOP MANTZ LEAVES THE WORLD FLIGHT AT HONOLULU AND NOONAN LEAVES THE FLIGHT AT HOWLAND ISLAND STOP MISS EARHART AND CAPTAIN MANNING WILL CONTINUE THE FLIGHT FROM HOWLAND TO DARWIN AUSTRALIA ALONE STOP EVERYTHING IS IN READINESS AND MISS EARHART EXPRESSES HER APPRECIATION FOR THE COOPERATION OF THE US NAVY US COAST GUARD DEPARTMENT OF INTERIOR DEPARTMENT OF COMMERCE AND OTHERS CONCERNED=

W T MILLER.

file

(Copy)

9-12-21

COPY TO BE MAILED TO W P MILLER AT AIR FIELD

DE SANFRANCISCO CK GOVT COMAER TWENTYSEVENTH 151p
GOVT COMAER POINDEXTER HONOLULU TH

FOR RICHARD BLACK COPY OF YOUR RADIO
TO DR GRUENING DATED FEBRUARY 25 RECEIVED STOP SAILING DATE OF TANEY
MARCH 9 AS RECOMMENDED BY YOU IS SATISFACTORY STOP MISS EARHART
TENTATIVE SCHEDULE IS TO LEAVE OAKLAND MARCH 15 OVERNIGHT FLIGHT TO
HONOLULU ARRIVING ON THE MORNING OF MARCH 16 DEPARTURE WHEELER FIELD
EVENING OF SAME DATE OVERNIGHT TO HOLAND ISLAND ARRIVING HOLAND MORNING
OF MARCH 17 DEPARTING SAME DATE IN EVENING FOR LAE NEU GUINEA STOP COPY
THIS RADIO FORWARDED DR GRUENING

W T MILLER

W.T. Miller
15
H
eg

(Copy)

DE SANFRANCISCO CK GOVT COMAER TM TWENTYSEVENTH 1155
GOVT COMAER TM COMMANDANT FOURTEENTH NAVAL DISTRICT
GOVERNOR AMERICAN SAMOA
COMMANDING OFFICER ROGER B TANEY
RICHARD BLACK DEPARTMENT INTERIOR REPRESENTATIVE CARE
GOVERNORS OFFICE HONOLULU

REFERENCE SECRETARY NAVY RADIO DATED FIFTEEN FEBRUARY 1937 MISS AMELIA
EARHARDT WILL DEPART OAKLAND ABOUT FIFTEEN MARCH ON HER AROUND THE WORLD

FLIGHT SCHEDULE CALLS FOR STOPS AT HONOLULU AND HOWLAND ISLAND ARRIVING
AT EACH ONE THESE POINTS IN THE MORNING AND DEPARTING SAME DAY IN THE EVENING

WEATHER PERMITTING STOP THIS INFORMATION IS FURNISHED IN ORDER TO ADVISE
THE APPROXIMATE DATE AND DURATION OF MISS EARHARDTS FLIGHT BETWEEN OAKLAND

AND LAE BRITISH NEW GUINEA

W T MILLER

Q 10

01

11

19

NO LD NR

9 12 21
GENERAL

Mar. 6, 1937

Dir. Gruening's radio to Mr. Black, states Mr. Miller has informed Mr. Black by radio direct that it is not necessary for Mr. Black to act as Putnam's (Geo.) representative at Howland , etc.

Filed on 9 12 16 - Publicity - GENERAL

Kleindienst
Ext. 664

STANDARD FORM No. 14a
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

DIVISION OF TERRITORIES
BUREAU ~~AND ISLAND POSSESSIONS~~

CHG. APPROPRIATION " "

WASHINGTON D C MARCH 5 1937

WILLIAM T. MILLER
DEPARTMENT OF COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

RADIOGRAM FROM BLACK ADVISES COMMANDER SAN FRANCISCO DIVISION USCG...
HAS AUTHORIZED ONE REPRESENTATIVE EACH ASSOCIATED PRESS INTERNATIONAL NEWS
UNITED PRESS PASSAGE ON SHOSHONE stop BLACK ALSO REFERS TO MESSAGE FROM
YOU ASKING IF HE WILL ACT AS PUTNAMS REPRESENTATIVE WHILE MISS EARHART AT
HOWLAND stop PLEASE REPLY IMMEDIATELY AND FULLY ADVISING WISHES MISS
EARHART AND YOURSELF FOR OUR CONSIDERATION

