

## SECTION

(1-30-37) (2)

FROM

PERSON

TO

SUBJECT Trans-Pacific and Round-the-World flights of Miss Amelia Earhart.

**CONFIDENTIAL**

[illegible]

AG 530.87

(1-30-37) (2)

CLASSIFIED; CANCELLED  
By authority of the Secretary of War  
By "Army" major, AGO  
Document downgrading Committee, AGO  
Date:

RETURN TO A. G. O. FILES



GEORGE PALMER PUTNAM

2 West 45th Street,  
New York City.

January 30, 1937.

Secretary of War,  
Washington, D.C.

My dear Sir:

I am venturing this letter in connection with the contemplated trans-Pacific flight of my wife Amelia Earhart, now planned for mid-March. It is to request permission for her to use Wheeler Field when she reaches Hawaii, and to further request such cooperation as may be in order from the Commanding Officer there, looking towards housing for her Lockheed Electra plane and the aid of competent aviation mechanics to service her plane, check her Wasp H engines, and Hamilton constant speed propellers.

I am asking Mr. W. T. Miller of the Department of Commerce to present this letter. Mr. Miller is thoroughly familiar with all aspects of the plans to date. Through the courtesy of Secretary Roper and Colonel Johnson of the Department it has been possible for him to aid us on the Washington end of preparatory arrangements.

It is, perhaps, unnecessary to say that every effort is being made thoroughly to safe-guard the flight in preparation, equipment and personnel. We are fortunate in having the kindly cooperation of the Department of Commerce and the Navy and the Coast Guard. Miss Earhart and I will very deeply appreciate whatever you may be able to do to help her on her contemplated brief re-visit to Wheeler Field. We both recall with pleasure the kindly helpfulness given her by the Army in 1935, prior to the take-off from Wheeler on her successful flight to California.

11 Received A. G. O. FEB 2 1937

Sincerely,

GP Putnam

Ack'd 2- 2-37

On copy of this let sent by ind to  
CG, Hawaiian Dept. Feb. 2, 1937  
Copy furnished C of Air Corps

29 580.81 (1-30-37)

✓ do Wheeler Field 3-23

✓ 095 Earhart

✓ do Putnam

Conf. sheet

2-1 ✓ Spm

1st Ind.

2-2 580.81 Haw. Dept.

048

kmw.

2-13-37

✓ 580.81 France Fld 6-337

✓ do B.C. Dept.

✓ do

2-24-37

✓ 580.81 Haw. Dept.

48  
N

3-20-37

✓ 580.81

✓ do Haw. Dept.

✓ 200.5

✓ 452.1 do

✓ 541.2 do

✓ 095 Earhart,

additional on above

acknowledgment

3-20-37

3-22-37

4-12-37

✓ 580.81

✓ do Haw. Dept.

✓ 159

✓ do do

✓ 580.81

✓ do Haw. Dept.

✓ 452.1 Luke Field

3-24 ✓ Spm

3-25 1029 Air Corps

3-24

✓ 15-80.81 - Haw. Dept.

✓ 1580.81

3-25 ✓ Spm

mmr

3-20

✓ do Putnam

20.8m

5-3-37 2d Ind

✓ 629 d.c.

CP

✓ 580.81

✓ 029 Finance

✓ 131.9

✓ 159

✓ 095 Putnam

(for Mr. Putnam)

6-15-37

✓ 580.81

✓ do Howland Island

✓ 095 Black

✓ 046

VIEW mr

/elc

INCORRECT SHEET 095 Earhart, Amelia (7-2-37)

7-2

✓ 580.81

✓ do Haw. Dept.

✓ do Howland Island

7-6

✓ 580.81

✓ 095 Russell, Chas. L.

1kb

INCORRECT SHEET 095 Earhart, Amelia (7-6-37)

1kb



AG 580.81 (1-30-37) (2)	
1937 7-27	<div>✓ 580.81</div> <div>✓ do Luke Field</div> <div>✓ 201 Cooper, Daniel A.</div> <div>✓ 580.81 Haw. Dept.</div> <div>✓ do American Equatorial Island</div> <div>✓ 370.11 Haw. Dept.</div> <div>✓ do</div> <div>✓ 580.81 Howland Island</div> <div>✓ 095 Pan American Airways</div> <div>✓ 580.82 Howland Island</div> <div>lkb</div>
9-13-37	<div>✓ 580.81</div> <div>✓ do Luke Fld.</div> <div>✓ 048</div> <div>lkb/ZS</div>
10-11	<div>Letter fr Asst. Sec.</div> <div>Commerce</div> <div>lkb</div>

SECURITY CLASSIFICATION CANCELED  
 By authority of the Secretary of War  
 By Guy P. Barker, Major, AGD  
 Date: 17 JAN 1947  
 Downgrading Committee, AGO  
 GFD



OCS  
PEP

WAR DEPARTMENT  
OFFICE OF THE CHIEF OF STAFF  
WASHINGTON, D. C.

OCS 18467-6

February 1, 1937.

MEMORANDUM FOR THE ADJUTANT GENERAL:

The Chief of Staff desires that a letter be prepared for the signature of the Secretary of War to Mr. Putnam, indicating that there is no objection on his part to Mrs. Putnam using Wheeler Field when she reaches Hawaii on her prospective flight, and that the Commanding General in Hawaii be communicated with directly as to details.

Please also send a copy to the Commanding General, Hawaiian Department, of the attached letter from Mr. Putnam and instructions to the Commanding General to comply with the wishes of the Secretary of War.

ACTION BY  
LET OF ACK' to  
Mr. Putnam

Let to Sec of  
Commerce,  
On copy of  
let from Mr.

Putnam 1-30-37 to  
CG, Haw. Dept. by Ind.

Feb. 2, 1937 with copies of reply to Mr.  
Putnam and Sec of Commerce-  
Copies of basic letter from Mr. Putnam  
and Ind. and letters furnished to  
the Chief of the Air Corps - Feb 2 1937

EJ

The Secretary of War also desires that a letter be written for his signature to the Secretary of Commerce, stating that Mr. Miller of his Department called today and that Mr. Miller was informed that the Secretary of War gave his approval to the request of Mr. Putnam as contained in the attached letter.

