

INFORMATION

ON

MISS BARKHART'S FLIGHT

ON THE LAE, NEW GUINEA, - HOWLAND ISLAND

SECTION OF HER WORLD FLIGHT

c-o-p-y

RADIOGRAM

Washington D C July 20 1937

Poindexter Governor
Honolulu Hawaii

Per 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 Lee 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
find on Howland utilized unquote

Hampton

o-o-p-y

United States
Department of the Interior

Office of the Secretary
Division of the Territories and Island
Possessions

Washington

July 22, 1937.

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

My dear Mr. Miller:

Conforming 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', Lac, 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 Lac and scattered heavy showers remainder of route. Winds ENE 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 845 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 4 - Not to our knowledge. Answer 5 - Direction finder I borrowed from Navy was named 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 28 ENE 30 ENE 31 July 2, 29E81 187 181 five-tenths
cumulus surface ESE 16 one ENE 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.

Reurad 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,

/s/ Ruth Hampton
Assistant Director.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To San Francisco Div.

Hawaiian section
(Chief Opnav 12th nav dist from 14th navdist)

6002 Earhart contact 0742 reported one half hour fuel and no land fall
position doubtful contact 0646 reported approximately one hundred miles
from Itasca but no relative bearing period 0043 reported line of position
157 dash 337 but no reference point presume Howland period estimate 1200
for maximum time aloft and if nonarrival by that time will commence search
north west quadrant from Howland as most probably area period sea smooth
visibility nine ceiling unlimited period understand she will float for
limited time 1015

For 1717 Navy MR 34 DL

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To San Francisco Div.

Hawaiian Section
(14th Nav dist opnav from 12th nav dist)

6002 Earhart unreported Howland at 1200 believe down shortly after 0915 AM
searching probable area and will continue 1315

For 2025 Navy MR 54 DL

C-O-P-Y

U S COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Hawaiian Section

San Francisco div. (opnaw from 12th nav dist)

6002 your 6003 1401 we have had no positions course speed course or courses from Earhart's plane except so called line of position at 0843 which had no reference point period she gave us none of her bearings period believe she passed north and west of island about 0800 and missed it in the glare of rising sun through we were smoking heavily at that time period judge she came down between 337 and 90 from Howland and within 100 miles period have broadcast as indicated 1402

TOE 2117 Navy NR 57 DL.

0-0-P-1

U S COAST GUARD

OFFICIAL DISPATCH

ITANOA

San Francisco Division

Hawaii Section

To

From

6002 ITANOA KAHUAHUA search up to this time negative results period
broadcasting to steamers but few in this area period following estimated
opening of possibilities up to happening period KAHUAHUA apparently
handicapped through night by cloudy weather as portions of received
messages indicated overcast and cloudy weather period KAHUAHUA direction
finder apparently not functioning as well as she could not get out on ITANOA on
agreed frequencies period KAHUAHUA had barely sufficient fuel under the
conditions to make HOWLAND period though close to HOWLAND at 0708 when
starting trying to pick up land and attempt ITANOA to give KAHUAHUA radio
bearing failed after thorough tests both ways period bailed based on
signal strength only that at 0708 KAHUAHUA passed close to and to
northward of HOWLAND as believed that she would have seen HOWLAND Island
if passing to southward period ITANOA contacted KAHUAHUA to receive incomplete
messages on agreed schedules from 0548 to 0855 this morning KAHUAHUA only
acknowledged receiving ITANOA signals once and did not answer question as
to position course speed time arrival period KAHUAHUA used voice entirely
static interference heavy and ITANOA reception fragmentary in early hours
period conditions HOWLAND KAHUAHUA good smooth sea good visibility
unlimited ceiling period consider search results depend upon continued
good weather and ability plane or emergency boat remain aloft period
have heard no signals from KAHUAHUA since 0855 this morning when she
gave ITANOA a line of position believed to mean radio bearing and stated
she was running north and south period ITANOA using every resource to
locate plane period black requests continuing interior be kept advised
developments 1940

FOR 0704 NAVY TO MD

C-O-R-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Headquarters

Hawaiian Section

6003 reference your 6003 dash 1756 Itasca search three thousand square miles daylight yesterday period guarded navy plane during night and arrived Howland daybreak this morning under orders Commandant fourteenth Naval District departed Howland 0600 today plane having returned to base owing to bad weather period search being pressed with all possible energy and weather conditions favorable thereto period areas searched north of Howland on assumption most logical as no definite position from Earhart plane received at any time 1200

Tor 2005 Navy MR 47 BL.

C-O-P-Y

U. S. COAST GUARD
OFFICIAL DISPATCH

From Itasca
To Headquarters
 San Francisco Div.