(Sgd.) HAMPTON

HAMPTON

9-12-21
SM

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NITE

NPG 5774 DE HONOLULU CK 130 GOVT INT NITE FOURTH 1703
1937 MAR 5 7 02

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT GRUENING INT WASHN
FOLLOWING FROM BLACK QUOTE COMMANDER
HAWAIIAN SECTION COAST GUARD HAS RECEIVED FROM COMMANDER SANFRAN-
CISCO DIVISION FOLLOWING RADIO QUOTE ONE REPRESENTATIVE EACH FROM
ASSOCIATED PRESS COMMA INTERNATIONAL NEWS SERVICE COMMA AND UNITED
PRESS ARE AUTHORIZED PASSAGE ON SHOSHONE TO SOUTH PACIFIC UNQUOTE
RADIO FROM ~~NO~~ MILLER STATES IN PART QUOTE ADVISE IF YOU WILL ACT
AS MR PUTNAM'S REPRESENTATIVE WHILE MISS EARHART IS AT HOWLAND
UNQUOTE DIFFICULT PRESS SITUATION ANTICIPATED AND THINK I HAD BETTER
DECLINE TO ACT AS PUTNAM'S PRESS REPRESENTATIVE STOP UNITED PRESS
SAYS HIS MAN WILL ASSIST MISS EARHART WITH HER RELEASE AFTER
LANDING

*Wm 12-168
C. J. M. General*

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPG 5774 SHEET 2

U.S. GOVERNMENT PRINTING OFFICE

4-7143

WHICH WAS PROBABLY ORIGINAL REASON FOR WANTING SPECIAL FLIGHT
REPRESENTATIVE ON THE GROUND STOP PLEASE ADVISE IF YOU DESIRE ME
ACT AS PUTNAMS REPRESENTATIVE STOP UNQUOTE

POINDEXTER GOVERNOR
OF HAWAII

Ø631 CC 5 MAR MX

VIA MSGR

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

NPG 5774 DE HONOLULU CK 130 GOVT INT NITE FOURTH 1703 02

U.S. GOVERNMENT PRINTING OFFICE 4-7143a

GOVT INT GRUENING INT WASHN

FOLLOWING FROM BLACK QUOTE COMMANDER
HAWAIIAN SECTION COAST GUARD HAS RECEIVED FROM COMMANDER SANFRAN-
CISCO DIVISION FOLLOWING RADIO QUOTE ONE REPRESENTATIVE EACH FROM
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PRESS ARE AUTHORIZED PASSAGE ON SHOSHONE TO SOUTH PACIFIC UNQUOTE
RADIO FROM ~~NO~~ MILLER STATES IN PART QUOTE ADVISE IF YOU WILL ACT
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UNQUOTE DIFFICULT PRESS SITUATION ANTICIPATED AND THINK I HAD BETTER
DECLINE TO ACT AS PUTNAM'S PRESS REPRESENTATIVE STOP UNITED PRESS
SAYS HIS MAN WILL ASSIST MISS EARHART WITH HER RELEASE AFTER
LANDING

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

NPG 5774 SHEET 2

U.S. GOVERNMENT PRINTING OFFICE 4-7143a

WHICH WAS PROBABLY ORIGINAL REASON FOR WANTING SPECIAL FLIGHT
REPRESENTATIVE ON THE GROUND STOP PLEASE ADVISE IF YOU DESIRE ME
ACT AS PUTNAMS REPRESENTATIVE STOP UNQUOTE

POINDEXTER GOVERNOR
OF HAWAII

0631 CC 5 MAR MX

VIA MSGR

CLASS OF SERVICE

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WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

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Received at 708 14th St., N. W., Washington, D. C.

FA15 106 NL GOVT=OAKLAND CALIF 28

DOCTOR GRUENING=

DEPT OF INTERIOR WASHDC=

1917 MAR 1 AM 5 10

9-12-21

REFERENCE YOUR LETTER WITH COPY OF DISPATCH FROM BLACK STOP
I RADIOED BLACK FEBRUARY TWENTY SEVEN SAILING DATE OF TANEY
MACH NINE AS RECOMMENDED BY HIM IS SATISFACTORY ALSO ADVISED
THAT HIM EARTHARTS TENTATIVE SCHEDULE WEATHER PERMITTING CALLS
FOR DEPARTURE FROM OAKLAND MARCH FIFTEENTH ARRIVING HONOLULU
MORNING OF MARCH SIXTEENTH DEPARTING WHEELER FIELD SAME DATE
IN THE EVENING FOR HOWLAND ARRIVING HOWLAND MORNING OF MARCH
SEVENTEENTH DEPARTING HOWLAND SAME DATE IN THE EVENING FOR
LAE BRITISH NEW GUINEA STOP OFFICIALS OF VARIOUS DEPARTMENTS
CONCERNED IN THIS FLIGHT ARE BEING KEPT ADVISED BY ME STOP
COPY MY RADIO TO BLACK BEING MAILED YOU STOP EVERYTHING
PROGRESSING SATISFACTORY=

W T MILLER.

LAE..