By direction of the Chief of Staff.

*P. E. Peabody*  
P. E. PEABODY,  
Major, General Staff,  
Assistant Secretary, General Staff.

11 Received A. G. O. FEB 2 1937

Received A. G. O.

FEB 2 1937

FILE FEB 5 1937



Request from Mr. George Palmer Putnam,  
2 West 43th Street, New York City, for permission for Miss Amelia  
Earhart to use Wheeler Field when she reaches Hawaii, on  
her trans-Pacific flight, planned for mid-March, 1937.

On copy of let. from Mr. Putnam IMMEDIATE ACTION

AG 580.81  
(1-30-37)(Misc.)OCS

1st Ind.

RLC-CCW-EJ

War Department, AGO, February 2, 1937 - To the Commanding General, Hawaiian  
Department, Honolulu, T. H.

1. Inviting attention to the inclosed copies of War Department  
letters of this date to Mr. George P. Putnam, and the Secretary of Commerce.

2. It is desired that the necessary instructions be given to the  
Commanding Officer, Wheeler Field, to afford Miss Earhart the assistance  
requested when she reaches Wheeler Field.

By order of the Secretary of War:

Robert L. Collins

Adjutant General.

2 incs:

Copy let. to Mr. Putnam 2-2-37 *glt*  
" " " Secretary of Commerce 2-2-37

Copy to the Chief of the Air Corps  
with copy of let. from  
Mr. Putnam; also copies  
of letters to Mr. Putnam and  
the Secretary of Commerce  
2-2-37

Based on OCS 18467-6

2-1-37

EJ



AG 580.81  
(1-30-37)(Misc.)OCS

CCW/EJ

February 2, 1937.

The Honorable

The Secretary of Commerce.

Dear Mr. Secretary:

Reference is made to the call at this Department by Mr. W. T. Miller of your Department, who presented a letter from Mr. George P. Putnam of New York City, in regard to the use of Wheeler Field, T. H., by Miss Amelia Warhart on her forthcoming trans-Pacific flight.

I am pleased to advise you that there is no objection to the use of Wheeler Field and facilities thereat by Miss Warhart, and the necessary instructions have been issued to the Commanding General, Hawaiian Department, Honolulu, T. H., accordingly. Mr. Putnam has also been informed of the approval by the War Department and of the action taken.

Sincerely yours,

Harry H. Woodring

Secretary of War.

Copy for: Secretary of War  
Misc Div  
Copy for CG, Haw. Dept.  
with ind to him  
Copy for the Chief of the Air Corps

OCS 18467-6  
2-1-37 EJ



AG 580.81

(1-30-37) (Misc.) OCS

CCW/EJ

February 2, 1937.

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

Dear Mr. Putnam:

Receipt is acknowledged of your letter dated January 30, 1937, in which you request that your wife, Miss Amelia Earhart, be permitted the use of Wheeler Field and facilities thereat in connection with her forthcoming trans-Pacific flight.

I am pleased to advise you that there is no objection to Miss Earhart making use of Wheeler Field and the necessary instructions have been sent to the Commanding General, Hawaiian Department, Honolulu, to afford her the assistance requested.

It is suggested that you communicate directly with the Commanding General, Hawaiian Department, with reference to details.

Trusting that Miss Earhart's flight will be entirely successful, I am

Sincerely yours,

Harn H. Woodring

Secretary of War.

Copy for: Secretary of War  
Misc Div.

Copy for CG, Haw. Dept  
with ind. to him

Copy for the Chief of the Air Corps

Detached  
from A.G.O.  
Feb 3 1937  
*[Signature]*

OCS 18467-6  
2-1-37 ej

*[Handwritten signature]*  
Feb 4/37 *[Initials]*



GEORGE PALMER PUTNAM

2 West 45th Street,  
New York City.

February 5, 1937.

My dear Mr. Woodring:

Thank you for your letter of February 2nd, granting the request that Miss Earhart be permitted to use Wheeler Field at Honolulu. As you suggest, I am communicating directly with the Commanding General, Hawaiian Department.

Miss Earhart joins with me in gratitude for your kindly cooperation.

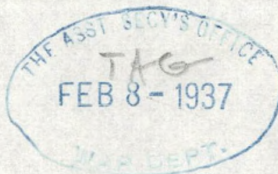
Sincerely yours,

*G. P. Putnam*

Hon. Harry H. Woodring,  
War Department,  
Washington, D. C.

O Received A. G. O. FEB 9 1937

8.45



*File Feb 10/37*  
*M*



80,81

7/30/37

3400



DO NOT DETACH THIS SLIP

Return according to papers to

ROOM 242, STATE, WAR, AND NAVY BUILDING

OFFICE OF THE ASSISTANT SECRETARY OF WAR

Date February 8, 1937.

Subject: Letter from G. P. Putnam 2/5/37 ack letter of  
2/2 granting request that Miss Earhart be permitted  
to use Wheeler Field at Honolulu

To: THE ADJUTANT GENERAL

- 1..... Necessary action.
- 2..... Necessary action and direct reply.
- 3..... Nec. action and prep. of reply for sig. of The Asst. Secy. of War.
- 4..... Nec. action and prep. of reply for sig. of the Executive.
- 5..... Preparation of memo. to inclose with reply.
- 6..... Preparation of memo. on which to base personal reply.
- 7..... Remark and recommendation.
- 8..... ~~Notation and filing or return.~~

*By direction of The Assistant Secretary of War:* J. H. BURNS,  
*By order of The Secretary of War:* Colonel, General Staff  
Executive.

Form No. 1  
(Ed. Apr. 23, 1926)  
3-8094

U. S. GOVERNMENT PRINTING OFFICE: 1926

Copy  
GEORGE PALMER PUTNAM  
2 WEST 45th Street  
New York City.

AG 580.81 (2-13-37)

Dear Mr. Woodring:

This is in further reference to the projected round the world flight of Amelia Earhart, in connection with which you have already graciously granted permission for her to use the facilities of Wheeler Field at Hawaii.

I now request a similar permission for France Field, Panama Canal Zone.