8004 following text messages received by Itasca from Earhart morning 2 July zone eleven and one half time period forwarded for headquarters release to associated and other presses period all messages voice on 3105 kilocycles period any press release should clearly indicate that Itasca was at Howland as hoisting vessel only and that this with weather was sole radio duty requested by Earhart period ship met all Earhart requests with exception inability to secure emergency radio bearing on 3105 kilocycles due brief Earhart transmissions and use voice period with exception 0803 message no Itasca message or request acknowledged by Earhart period Earhart apparently never received Itasca requests transmit on 800 kilocycles in order Itasca cut her in with ship direction finder 0245 recognized Earhart voice message not clear except quote cloudy weather cloudy unquote 0345 quote Itasca from Earhart Itasca broadcast on 3105 kilocycles on hour and half hour repeat broadcast on 3105 kilocycles on hour and half hour overcast unquote 0453 heard Earhart voice signals unreadable with five listening 0512 quote want bearings on 3105 kilocycles on hour will whistle in microphone unquote 0515 quote about 200 miles out unquote whistled briefly in microphone 0545 quote please take bearing on us and report in half hour I will make noise in microphone about 100 miles out unquote 0730 quote we must be on you but cannot see you but gas gas is running low have been unable reach you by radio we are flying at 1000 feet unquote 0757 quote we are circling but cannot see island cannot hear you go ahead on 7500 hrs with long count either nor or on schedule time on half hour unquote 0803 Earhart calling Itasca we received your signals but unable to get minimum please take bearings on us and answer on 3105 KCS unquote Earhart made long dashes for brief period but emergency high frequency direction finder could not cut her in on 3105 KCS 0844 Earhart called Itasca quote we are on the line of position 157 dash 337 will repeat this message on 6210 KCS we are now running north and south unquote nothing further heard from Earhart on 6211 or other frequencies period high frequency direction finder on Howland was set up as an additional emergency caution without Earharts request or knowledge period Itasca had it manned throughout night but never able to secure bearings due to Earhart very brief transmissions and her use of voice period Earhart advised 28 June Itasca direction finder frequency range 550 to 270 kilocycles period Itasca transmit on 800 KCS to enable ship to cut her in period she neither acknowledged nor complied though our advice indicates her ability to transmit on 800 KCS period communications monitored throughout by Lieutenant Commander Baker Lieutenant Commander Kenner Ensign Sutter and Lieutenant Cooper US Army Air Corps 1900

Ter 0500 Navy MR 6 H.

C-O-P-Y

TELEGRAM

Frank Griffin
Mass Bldg.
San Francisco Calif

If convenient it will be appreciated by this Bureau if you could obtain the following information from New Guinea relative to Miss Earhart's departure from Lae stop time of her departure from Lae amount of gasoline aboard on takeoff condition of motors and radio equipment weather conditions length of take off did Miss Earhart contact ground station by radio if so contents of messages and any other additional knowledge or information of interest relative Miss Earhart's visit and flight stop this is for government official record purposes stop the above information if available could be air mailed to W T Miller Bureau of Air Commerce Department of Commerce Washington DC stop any courtesies or suggestions extended will be greatly appreciated

W T Miller

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Headquarters

6004 your 6004 1909 for Secretary Morgenthau have searched area NW to NE of Howland radius 120 miles with negative results though vis weather and sea conditions excellent period extra and vigilant lookouts posted and continual use both high power searchlights during darkness period as reasonably certain party is not afloat in area indicated period commenced rectangular search this morning at day break 180 meridian to Howland Island between lat 020 north and 130 north period estimate origin this search will be to westward and leeward of plane position is plane down west of island period present current setting west one half knots wind estimated one knot west period weather overcast vis excellent sea very moderate and favorable period will have covered indicated area to Howland by Tuesday evening 6 July period estimate searching three thousand square miles daylight vis and one thousand five hundred square miles during night 1515
Tor 224 Navy & LN

C-O-P-Y

TELEGRAM

W T Miller Bureau of Air Commerce Washn DC

Have following wire from New Guinea begins Miss Earhart departed Lae
ten AM local time July 2nd eleven hundred US gallons gasoline seventy
five gallons oil aboard motors perfect condition length take off run
850 yards Lae ground station received radiophone messages from machine
until five eighteen PM local time July 2 stop full report posted via Sydney
ends kind regards

Frank Griffin

Departed Lae 10 a.m. July 2nd.

1100 gallons gasoline

75 gallons oil

Motors O.K.

Length of takeoff 2550 feet

Radio ground station received radiophone messages until 5:18 p.m.

Two and one-half hour difference in time between Lae, New Guinea and
Howland Island.

Flying time 20 hours 16 minutes

	30	"	gas left in plane as reported by last radio
20	"	46	

Distance 2550 miles

Wasp motors - 550 HP each.

1100 gallons gasoline - flying time 20 hours 46 minutes - Miss Earhart's
consumption would be about 53 gals. per hour.

Assuming 60% power and .48 consumption she should use 52.8 gallons per hour.

Wind about 25 knots from ESE in vicinity of Ontario about midway between
Lae and Howland.

Wind about 20 knots from E to ENE at Howland Island.

C-O-P-Y

TELEGRAM

Frank Griffin
Russ Bldg
San Francisco Calif

Received your telegram including information from Lee we appreciate
very much your interest and courtesies extended stop we shall be
interested in receiving the full report if a copy can be made available
to the Bureau of Air Commerce

W T Miller

"- - - I thought you might be interested in knowing some of the details of Amelia's last hours and maybe you can supply some answers to the questions that are gnawing at our curiosity. Will try to give them as near as possible as all the logs are locked in the safe, and everybody is enjoying the usual pastime, that is, snoozing in the afternoon.