W. T. Miller
Hampton
ed

July

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPG 7298 HONOLULU CK 39 GOVT INT NITE TWENTY FOURTH 1633

9-12-21
937 FEB 25 5 54

U. S. GOVERNMENT PRINTING OFFICE

4-7148

GOVT INT GRUENING TERRITORIES WASHN

FOLLOWING FROM BLACK QUOTE

TRACINGS HOWLAND AND JARVIS RUNWAY PLANS MAILED SIXTEENTH REGISTERED
MAIL SAILED MARIPOSA EIGHTEENTH STOP DID NOT USE CLIPPER AS NO
FLIGHT SCHEDULED AND NONE DEPARTED HERE TO DATE UNQUOTE

POINDEXTER

Ø542 LH MX 25 FEB.

VIA MSGR....

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

PG 7298 HONOLULU CK 39 GOVT INT NITE TWENTY FOURTH 1633

1957 FEB 25 5 54

GOVT INT BRUEING TERRITORIES WASHN

U.S. GOVERNMENT PRINTING OFFICE: 1954 O-7145

FOLLOWING FROM BLACK QUOTE

TRACINGS HOWLAND AND JARVIS RUNWAY PLANS MAILED SIXTEENTH REGISTERED
MAIL SAILED MARIPOSA EIGHTEENTH STOP DID NOT USE CLIPPER AS NO
FLIGHT SCHEDULED AND NONE DEPARTED HERE TO DATE UNQUOTE

POINDEXTER

0542 LH MX 25 FEB.

VIA MSGR....

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS

WASHINGTON

February 25, 1937.

K/gec

9-12-21

*Quindici
Harcourt
white*

AIR MAIL

Mr. William T. Miller,
Department of Commerce,
Oakland Airport,
Oakland, California.

My dear Mr. Miller:

I enclose copy of a radiogram dated February 24 received today from Mr. Richard B. Black, Field Representative, Department of the Interior, Honolulu, T. H., with reference to the next expedition to the equatorial islands. You will note Mr. Black's suggestion that the departure date of the U.S.C.G. TANEY be set six days in advance of the start of Miss Earhart's flight. The tentative date mentioned by you for Miss Earhart's departure from Oakland, California, is March 15, which, if Mr. Black's recommendation is approved, would mean that the TANEY would leave Honolulu on March 9.

Has Miss Earhart definitely decided upon March 15 as the date she intends to begin her flight from Oakland? What is the estimated lapse of time between her departure from Oakland on the 15th and her departure from Honolulu to Howland? What date does she plan to arrive at Howland, and when does she expect to take off from that Island for New Guinea? It would appear, in view of all the arrangements which must be made in advance by the various agencies of the Government which are cooperating, that Miss Earhart should endeavor to fix a definite date for her departure as promptly as possible. Kindly advise this Division by telegram so that Mr. Black may be informed, and, in accordance with our understanding before you left Washington, please confirm that you are keeping the Navy and Coast Guard advised direct as to developments in connection with the proposed flight.

Sincerely yours,

(Sgd.) ERNEST GRUENING

ERNEST GRUENING
Director.

Enclosure 1149908.

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPG 7283 DE HONOLULU CK 115 GOVT INT NITE TWENTYFOURTH 1630

1957 25 41 50

U. S. GOVERNMENT PRINTING OFFICE 6-7142a

GOVT INT CRUENING TERRITORIES WASHN

FOLLOWING FROM BLACK QUOTE REULET

FEBRUARY TWELVE PARA FOUR REQUEST TENTATIVE DEPARTURE DATE MARCH
EXPEDITION BE SET AS SOON AS POSSIBLE STOP MILLER STATES EARHART
FLIGHT FROM OAKLAND TENTATIVELY MARCH FIFTEENTH STOP WE SHOULD
DEPART HONOLULU EARLY ENOUGH TO BE STANDING BY AT HOWLAND BEFORE
HER DEPARTURE OAKLAND STOP RECOMMEND SAILING DATE MARCH NINE IF HER
SAILING REMAINS FIFTEENTH OR SIX DAYS IN ADVANCE OF HER CHANGED
STARTING DATE STOP PRESENT ^{PLAN} TO TAKE NO REPLACEMENTS AS ~~KK~~ ALL MEN
WILL STAY STOP CAN MAKE ANY MEDICAL REPLACEMENTS FROM AVAILABLE
WPA PERSONNEL TWO OF WHOM HAVE (100)

VIA MSGR.....

*Original in
9-12-2
Exhibit*

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPG 7283 SHEET TWO..

U.S. GOVERNMENT PRINTING OFFICE 4-7143a

APPLIED STOP WILL PROVISION ISLAND SO THAT NO TRIP NECESSARY PRIOR
JULY FIRST UNQUOTE

POINDEXTER

Ø426 LH MX 25 FEB. /Ø442

VIA MSGR.....

7 files

9-12-21

W. H. C. Smith

February 16, 1937

"CLIPPER AIR MAIL"

Mr. Richard B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Mr. Black:

The following radio was sent from the Office of the Secretary of the Navy on February 15, 1937, which is self-explanatory and for your information.