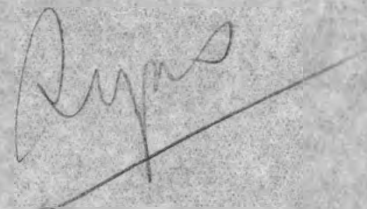
On the contemplated route she will cross the South Pacific from Dakar to Natal and thence will proceed north via Panama, Central American, and Mexico. At the suggestion of the State Department I am writing directly to the Governor of the Panama Canal Zone requesting the general necessary permission involved in the world flight over the zone.

Thanking you for your cooperation, I am

Sincerely yours,

G P Putnam.

Hon Harry H Woodring  
War Dept.  
Washington, D.C.





AG 580.81 (2-13-37)(Misc.)

IMMEDIATE ACTION

CGW/RJ

War Department, AGO, February 18, 1937 - <sup>1st ind</sup> To the Commanding General,  
Panama Canal Department.

1. Inviting attention to the inclosed copy of War Department letter to Mr. Putnam of this date.

2. It is desired that the necessary instructions be given to the Commanding Officer, France Field, to afford Miss Earhart the assistance requested when she reaches France Field.

By order of the Secretary of War:

*Robert L. Collins*  
Adjutant General.

1 incl.

*[Handwritten flourish]*

*See 2/18/37  
2/18/37  
2/18/37*



AG 580.81 (2-13-37)  
(Misc.) CCW/EJ

February 18, 1937.

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

Dear Mr. Putnam:

Receipt is acknowledged of your letter of February 13, 1937, in which you request that your wife, Miss Amelia Earhart, be permitted the use of France Field, Panama Canal Zone, and facilities thereat, in connection with her forthcoming round-the-world flight.

I am pleased to advise you that there is no objection to Miss Earhart using France Field and facilities thereat, and the necessary instructions have been sent to the Commanding General, Panama Canal Department, Quarry Heights, C. Z., to afford the assistance requested.

It is suggested that you communicate directly with the Commanding General, Panama Canal Department, with reference to details.

Sincerely yours,

Secretary of War.

Copy for:

Secretary of War  
Misc Div.

The Chief of Office, The Panama Canal, Washington, D.C.  
with copy of letter from Mr. Putnam

*Chief of the air corps*

*See 2/18/37*



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

RADIOGRAM

3-9313

20 WTJ PF 52 WD

FTSHAFTER TH 102P FEB 23 1937

THE ADJUTANT GENERAL

WASHINGTON D C

SEVEN TWO ONE COMMA TWENTY THIRD LETTER FROM G P

PUTNAM ADVISES THAT SECY OF WAR HAS GRANTED PERMISSION TO AMELIA  
EARHART TO USE FACILITIES WHEELERFIELD DURING COMING FLIGHT STOP IN  
ABSENCE OF INSTRUCTIONS I AM ACTING ACCORDINGLY STOP INFORMATION  
REQUESTED WHETHER OR NOT THIS MEETS WITH APPROVAL OF WAR DEPT END

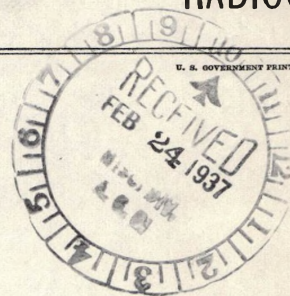
DRUM

934PM

5 Received A. G. O. FEB 24 1937

9:25

Order  
and  
2-24-37  
29



9

AG 580.81

2-23-37



AG 580.61 (2-23-37)(Misc.)

CCW/EJ

DRUM-

February 24, 1937.

Honolulu.

Your seven two one February twenty third STOP Authority has been granted Amelia Earhart to use facilities of Wheeler Field on her coming flight STOP Correspondence advising you accordingly was sent you by first indorsement this office February second STOP Desired you issue necessary instructions to Commanding Officer, Wheeler Field to render necessary assistance to Miss Earhart on her arrival at Wheeler Field.

Conley.

*RLC*  
*684*



*File*  
*2-24-37*  
*684*

*HB*  
*2-26-37*



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

RADIOGRAM

74 WVY J 75 WD 1 EXTRA PRIORITY

FORTSHAFTER TH 928AM MARCH 20 37

THE ADJUTANT GENERAL

WASHN DC

ONE NAUGHT FIVE SIX COMMA TWENTIETH AMELIA EARHART IN LOCKHHED  
PLANE GROUND LOOPED TAKING OFF FROM LUKEFIELD AT DAYLIGHT THIS  
MORNING STOP NO PERSONAL INJURIES TO MISS EARHART OR HER CREW  
STOP PLANE SERIOUSLY DAMAGED AND IS NOW TEMPORARILY STORED  
AT HAWAIIAN AIR DEPOT STOP MISS EARHART PERSONNALLY REQUESTED SHE  
BE PERMITTED TO TAKE OFF FROM LUKEFIELD INSTEAD OF WHEELERFIELD  
IN VIEW OF CONCRETE RUNWAY AND LIGHTING SYSTEM AT LUKEFIELD  
WHICH SHE PREFERRED STOP

~~Copy furnished to Chief of Air Corps~~

This message was telephoned from the  
Message Center about 4:46 pm  
March 20, 1937 - Major Watt  
said it was purely informative and  
required no action.