To begin with - Earhart never contacted the C.O. of the ship direct but once in the formulation of her plans. Everything was through Black and not any too definite. She gave us the frequencies on which she would work, namely 500, 3105, 6210 (Approx.) and 7500 kcs. She told us she would come in on us, notify us just what frequency she would use, that she would broadcast on the quarter past and quarter to the hour, would not communicate with anyone during flight. We calibrated all our sets, had them checked with San Francisco and got an OK check on all of them. We told her we would broadcast the weather every half hour on the hour and half hour as she requested. As you know she was delayed at Lae. Finally she took off 2 July her date, 1 July ours. We received no word from her that she had taken off. First news came to us through the press, finally word from Lae. We heard her around 3:00 a.m. plainly, faintly shortly after 2 a.m. We broadcast weather and asked her to acknowledge its receipt on next broadcast. This she never did. Then in mid air flight she announces that she will broadcast on the half hour and hour, on 3105. Why she changed her schedule, we do not know. She reported cloudy weather, overcast during early part of flight. We were anxious to know if she was getting our broadcasts and asked her to acknowledge them, but she never did. Toward five she was coming in loud and clear. She apparently only worked one frequency at that time 3105. At six she reported two hundred miles off Howland. Also asked for bearing on 3105. At 6:45 she reported as "being about 100 miles out" and wanted us to take a bearing on her. We could not take bearings on her on that frequency, she had been so advised prior her departure. We asked her to shift to 500 and we would take a bearing of her. We repeatedly asked her to acknowledge our transmissions, but she never did. We never heard her on 500 at all. We kept calling her and listening for her on all frequencies but received no answer. At 0741 she called us and said "We must be on you but cannot see you gas is running low, have only half hour fuel left, have been unable to reach you by radio. We are flying at a thousand feet." By this time we figures she was having trouble. Her transmission was loud and clear, voice firm but tense. She talked so rapidly that it was hard to copy her messages. At 7:57 Earhart called the ITASCA with the following: "We are circling but can not see the island. Cannot hear you, go ahead on 7500 with a long count either now or on schedule time on half hour." We did as she requested, not only on 7500 but 3105 and 6210, both key and voice. At 0803 she sent the following: "We received your signals but unable to get a minima. Please take bearings on us and answer on 3105 with voice." She made long dashes on 3105. We could not get bearings on her on that frequency. We had a high frequency direction finder on Howland but they were unable to pick her up. We then called her repeatedly telling her by broadcast that we could not get bearings of her on that frequency but to shift to 500 so

we could. We asked her to please answer, and tell us if she heard us. On the latter broadcast she talked very rapidly, voice was loud and clear but she sounded pretty desperate. The fact that she talked so fast, made it impossible to copy exactly her words. We heard nothing more from her until 0844. Meanwhile we were getting ready for a fast search. We had everybody on the beach standing by to come on board. At 0844, she came on the air again. This time her voice was excited, and garbled - she sent: "We are on line of position 157-337, will repeat this message, we will repeat this message on 6210 kcs. wait, we are running north and south." The signal strength of this message was five. This was the last we ever heard of her. We called her repeatedly until after nine then started off to search. We stood double radio watches until the Navy took over. We ran at full speed for five days then we were out of fuel. The COLORADO filled us up, then we operated as part of the Navy. Meanwhile we kept a watch on Howland with the direction finder. When the search was over (today, the 18th) we had covered practically all the surrounding area to within 600 miles of Howland, had visited the Phoenix Group and the Gilbert Islands. The planes from the Colorado and the LEXINGTON covered a huge area, now and all that we had previously scouted. The Navy abandoned the search today and we have just fuel enough to get to Honolulu. We can not even finish the cruise, as yet have not visited Jarvis or Fanning. We have mail for Fanning. I guess the ITASCA will return to the coast and another vessel will finish the cruise. I will have plenty to do when I get back.

To sum up the whole tragedy, there are many questions unanswered. Where was Noonan? Why did she shift her schedules in flight. Why would not she answer our calls? Why her policy of no communication with any one? Did she check her radio sets prior to departure? Did she hear us all the time, if not why no attempt to establish communication on other frequencies. Was her D.F. working? Where did all her fuel go? She was only in the air about 22 hours. All of us would give a million to know what happened those last hours. Maybe you can answer some of them. I heard her last broadcasts. I know that all of her frequencies were covered. It all seemed too casual at the start. Early in her flight she reported overcast and cloudy skies, so that can explain her being out on the navigation. But from daylight on at Howland, the ceiling was unlimited, clear, sunny. Far to the west of us was a cloud bank. She may have gotten in that and missed the island in the morning sun. We layed down a smoke screen that could have been seen for a tremendous distance. Why did she circle? To our minds, that is a poor policy, because one soon loses their reckoning when running circles. This is just a letter from me to you, I am just speaking for myself. Truly regrettable. I am firmly convinced that she crashed upon going down and went right to the bottom, for by this time we should have found her if she had floated at all. - - - "