"Op-13B/PS
Br. 212

COMTWELVE
COMFOURTEEN
CINCUS
GOVERNOR SAMOA

Secretary of the Navy

15 February, 1937

COMAIRBASEFOR
FAB PEARL HARBOR
CINC ASIATIC
COMDT. COAST GUARD

1315 MISS AMELIA EARHART WILL DEPART OAKLAND ABOUT FIFTEEN MARCH ON LAND PLANE FLIGHT AROUND WORLD PROCEEDING VIA HONOLULU AND HOWLAND ISLAND AND LEA BRITISH NEW GUINEA AND PORT DARWIN AUSTRALIA PERIOD DEPARTMENT DESIRES FULL COOPERATION AND DIRECTS THAT FOLLOWING BE ACCOMPLISHED AT APPROPRIATE TIME COLON ONE SEAPLANE TENDER FAB PEARL HARBOR TAKE STATION ABOUT MIDWAY BETWEEN HONOLULU AND HOWLAND RETURNING PEARL HARBOR AFTER EARHART LANDING AT HOWLAND SEMICOLON LIEUTENANT ARNOLD E TRUE AND TWO AVIATION MECHANICS ACCOMPANY MARCH TRIP OF COAST GUARD CUTTE DUANE TO HOWLAND FOR AEROLOGICAL FORECAST AND SERVICE TO PLANE SEMICOLON GOVERNOR SAMOA COLLECT USEFUL WEATHER INFORMATION FROM SUVA AUSTRALIA AND OTHER LOCATIONS AND TRANSMIT TO LIEUTENANT TRUE ON BOARD DUANE COLON USESONTARIO TAKE STATION ABOUT MIDWAY BETWEEN HOWLAND AND BRITISH NEW GUINEA FOR PLANE GUARD AND WEATHER REPORTS PERIOD MR MILLER AIRWAYS SUPERINTENDENT DEPARTMENT OF COMMERCE WILL COORDINATE PLANS FOR FLIGHT PERIOD HE WILL ARRIVE OAKLAND ABOUT TWENTY FIVE FEBRUARY AND WILL CONTACT NAVAL DISTRICT AUTHORITIES KEEPING ADDRESSES ADVISED REGARDING DEVELOPMENTS

- 2 -

CC: BUMAV. BUAIR. Op-16. Op-20. Op-30. Op-38.
Mr. Miller (via Op-13) "

Correction on the above radio should read "TANEY" instead
of "DUANE".

Request you mail Lt. Comdr. Frank Kinner, U.S.C.G. a copy
of this communication.

Very truly yours,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Putnam

WTM:ES

NAVAL MESSAGE
RECEIVED AT NAVY DEPARTMENT

ACTION COPY

NPG 3960 HONOLULU CK 66 GOVT INT NITE TWELFTH 1815

1937 FEB 13 2 29

U. S. GOVERNMENT PRINTING OFFICE

4-7143

GOVT INT GRUENING DIRECTOR TERRITORIES WASHN
FOLLOWING FROM BLACK QUOTE MAINLAND PRESS RELEASES GIVE EARHART
~~XXX~~ ITINERARY STOP MAINLAND RELEASES JANUARY FOURTEEN ANNOUNCED ~~XXX~~
WPA AIRPORT PROJECT HOWLAND STOP MANY REQUESTS HERE FOR STORY
AND PICTURES OF LANDING AND AIRPORT CONSTRUCTION STOP PLEASE OUTLINE
POLICY FOR ME FOLLOW STOP CLARK LEE ASSOCIATED (500) PRESS REPRESENT-
ATIVE REQUESTS PERMISSION SEND RUSSELL BRINES TO COVER FLIGHT STOP
RADIO ADVICE THESE~~X~~ MATTERS

POINDEXTER

0219LH MX 13 FEB.

VIA MSGR

*copy in 16
9-1 20 in
Photograph*

Kleindienst
Ext. 664

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

R A D I O G R A M

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6-7134

FROM INTERIOR DEPARTMENT

BUREAU DIVISION OF TERRITORIES
AND ISLAND POSSESSIONS

CHG. APPROPRIATION _____

WASHINGTON D C FEBRUARY 15 1937

Handwritten: 9-12-21

POINDEXTER GOVERNOR
HONOLULU HAWAII

FOR RICHARD BLACK quote REURAD FEBRUARY TWELFTH SUGGEST YOU REFER
ALL REQUESTS FOR NEWS RELEASES PICTURES ETCETERA TO BILL COGSWELL MISS
EARHARTS REPRESENTATIVE HONOLULU stop PRESENT DECISION IS TO RESTRICT
PERSONNEL NEXT EXPEDITION TO THOSE OFFICIALLY CONNECTED WITH ISLAND
PROJECTS AND EARHART FLIGHT unquote

(ESG) GRUENING

GRUENING

J. L.
RADIO "NAVY"

DEPARTMENT OF COMMERCE

AIR COMMERCE

9-12-21

RADIOGRAM "NAVY"