AHC

DRUM

402PM

4 Received A. G. O. MAR 22 1937

MESSAGE TELEPHONED

Copy furnished to  
Chief of Air Corps  
Corps 3-22-37  
CCW/EP

BY

3-29-37

Q 01580.81

3-26-37

22-3-37  
File  
Watt

## Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

RADIOGRAM

3-9312

U. S. GOVERNMENT PRINTING OFFICE

124 WVY D 121 WD 1 EX PTY

FTSHAFTER TH 1144 A MAR 20 1937

A G

WASHN DC

ONE NAUGHT SIX EIGHT COMMA TWENTIETH AIRCRAFT ACCIDENT STOP AMELIA  
EARHART PILOT AT LUKEFIELD MARCH TWENTIETH FIVE FIFTY AM AIRPLANE  
LOCKHEED ELECTRA CAUSE OF ACCIDENT GROUND LOOP AND COLLAPSE OF  
LANDING GEAR PERIOD LEFT WING AND LEFT ENGINE MOUNT BADLY  
DAMAGED LANDING GEAR KNOCKED OFF PERIOD SLIGHT DAMAGE TO LANDING  
MAT PERIOD PASSENGERS MR FRED J NOONAN AND CAPT HARRY  
MANNING PERIOD NO INJURY TO PILOT OR PASSENGERS PERIOD VISIBILITY  
TEN TO FIFTEEN MILES COMMA DAYLIGHT COMMA WIND TWO TO  
THREE MILES SOUTH COMMA OVERCAST COMMA HIGH PERIOD NON USE  
OF PARACHUTES PERIOD AIRPLANE AT HAWAIIAN AIR DEPOT PERIOD MISS  
EARHART REQUESTS AUTHORITY TO SHIP AIRPLANE TO SANFRANCISCO ON TRANSPORT  
LUDINGTON PERIOD NO DAMAGE TO PRIVATE PROPERTY EXCEPT AIRCRAFT END

Received A. G. O.

DRUM

MESSAGE TELEPHONED

IME

MAR 22 1937

11 Received A. G. O. MAR 22 1937

(11)  
A.G. 580.81  
(3-20-37)

3-29-37



PRIORITY

A.G.O. A.G. 580.81

(3-20-37) Misc.

RLC/IG

DRUM, HONOLULU

March 22, 1937.

Yourad reporting aircraft accident to Amelia Earhart's plane received  
STOP Regret that Miss Earhart's request to ship her plane to San Francisco  
cannot REPEAT cannot be given favorable consideration as there is no authority  
of law for shipment on Army transports of commercial cargo between Honolulu and  
San Francisco STOP Acknowledge End

CONLEY



DESPATCH DESK: Return papers to Miss Giltner, Rm. 260

22 Mar 37  
Read & copy S. by [unclear]  
& app'd by [unclear] ETC

File 37  
3-22-37  
L

3-29-37



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

RADIOGRAM

3-8318

U. S. GOVERNMENT PRINTING OFFICE

11 WTJ W PAGE 2

SERVICES SHOULD BE CHARGED FOR AT RATES PRESCRIBED IN ARMY  
REGULATIONS <sup>AR 95-50</sup> NINE FIVE DASH FIVE NAUGHT AND PAYMENT COLLECTED BEFORE  
AIRPLANE TURNED OVER TO CARRIER STOP MISS EARHART AND REPRESENTATIVES  
HAVE DEPARTED FOR MAINLAND STOP REQUEST EXPEDITE ACTION AS MISS  
EARHART DESIRES AIRPLANE SHIPPED TO FACTORY FOR REPAIRS EARLIEST  
POSSIBLE

DATE STOP MISS EARHART TECHNICAL REPRESENTATIVE ENQUIRED IF ENGINES  
COULD BE OVERHAULED AT HAWAIIAN AIR DEPOT STOP HE WAS INFORMED  
THAT THIS AUTHORITY COULD NOT BE GRANTED BY THESE HEADQUARTERS  
AND IN ADDITION THAT FACILITIES COMMA SPARE PARTS AND SPECIAL  
TOOLS DID NOT EXIST FOR SUCH OVERHAUL END

IN G-4 MAR 24 1937

29039-3

DRUM

930P

4 Received A. G. O. MAR 24 1937

9130

3/30-true



## Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

RADIOGRAM

3-9313

U. S. GOVERNMENT PRINTING OFFICE

11 WTJ W 199 WD 1 EX PRY

FTSHAFTER TH 1220P MAR 23 1937

THE ADJUTANT GENERAL

WASHN DC



ONE ONE NAUGHT TWO COMMA TWENTY THIRD MISS AMELIA  
EARHART HAS REQUESTED HAWAIIAN AIR DEPOT TO TAKE CHARGE OF  
ALL OPERATIONS NECESSARY IN SALVAGING COMMA DISMANTLING COMMA CRATING AND  
PREPARATION FOR SHIPMENT OF HER LOCKHEED AIRPLANE WRECKED AT LUKEFIELD  
MARCH TWENTIETH NINETEEN THIRTY SEVEN AND HAS SIGNED WRITTEN RELEASE  
FOR  
DAMAGE TO AIRPLANE WHICH MAY RESULT FROM SUCH OPERATIONS STOP  
SHE HAS FURTHER AGREED TO BE RESPONSIBLE FOR ALL EXPENSES  
INVOLVED STOP NO LOCAL CONCERNS QUALIFIED OR EQUIPPED TO TAKE  
CHARGE THIS WORK STOP RECOMMEND YOUR APPROVAL STOP AIRPLANE NOW  
IN TEMPORARY STORAGE HAWAIIAN AIR DEPOT STOP REQUEST INFORMATION IF



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

WESTERN UNION TELEGRAPH CO.

8-0311

WP3 50 NL=WUX TDF OAKLAND CALIF MAR 20  
SECRETARY OF WAR

SECRETARY'S OFFICE,  
MAR 22 1937  
WAR DEPARTMENT

MISS EARHART TELEPHONING FROM HONOLULU HAS ASKED ME TO EXPRESS  
HER DEEPEST APPRECIATION FOR THE GENEROUS COOPERATION GIVEN  
HER AT HONOLULU BY THE ARMY STOP SHE WANTS YOU TO KNOW SHE  
INTENDS TO TRY AGAIN WHEN REPAIRS ARE COMPLETED AND NEXT TIME  
HOPES TO MAKE LESS TROUBLE FOR ALL CONCERNED

GEORGE P PUTNAM.811A

Coordination and Record  
APR - 6 1937  
OFFICE SEC. WAR

10 Received A. G. O. APR 7 1937

*Mans*  
9:10

COPY SENT TO: Chief of Air Corps.  
Com. Gen., GHQ Air Force.  
Com. Gen., Hawaiian Dept.

FILE APR 8 1937



WESTERN UNION TELEGRAPH CO.

War Department Message Center  
Room 3441, Munitions Building  
Washington, D.C.

RECEIVED  
APR 11 1937  
OFFICE 250

Tele. 18,225



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

RADIOGRAM

3-9318

U. S. GOVERNMENT PRINTING OFFICE

18 WTJ D 14 WD

FTSHAFTER TH 105 P MAR 22 1937

A G

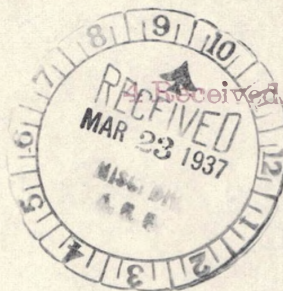
WASHN DC

ONE NAUGHT EIGHT SIX COMMA TWENTY SECOND INSTRUCTIONS RELATIVE SHIPMENT

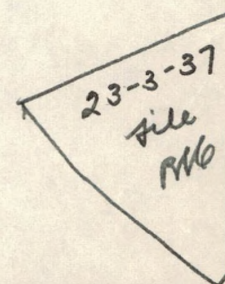
MISS EARHARTS PLANE ACKNOWLEDGED

DRUM

837P



9:30



38  
3-29-37

(3-22-37)



AG 580.81 (3-23-37)

WAR DEPARTMENT  
WAR DEPARTMENT GENERAL STAFF  
SUPPLY DIVISION, G-4  
WASHINGTON  
DISPOSITION SLIP

G-4  
C J

G-4/ 29039-3

DATE: March 24, 1937.

SUBJECT: Repair and shipment of airplane of Miss Amelia Earhart - Hawaiian Department.

TO:-

☐ The A. C. of S.  
☐ The Adjutant General  
☐ The Assistant Secretary of War  
☐ The Quartermaster General  
☐ The Judge Advocate General  
☐ The Inspector General  
☒ I. Chief of the Air Corps  
☐ Commanding General,                      Corps Area  
☐ Commanding General,                      Department

FOR:-

☐ Remark and recommendation  
☐ Necessary action  
☐ Information upon which to base reply  
☐ Preparation of reply  
☐ Approved for publication  
☐ Investigation and report  
☐ Notation and return  
☐ File

I. Recommendation.

By authority of the Secretary of War:

ASG

✓  
Incl.

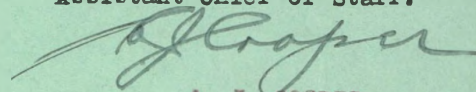
Radio fm HD

to TAG 3-23-37

Copy radio fm TAG

to HD 3-22-37

GEO. R. SPALDING,  
Brigadier General,  
Assistant Chief of Staff.



A. J. COOPER,  
Colonel, General Staff  
Executive

COPY FOR THE CHIEF OF AIR CORPS



WAR DEPARTMENT  
OFFICE OF THE CHIEF OF THE AIR CORPS  
WASHINGTON

March 25, 1937.

Subject: Hawaiian Department Radio 1102 - Subject:  
Repair and Shipment of Airplane of Miss Amelia  
Earhart - Hawaiian Department.

Memorandum for: The Assistant Chief of Staff G-4.

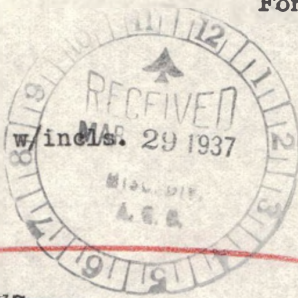
1. Recommend approval.
2. Recommend charges for services and materials be in accordance with A. R. 95-50 Change No. 2, May 16, 1936.
3. As to collection of payment of charges, in view of circumstances mentioned in the subject radio and responsibility which might be assumed by virtue of the national reputation of Miss Earhart, recommend waiving of requirement for collection of payment before shipping.

For the Chief of the Air Corps:

*L. S. Smith*  
L. S. Smith,  
Captain, Air Corps,  
Executive.

Incl.

G-4 Disp. Slip w/incls. 29 1937



March 25, 1937.

To TAG for File. See Action on  
G-4/29039-3 of March 25, 1937  
Memo to Chief of Staff.

*Clifford Jones*  
Clifford Jones  
Col., G.S., (G-4).

11 Spec'd Back A. G. O. MAR 29 1937

IN 64 MAR 25 1937

29039-3

OUT G-4 MAR 27 1937

Received A. G. O.

MAR 27 1937

*March 29 1937*

*3/30-TMM*

⑪ A. G. O. 580.81 (3-23-37)



11 WTJ W 199 WD 1 EX Prty

A.G.580.81  
(3-23-37)Misc.

Ft Shafter TH 1220P Mar 23 1937

The Adjutant General,

Washington, DC

1102, 23rd, Miss Amelia Earhart has requested Hawaiian Air Depot to take charge of all operations necessary in salvaging, dismantling, crating and preparation for shipment of her Lockheed Airplane wrecked at Luke Field, March 20th, 1937, and has signed written release for damage to airplane which may result from such operations. She has further agreed to be responsible for all expenses involved. No local concerns qualified or equipped to take charge this work. Recommend your approval. Airplane now in temporary storage Hawaiian Air Depot. Request information if services should be charged for at rates prescribed in Army Regulations 95-50 and payment collected before airplane turned over to carrier. Miss Earhart and representatives have departed for mainland. Request expedite action as Miss Earhart desires airplane shipped to factory for repairs earliest possible date. Miss Earhart technical representative inquired if engines could be overhauled at Hawaiian Air Depot. He was informed that this authority could not be granted by these headquarters and in addition that facilities, spare parts and special tools did not exist for such overhaul end.

Drum

930P

A.G.580.81  
(3-23-37)Misc.

FED/eb

AGO, March 24, 1937 - To G-4.

1 Incl.  
Cy Radio 3-23-37

SENT BY SPECIAL MESSENGER 11AM



COPY

PRIORITY

A.G.O. A.G.580.81

(3-20-37)Misc.

RLC/IG

March 22, 1937

DRUM, HONOLULU

Yourad reporting aircraft accident to Amelia Earhart's plane  
received STOP Regret that Miss Earhart's request to ship her plane  
to San Francisco cannot REPEAT cannot be given favorable consideration  
as there is no authority of law for shipment on Army transports of  
commercial cargo between Honolulu and San Francisco STOP Acknowledge  
END

CONLEY



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.