FEBRUARY 15 1937 WASHINGTON D C

POINDEXTER GOVERNOR

HONOLULU T H

FOR RICHARD BLACK QUOTE FOR YOUR INFORMATION I WILL LEAVE WASHINGTON
FEBRUARY NINETEENTH FOR OAKLAND WHERE MY TEMPORARY MAIL AND RADIO ADDRESS
WILL BE CARE DEPARTMENT OF COMMERCE OAKLAND AIRPORT OAKLAND CALIFORNIA
UNTIL MISS EARHART LANDS AT LEA NEW GUINEA THEN I WILL RETURN TO WASHINGTON

W T MILLER

WTM:ES

✓ cc-Mr. Kleindienst

Mr. Kleindienst

UNITED STATES
DEPARTMENT OF THE INTERIOR

OFFICE OF THE SECRETARY
DIVISION OF TERRITORIES AND ISLAND POSSESSIONS
WASHINGTON

February 12, 1937.

9-12-21

Mr. Richard B. Black,
Field Representative,
Department of the Interior,
Governor's Palace,
Honolulu, T. H.

My dear Mr. Black:

XXXXXX

XXXXXX

I take this opportunity to congratulate you upon your effective work in making preparations for the 'round-the-world flight contemplated by Miss Amelia Earhart around March 15. I have every reason to believe that our part in preparing Howland Islands, etc., will be carried out in a satisfactory manner under your able supervision.

I am sure that you will enjoy a feeling of satisfaction in contributing to the success of Miss Earhart's formidable undertaking. Kindly keep me fully informed as to progress and I desire that you send a priority radio from the U.S.C.G. ROGER B. TANEY when Miss Earhart's plane is first sighted approaching Howland Island, also messages confirming her safe landing and departure for New Guinea.

XXXXXXXX

Sincerely yours,

(sgd.) ERNEST GRUENING
Director.

Original and correspondence filed on 9 - 12 - 2 - Administrative - GENERAL.

9-12-21
February 11, 1937

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

Dear Mr. Putnam:

The Coast Guard Headquarters advised me this morning that the U.S.C.G. Duane has been relieved by the U.S.C.G. Roger B. Taney. The Duane will return to the mainland and the Taney will remain in the mid-Pacific. The Taney will make the March cruise to Howland Island.

The following radio from Mr. R. B. Black, Field Representative, Department of the Interior, Honolulu, T. H., was received this date:-

"W T MILLER BUREAU OF AIR COMMERCE WASHINGTON
FOLLOWING FROM BLACK QUOTE RELET JANUARY TWENTY SEVEN
STANDARD OIL HAS THIRTY DRUMS AVIATION EIGHTY SEVEN
GASOLINE READY FOR DELIVERY WE WILL CARRY IT ON ROGER
B TANEY STOP THREE FUNNELS CHAMOIS AND SMOKE POTS NOW
ON HOWLAND STOP PUMPS (30) WILL BE BORROWED STOP HAVE
CONTACTED FARMER WHO HAS NOT YET BEEN ADVISED STOP
RELET FEBRUARY FIRST WILL ARRANGE FOR SMOKE SIGNALS
WITH TANEY STOP COAST GUARD SETS ONE HUNDRED FIFTEEN
HOURS AS CONSERVATIVE TIME HONOLULU TO HOWLAND STOP
SUGGEST DIRECT CONTACT CAMPBELL ON HOWLAND REGARDING
BIRD HAZARD STOP HE (100) HAS EXPLOSIVE REQUESTED
SHOTGUNS AS MORE EFFECTIVE MEASURE STOP WILL KEEP YOU
CONSTANTLY ADVISED EITHER DIRECT OR THROUGH MY DIVISION

POINDEXTER GOVERNOR OF HAWAII "

The above is for your information, keeping you advised of developments in the Pacific.

Sincerely,

W. T. Miller,
Airways Superintendent

WTM:MS

cc-Mr. Kleindienst
Mr. R. B. Black - "Clipper Air Mail"

* Mr. R. B. Black:

I concur with your suggestion that shotguns would be a more effective measure for frightening birds on Howland Island and it is suggested you obtain same from the Army on a loan to be taken to Howland on your March cruise. You will probably encounter difficulty in obtaining ammunition from the Army and in case you do it is suggested you purchase the necessary ammunition on Miss Earhart's charge account in Honolulu

Thank you very much for the information in your radio of February 10th. This morning I was advised that Miss Earhart will begin her flight at Oakland Airport and Honolulu to be the first stop. Mr. Harry Manning will accompany Miss Earhart as her navigator aboard the Lockheed Electra, a new twin-motored plane completely outfitted with up-to-date instruments, automatic pilot, transmitting and receiving radio sets. Amelia Earhart is flying to New York from California this weekend where I will have a conference with her on final details. While she is in New York I think she will release to the newspapers the proposed flight.

The tentative departure from Oakland Airport will be about March 15th, at which time I will be present for the take-off. In connection with my other activities on the Coast, I will devote some time prior to the flight in coordinating last minute contacts and weather information.