WESTERN UNION TELEGRAPH CO.

3-0211

WAA6 54 NL XC=WG BURBANK CALIF MAR 24 1937

HARRY H WOODRING=

WAR DEPARTMENT=

MY DAMAGED PLANE IS BEING DISASSEMBLED LUKE FIELD FOR  
TRANSPORT TO HONOLULU TO BE SHIPPED ON STEAMER SAILING  
SATURDAY STOP WILL DEEPLY APPRECIATE IF AUTHORIZATION CAN BE  
CABLED IMMEDIATELY PERMITTING ARMY PERSONNEL TO COOPERATE IN  
HANDLING OPERATIONS STOP OTHER ARRANGEMENTS MADE VERY ANXIOUS  
TO MAKE SATURDAY STEAMER HOPE MY REQUEST  
NOT OUT OF ORDER=

AMELIA EARHART.811A

11 Received A. G. O. MAR 25 1937

116.580  
 8/1  
 (3-24-37)

G-4  
 nps  
 W

maw 3/30

29039-3

IN 3-4 MAR 25 1937



PRIORITY

AG 580.81 (3-24-37) (Misc.)D

RLC/CCW/EJ

March 25, 1937 -

Amelia Earhart,  
Burbank, California.

Reyourtel March twentyfourth to Secretary War comma Commanding General,  
Hawaiian Department, has been authorized to have military personnel cooperate  
in preparing your airplane for shipment.

Conley  
The Adjutant General.

Copy for the Chief of the Air Corps

Misc

Secretary of War

G4/29039-3

3-25-37 EJ





CG  
RV  
Your (~~The Adjutant General~~ to insert reference to radiogram AG 580.81 (3-23-37)) recommending that Hawaiian Air Depot take charge of all operations necessary in salvaging, dismantling, crating, and preparation for shipment of airplane belonging to Amelia Earhart, is approved. Payment need not be made prior to shipment of plane. MALIN CRAIG

2. That a radiogram be sent to Amelia Earhart, Burbank, California, substantially as follows:

Reported March 24  
Commanding General, Hawaiian Department,  
has been authorized to have military personnel cooperate in preparing your airplane for shipment. Entertaining

3. That the Chief of the Air Corps be informed of the action taken.

Action by radio to  
Drum-Honolulu

and radio to Amelia Earhart  
copies of both to C of AC

11 Received A. G. O. MAR 25 1937

Incl. 3-25-37 EJ

OCS DS 3-25-37;

Rad. fm. Miss Earhart  
to SW 3-24-37.

GEO. R. SPALDING,  
Brigadier General,  
Assistant Chief of Staff.

A. J. COOPER,  
Colonel, General Staff,  
Executive.

MAR 25 1937 as amended RV

MAR 25 1937

APPROVED  
By order of the Secretary of War  
MALIN CRAIG  
Chief of Staff

R. L. EICHENBERGER  
by R. L. Eichenberger  
Lt. Col., G. S., Sec. W. Dep. S.

The radiogram to The C. G. Hawaiian  
Dept was phoned by me to Staff Sgt Hayes  
at The Message Center at 12:30 PM 3/25/37.  
No other action taken by me.

R. L. EICHENBERGER  
R. L. EICHENBERGER  
Lieut. Colonel, General Staff  
Secretary, General Staff.

Received A. G. O.

MAR 25 1937

FILE MAR 26 1937



G-4/29039-3

WAR DEPARTMENT  
WAR DEPARTMENT GENERAL STAFF  
SUPPLY DIVISION, G-4  
WASHINGTON, D.C.

G-4  
CGH

March 25, 1937.

MEMORANDUM FOR THE CHIEF OF STAFF:

Subject: Preparation for shipment of wrecked airplane belonging to Amelia Earhart, by personnel, Hawaiian Department.

I. Facts bearing upon the problem.

1. The Commanding General, Hawaiian Department, in radiogram dated March 23, 1937, recommended approval of a request by Miss Earhart that the Hawaiian Air Depot take charge of all preparations necessary for salvaging, dismantling, crating, and preparing for shipment of her airplane which was recently wrecked at Luke Field. She has signed a release for damage to airplane which may result therefrom and has agreed to pay all expenses involved.

He also requests information as to whether service charges should be based on provisions of AR 95-50 and payment collected before airplane is turned over to the carrier.

2. In the attached radiogram Miss Earhart requests similar permission of the Secretary of War and states that she is very anxious to ship the airplane on a steamer sailing Saturday, March 27.

3. The Chief of the Air Corps (Lieut. Colonel Dixon) recommends approval of the recommendation of the Commanding General, Hawaiian, and that payment be made according to the provisions of paragraph 5, AR 95-50, as amended by Changes No. 2, May 16, 1936. He further recommends that collection be waived prior to shipment, in view of the responsibility of Miss Earhart and the difficulty of making an accurate accounting prior to shipment on Saturday, March 27.

II. Action recommended.

The Secretary of War directs:

1. That a radiogram be sent to the Commanding General, Hawaiian Department, as follows:

11 A.B. 580.81 (5-24-37)

*Radet*

*Don't know*



**WAR DEPARTMENT**  
OFFICE, SECRETARY, GENERAL STAFF

**DISPOSITION SLIP**

Subject of paper: .....

To	TALLY No.	DATE
Office, The Ass't Sec. of War		
Office, Ass't Sec. of War (Air)		
A. C. of S., G-1		
A. C. of S., G-2		
A. C. of S., G-3		
<input checked="" type="checkbox"/> A. C. of S., G-4		3/25/37
A. C. of S., W. P. D.		
The Adjutant General		
Budget & Legislative Planning Branch		
Statistics Branch		
Executive for Reserve Affairs		

For— *29039-3*

..... Necessary action. ☒ Draft of reply.

..... Correction. .... Direct reply.

..... Note and return. .... Note and file.

..... Remark and recommendation .... File.

..... Comment or concurrence. .... Signature.