I wish to take this opportunity and let you know that we appreciate your excellent cooperation and depending upon you one hundred per cent.

W. T. Miller *W.T.M.*

Feb 9 1937

9-12.21

February 9, 1937

"CLIPPER AIR MAIL"

Mr. R. B. Black,
Field Representative
Department of the Interior
Iolani Palace,
Honolulu, T. H.

"CONFIDENTIAL"

Dear Mr. Black:

The following is for your information in order that you will be familiar with arrangements that have been made in Washington.

The Navy Department is cooperating to the following extent:

1. An aviation tender ship from Pearl Harbor will be stationed about midway between Honolulu and Howland Island at the time of the flight from Honolulu to Howland.
2. The U.S.S. Ontario stationed in Pago Pago, Samoa, will be stationed at a point about midway between Howland Island and New Guinea at the time of the flight between these two points.
3. The Governor of American Samoa will be requested to collect weather information from Suva, Australia, and other points of interest that can be obtained and relay it to Lt. Arnold E. True, U.S.N., aboard the Duane, for his information in forecasting weather for the flight between Honolulu and New Guinea.
4. Lt. Arnold E. True, U.S.N., of the Pearl Fleet Air Base, Pearl Harbor, will be requested by the Navy Department to accompany the Duane on the March cruise and be in charge of weather activities in connection with the flight.
5. Two aviation mechanics from the Fleet Air Base, Pearl Harbor, will accompany the Duane, and render assistance to Miss Earhart at Howland Island.

Your cooperation in the above will be appreciated.

- 2 -

A copy of this letter will be forwarded to Mr. William Cogswell, Bowman, Deute & Cummings, Honolulu, T. H., for his information as he is Miss Earhart's representative.

Very truly yours,

W. T. Miller,
Airways Superintendent

WTM:ES

✓ cc-Mr. Kleindienst
Mr. Cogswell
Mr. Putnam

February 9, 1937

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

Dear Mr. Putnam:

In order to avoid any criticism from the Navy, Coast Guard, and the Department of the Interior for delaying sailing dates of the service craft from Honolulu and Samoa, it is suggested we advise these Government departments the approximate dates of Miss Earhart's flight between San Francisco and New Guinea in order that the service ships may be ready for their respective cruises also allowing the Department of the Interior sufficient time to make preparation for their next expeditionary cruise to the Equatorial Islands aboard the Coast Guard Cutter Duane. If possible, we could advise the Departments concerned the approximate dates of flights at this time and any definite change in itinerary at a later date would be reported accordingly.

Enclosed find Form 1509, Sender's Application for Withdrawal of Mail, obtained from the City Post Office and forwarded for your information.

Sincerely,

W. T. Miller,
Airways Superintendent

WTH:ES

cc-Mr. Kleindienst

Enclosure

9 12 21
GENERAL

Feb. 6, 1937

Dir. Gruening's letter to Mr. Black, incloses copy of communication Feb. 5th from SecState, - re movements of the British LEITH, Naval sloop, left Fijā on Jan. 25th, - supposed to visit Christmas Island and the Phoenix islands, probably in the interest of aviation;

Filed on 9 12 20 - Courtesies of the Port; Movements of For.Vessels

9-12-21

February 1, 1937.

AIR MAIL

Mr. F. B. Black,
Field Representative,
Department of the Interior,
Iolani Palace,
Honolulu, T. H.

Dear Mr. Black:

The enclosed blueprint is for your information, showing the tank lay-out of Miss Earhart's ship, both wing and fuselage, and showing position and size of filler-necks and capacity of the various tanks. It is suggested that you keep this print, in case you need it at some future date. Be advised that it will not be necessary to purchase gas funnels for refueling at Howland, as previously requested. A suitable funnel will accompany Miss Earhart's plane.

Considering the limited amount of time between now and your next departure date from Honolulu, and in order to expedite communications, it is suggested that Air Mail be utilized, and radio on all fast messages.

Sincerely yours,

W. T. Miller
Airways Superintendent.

WTM:MC
Enclosure.

CC/ Mr. Putnam
Mr. Kleindienst
Mr. Cogswell

9-12-21
AIR MAIL

February 1, 1937.

(Confidential)

Mr. R. B. Black,
Field Representative,
Department of the Interior,
Iolani Palace,
Honolulu, T. H.

Dear Mr. Black:

It is requested and will be appreciated if you will arrange with the Commanding Officer of the Duane when standing by at Howland Island to send up a series of large black smoke clouds at dawn, about the time of Miss Earhart's expected arrival. This identification will be effective, when given time to rise, and will have an enormous visibility from the air.

It is further requested that you inquire from the Commanding Officer the approximate time it will take the Duane to cruise from Honolulu to Howland Island. This information will be important when considering a sailing date from Honolulu for Howland prior to Miss Earhart's flight.

For your information, it looks as if Miss Earhart will contemplate landing at Wheeler field in the morning and take off the same day at dusk for Howland. If any changes in these plans are made, you will be advised accordingly.

I might say that I am working directly through you on all matters pertaining to the Coast Guard, and your interest and cooperation will be appreciated.

It is suggested that, if possible, you obtain a quantity of dynamite for transportation to Howland on your next cruise, to be set off at dawn on the arrival date of Miss Earhart, for the purpose of scaring away as many birds as possible. It is thought that this may have some effect in scaring away the bird habitation sufficiently to eliminate the bird hazard in the landing of aircraft.

Sincerely yours,

W. T. Miller
Airways Superintendent.

WTM:MC

CC/ Mr. Kleindienst
Mr. Putnam.

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS

DATE JAN 30 1937

INCOMING HEADING

CG 20 B Z QUAM V NRDD NITE GR 73

FROM

DUANE

TO (FOR ACTION)

COAST GUARD HEADQUARTERS

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

☒ NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TEXT

6029 FOR GOVT GRUENING DIRECTOR TERRITORIES WASHINGTON DC QUOTE REURAD
TWENTY NINTH FANNING CALL TO PICK UP CHRISTIANSEN PERIOD EXCEPT ARRIVE
HONOLULU FEBRUARY FIFTH PERIOD [HOWLAND PROJECT SHOULD BE READY EARLY OR
MIDDLE MARCH BUT CAMPBELL WILL REPORT PROGRESS AND EXPECT EARLY
COMPLETION] PERIOD WE HAVE DAILY RADIO CONTACT WITH HOWLAND
AND ALSO JARVIS AND BAKER PERIOD WILL MAKE NO MOVE ON PLAN FOR NEXT
CRUISE UNTIL APPROVED XND BY YOU SIGNED BLACK 2355

*Unserial on 9-12-2
Expeditions*

TOR 1215 FC NAVY NO NUMBER SAID THAY WUD DELIVERY REF MACHINE COPY
Operator's Record. Initials of "ACTION" officer.

Ray:

Mr. Bill Cogswell is
Miss Earhart's personal
representative in Honolulu,
and am forwarding him copies
of correspondence that he
may be interested in.

W.T.M.
W.T.M.

January 29, 1937

9-12-21

Confidential

Captain Ken Whiting, U.S.N.
Commanding Officer
Fleet Air Base
Pearl Harbor, T. H.

Dear Ken:

The enclosed copy of letter to Mr. George Palmer Putnam is for your information.

Miss Amelia Earhart is contemplating a flight around the Globe tentative departure date on this air cruise will be in March, 1937. One of her port of calls will be Wheeler Field, Schoefield Barracks, the next stop Howland Island, then New Guinea, etc.

I am handling the Washington preparatory activities of the flight in cooperation with Mr. Putnam and the reason for writing you at this time. Mr. Putnam has requested the services of two naval aviation mechanics from your command to accompany the March cruise of the Coast Guard Cutter Duane from Honolulu to Howland Island and return, said personnel to be present on the Island when Miss Earhart lands, and lend their cooperation in rendering any service she may request.

Your interest in this affair will be greatly appreciated if you will assign two of your competent airplane engine mechanics familiar with the Wasp H engines, the type installed in Miss Earhart's Lockheed Electra. It is suggested, if possible, that they carry with them a complete set of tools for the Wasp H engine in case they are needed when checking over her motors, also carry along any other equipment you deem advisable for them to have on this expedition.

I might say that Commander Marc Mitscher advised me yesterday that the Chief of Naval Operations has approved the temporary loan of two mechanics from your station.

I am cooperating direct with Mr. Richard B. Black, Field Representative, Department of the Interior, on all matters pertaining to Coast Guard. Mr. Black's address is Iolani Palace, Honolulu.

The two aviation mechanics will be members of Mr. Black's Expeditionary party on the March cruise and their mess aboard ship will be paid for by the Department of the Interior, which is handled by Mr. Black.

I wish to take advantage of this opportunity and express my appreciation in advance for your cooperation in helping to make Miss Earhart's Globe flight a success.

Here is hoping that this letter finds you and the family enjoying the best of health.

Sincerely,

W. T. Miller,
Airways Superintendent

9-12-21
Feb.

January 29, 1937

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

Dear Mr. Putnam:

In answer to paragraph six of your letter dated January 27, 1937, it is thought that the Standard Oil officials in Honolulu have been erroneously advised.

The departure date of the Duane from Honolulu in March continues to be elastic in order to fit in with Miss Earhart's schedule. The Department of the Interior sent Mr. Black a radio this date advising him that the sailing date for the March cruise will be authorized in Washington.

Sincerely,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Black

WTM:ES

January 29, 1937

~~CONFIDENTIAL~~
Captain Ken Whiting, U.S.N.
Commanding Officer
Fleet Air Base
Pearl Harbor, T.H.