..... Inviting attention to { notation } of Sec. War... D. C. of S.  
  { direction }

By direction of D. C. of S.: *[Signature]*  
**R. L. EICHELBERGER**

*Lieut. Colonel, General Staff*

*Secretary, General Staff.*

WAR DEPARTMENT  
O. C. of S.—Form No. 3

3—10116  
U. S. GOVERNMENT PRINTING OFFICE: 1933

NND 740008



HAWAIIAN AIR DEPOT  
Luke Field, T.H.

April 5, 1937.

TO: Mrs. Amelia Earhart Putnam,  
c/o Bowman, Deute, Cummings, Inc.,  
714 West 10th Street,  
Los Angeles, California.

	<u>Man Hours</u>	<u>Total Cost</u>
Disassemble, inspect, service and reassemble propellers	48 $\frac{1}{2}$	\$44.41
Service and prepare airplane for takeoff. Keep one complete crew on duty prepared to perform any work requested by Mrs. Putnam.	84 $\frac{1}{4}$	82.68
Remove wrecked airplane from flying field. Drain gasoline from all tanks and place airplane in storage.	177 $\frac{1}{4}$	157.20
Remove engines, prepare for storage and box for shipment. Dismantle airplane prep- aratory to shipment, treat all exposed surfaces with corrosion preventing com- pound, crate airplane fuselage and all parts for shipment.	769 $\frac{1}{4}$	631.09
Material furnished: (See attached list)		146.72
Storage of Airplane for 8 days.		24.00
		<u>\$1,086.10</u>

1 Attachment  
(List of Material)

Copy

*File 4*



H H D FT SHAFTER TH

MARCH 23, 1937.

PRIORITY

THE ADJUTANT GENERAL

WASHINGTON D C

ONE ONE NAUGHT TWO COMMA TWENTY THIRD MISS AMELIA EARHART HAS REQUESTED HAWAIIAN AIR DEPOT TO TAKE CHARGE OF ALL OPERATIONS NECESSARY IN SALVAGING COMMA DISMANTLING COMMA CRATING AND PREPARATION FOR SHIPMENT OF HER LOCKHEED AIRPLANE WRECKED AT LUKE FIELD MARCH TWENTIETH NINETEEN THIRTY SEVEN AND HAS SIGNED WRITTEN RELEASE FOR DAMAGE TO AIRPLANE WHICH MAY RESULT FROM SUCH OPERATIONS STOP SHE HAS FURTHER AGREED TO BE RESPONSIBLE FOR ALL EXPENSES INVOLVED STOP NO LOCAL CONCERNS QUALIFIED OR EQUIPPED TO TAKE CHARGE THIS WORK STOP RECOMMEND YOUR APPROVAL STOP AIRPLANE NOW IN TEMPORARY STORAGE HAWAIIAN AIR DEPOT STOP REQUEST INFORMATION IF SERVICES SHOULD BE CHARGED FOR AT RATES PRESCRIBED IN ARMY REGULATIONS NINE FIVE DASH FIVE NAUGHT AND PAYMENT COLLECTED BEFORE AIRPLANE TURNED OVER TO CARRIER STOP MISS EARHART AND REPRESENTATIVES HAVE DEPARTED FOR MAINLAND STOP REQUEST EXPEDITE ACTION AS MISS EARHART DESIRES AIRPLANE SHIPPED TO FACTORY FOR REPAIRS EARLIEST POSSIBLE DATE STOP MISS EARHART'S TECHNICAL REPRESENTATIVE INQUIRED IF ENGINES COULD BE OVERHAULED AT HAWAIIAN AIR DEPOT STOP HE WAS INFORMED THAT THIS AUTHORITY COULD NOT BE GRANTED BY THESE HEADQUARTERS AND IN ADDITION THAT FACILITIES COMMA SPARE PARTS AND SPECIAL TOOLS DID NOT EXIST FOR SUCH OVERHAUL END

D R U M

C O P Y

*Incl #3*



C O P Y

SIGNAL CORPS, UNITED STATES ARMY

1 WVY CW 41 WD 1 EX PRTY

WASHN DC 1235P

MAR 25 1937

C G

HAWN DEPT

FT SHAFTER TH

YOUR RECOMMENDATION THAT HAWAIIAN AIR DEPOT TAKE CHARGE OF ALL  
OPERATIONS NECESSARY IN SALVAGING DISMANTLING CRATING AND PREPARATION  
FOR SHIPMENT OF AIRPLANE BELONGING TO AMELIA EARHART IS APPROVED STOP  
PAYMENT NEED NOT BE MADE PRIOR TO SHIPMENT OF PLANE STOP

MALIN CRAIG

844A

C O P Y

*Incl #2*



ACTUAL COST PLUS ENGINEERING DEPARTMENT OVERHEAD

NND 740008



C O P Y

Honolulu, T.H.  
March 20, 1937.

Commanding Officer  
Hawaiian Air Depot  
Luke Field, T.H.

Dear Sir:

You are requested to perform all necessary work required in connection with the removal from the airdrome, crating, and preparation for shipment of my Lockheed airplane which was wrecked at Luke Field, T.H., this date. You are further requested to load this airplane on board ship for shipment to me or my agents in California, the method of loading and crating to be at your discretion.

I hereby waive all claim for damages against the War Department or any of its agents in connection with this work, and agree to be responsible for all expenses involved, including labor, materials and shipping charges.

(Signed) \_\_\_\_\_

MICHELIA EMMERT

c o p y

*Incl 1*



HAWAIIAN AIR DEPOT  
LUKE FIELD, T. H.

(1)

In reply refer to:

April 5, 1937

SUBJECT: Work Performed for Mrs. Amelia Earhart Putnam.

TO: Air Officer  
Hawaiian Department  
Fort Shafter, T. H.

1. The following report is submitted covering work performed by this Depot for Mrs. Amelia Earhart Putnam between the dates of March 18 and 26, 1937. Four (4) Work Orders were issued as follows:

Work Order No. 30-1972 - Disassemble, inspect, service, and re-assemble propellers.

Work Order No. 30-1971 - Service and prepare airplane for take-off. Keep one complete crew on duty prepared to perform any work requested by Mrs. Putnam.

Note: The above two Work Orders were issued in accordance with verbal instructions from your office that this Depot render all possible assistance to Mrs. Putnam in the performance of her flight.