Dear Ken:

The enclosed copy of letter to Mr. George Palmer Putnam is for your information.

Miss Amelia Earhart is contemplating a flight around the Globe tentative departure date on this air cruise will be in March, 1937. One of her port of calls will be Wheeler Field, Schofield Barracks, the next stop Howland Island, then New Guinea, etc.

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I am cooperating direct with Mr. Richard B. Black, Field Representative, Department of the Interior, on all matters pertaining to Coast Guard. Mr. Black's address is Iolani Palace, Honolulu.

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I wish to take advantage of this opportunity and express my appreciation in advance for your cooperation in helping to make Miss Earhart's Globe flight a success.

Here is hoping that this letter finds you and the family enjoying the best of health.

Sincerely,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Black
Mr. Putnam

WTM:ES

January 29, 1937

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

Dear Mr. Putnam:

While in the Bureau of Aeronautics, Navy Department, yesterday, Admiral Cook's office advised me that the Chief of Naval Operations had approved your request for two naval aviation mechanics from Pearl Harbor Fleet Air Base to accompany the March cruise of the Duane. Departure date from Honolulu of the Duane to be set at a latter date.

The copy of enclosed letter is for your information and files.

Sincerely,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Black
Capt. K. Whiting, U.S.N.

WTM:ES

January 29, 1937

Mr. R. B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Dick:

The enclosed copy of letter to Captain Whiting is for your information. Your cooperation in completing arrangements with Captain Whiting for the transportation of the two naval aviation mechanics and their equipment from Honolulu to Howland and return on the March cruise will be appreciated.

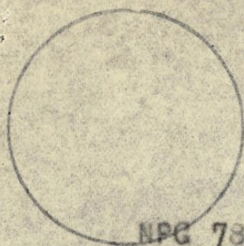
In telephone conversation with Mr. Kleindienst this morning I was advised that the mess account for these two Navy men, members of your next Equatorial Island Expedition, will be paid for by the Division of Territories and Island Possessions.

Sincerely,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Putnam

WTM:AS



WESTERN UNION
TELEGRAM

9-12-21

RECEIVED AT NAVY DEPARTMENT
NPG 7853 T Z QUAH V NRDD NITE CR 53

Jan-29-37

8023 FOR GOVT INTERIOR GRUENING DIRECTOR TERRITORIES WASHINGTON
D C

QUOTE FINISHED UNLOADING HOWLAND TWENTYSIXTH PERIOD WORKED
BAKER TWENTYSEVENTH PERIOD PICKED UP SURVEY PARTY HOWLAND
TWENTYEIGHT AND DEPARTED FOR FANNING AT SIX PM LEAVING FOUR
INTERIOR XXX PERSONNEL ROBERT CAMPBELL AND SEVEN WPA MEN ALL WELL
AND WITH EQUIPMENT. WORKING SIGNED BLACK UNQUOTE 2330

0750 SNMX 29 JAN

CG # 9 MC/FC 0802
Original + reply
on 9-12-2-Expeditions

WESTERN UNION
TELEGRAM

RECEIVED AT NAVY DEPARTMENT

4-3708a

9-12-21-29.
January 27, 1937

Mr. R. B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Mr. Black:

Mr. George Palmer Putnam has made arrangements for the Standard Oil Company to deliver aviation fuel to you at Honolulu for transportation to Howland Island for use in connection with Miss Earhart's flight. It is requested that you advise the writer by radio when this fuel has been delivered to you, stating the amount.

It is further requested you advise if funnels, duplicate pumps, and chamois have been obtained for transportation to Howland in connection with your next cruise. It is thought that possibly two pumps can be obtained from either the Army or Navy Air Corps on a temporary loan.

Mr. Putnam has requested permission for Mr. Nathaniel Farberman of Honolulu to be a member of the Expedition party on the March cruise to Howland. He will handle photography and press releases for Miss Earhart. Mr. Kleindienst mentioned over the telephone that it would be satisfactory and the matter is being referred to you for further action. Your early radio reply to the writer will be appreciated.

Mr. Kleindienst has given the writer permission to write you direct regarding the above and a copy of this letter will be mailed to the Division of Territories and Island Possessions.

Very truly yours,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst

Mr. George Palmer Putnam

*Noted
Kleindienst*

File

Coast Guard Cutter Duane.

9-12-21

GRUENING INTERIOR WASH DC

*Rec'd. for file
Jan. 25, 1937*

One tractor and some heavy gear ashore Howland. Also much of supplies and water. Broke up pontoon raft in landing tractor in surf on reef. Spent yesterday until midnight rebuilding pontoon with 22 water drum for floatation as all seams opened. Expect unload second tractor, grader, roller, etc. on afternoon tide. Coast Guard and all agencies cooperating to fullest extent and expect start of actual construction soon.

BLACK

Taken over the phone by H.H.

*Noted
H.H.
water U.S.
intnd*

*confirmation copy m
9-12-18
General*