Work Order No. 30-1973 - Remove wrecked airplane from flying field, drain gasoline from all tanks, and place airplane in storage.

Note: The above work was requested by Mrs. Putnam and Work Order was issued under authority contained in paragraph 7, A.R. 95-50.

Work Order No. 30-1987 - Remove engines, prepare for storage, and box for shipment. Dismantle airplane preparatory to shipment, treat all exposed surfaces with corrosion preventing compound, crate airplane fuselage and all parts for shipment.

Note: The above Work Order was issued under authority contained in War Department radio, dated March 25, 1937, copy of which is attached hereto.

Ltr. to A.O., H.D., 4-5-37

2. On March 20, 1937, Mrs. Putnam requested this Depot to perform all necessary work required in removing her wrecked airplane from the airdrome and preparing it for shipment to the factory. A copy of her request is inclosed herewith. This information was transmitted to the War Department, with a request that authority be granted to perform the work desired by Mrs. Putnam and that the rate to be charged for supplies and mechanical services be determined. A copy of this request is also inclosed. Authority was granted by the War Department, but the information desired as to charges to be assessed was not furnished. Army Regulations provide that services of this nature be charged for at the local prevailing rate, or if this cannot be determined, at the rate of \$1.25 per hour. Supplies are to be furnished at actual cost plus 15 per cent. All Air Corps depots, including the Hawaiian Air Depot, have an accurate and exact cost accounting system, which probably was not taken into account at the time the Army Regulations referred to were published, as there are relatively few depots compared to other Air Corps stations where such services can be obtained. In submitting an account to Mrs. Putnam it is therefore necessary to determine the rate to be charged. There are four (4) possibilities, as follows:

a. Local prevailing rate. (See paragraph 8 e (1), A.R. 95-50.) There is no local concern equipped with facilities or mechanics which could have performed the work required by Mrs. Putnam.

b. Rates prescribed by paragraph 8 e (2), A.R. 95-50, and paragraph 8, Change 2, same regulation. This regulation prescribes that mechanical service be charged for at the rate of \$1.25 per hour and that supplies be sold at actual cost plus 15 per cent.

c. Actual cost, as shown by Cost Accounting Department.

d. Actual cost, as shown by Cost Accounting Department, plus Engineering Department overhead. This is the cost system used at all Air Corps depots in computing the cost of work performed by the Engineering Department. The overhead figure is exact and includes in each Work Order the proper proportion of indirect charges, such as supervision, inspection, electrical current, clerical service, janitor service, leave with pay, etc. The overhead factor for the month of March, 1937, was 49.17 per cent.

3. There are inclosed herewith three (3) itemized statements, any one of which may be submitted to Mrs. Putnam. Your attention is particularly invited to the fact that the actual cost of the work performed was \$1,086.10; the actual cost plus overhead \$1,440.29; whereas, com-



Ltr. to A.O., H.D., 4-5-37

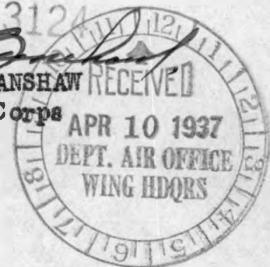
puted at the rate prescribed by Army Regulations, the cost was \$1,541.79.

4. It is requested that decision be made by proper authority as to which of these statements should be submitted to Mrs. Putnam for settlement.

6 Incls.

- 1-Cy Ltr 3-20-37
- 2-Cy Radio 3-25-37
- 3-Cy Radio 3-23-37
- 4-Stmt of Actual Cost
- 5-Stmt of Actual Cost  
plus Overhead
- 6-Stmt of Cost under  
A.R. 95-50

*Chas. E. Branshaw*  
CHAS. E. BRANSHAW  
Major, Air Corps  
Commanding



452.1  
5th Ind.

(5-D)

War Department, Office, Chief of the Air Corps, Washington, D.C., May 10, 1937.  
To: The Adjutant General.

1. Concur.



4 Rec'd Back A. G. O. MAY 12 1937

✓  
Incls. n/c

For the Chief of the Air Corps:

*V. B. Dixon*  
V. B. Dixon,  
Lieut. Colonel, Air Corps,  
Executive.



A.G.580.81 (4-12-37)Misc.

3rd Ind.

CCW:HAR

War Dept., AGO, May 5, 1937 - To the Chief of Finance.

For recommendation of proper action to be taken in this case.

By order of the Secretary of War:

1 Incl.n/c

*[Signature]*  
Adjutant General.

Fac-159/ Putnam, Amelia Earhart

4th Ind.

War Department, Office Chief of Finance, Washington, May 8, 1937.  
To: The Adjutant General. (Thru: The Chief of Air Corps.)

1. The recommendation of the Chief of Air Corps contained in 2nd Indorsement hereon, that bill in the amount of \$1,086.10, prepared by the Commanding Officer, Hawaiian Air Depot, Luke Field, T.H., representing actual cost be submitted for payment, is concurred in by this office.

2. In accordance with the billing address given in paragraph two of basic communication, there is transmitted herewith draft of letter prepared for the signature of the Secretary of War, presenting bill to Mr. G. P. Putnam, 2 West 45th Street, New York City, recommending that same be laid before the Secretary of War for his signature.

For the Chief of Finance:

7 Incls.

Cy of ltr. 3/20/37

Cy of Radio 3/23/37.

Cy of Radio 3/25/37.

3 Bills

Draft of ltr. s/ S.W.

*[Signature]*

BENJ. L. JACOBSON,

Lt. Col., Finance Department.  
Executive Officer.

AIR CORPS MAY 10 1937

*new*  
Fac 159 Putnam, Amelia Earhart



452.1  
2nd Ind.

(5-D)

War Department, Office, Chief of the Air Corps, Washington, D.C., May 3, 1937.  
To: The Adjutant General.

1. It is recommended that the within bill for \$1,086.10 be submitted covering work performed and materials used in overhauling, repairing and preparing for shipment the Amelia Earhart airplane recently wrecked at Luke Field. This amount represents the actual cost to the Air Corps of services rendered and materials furnished, as determined under the cost accounting system in operation at the Hawaiian Air Depot, and would appear to be equitable under the circumstances. It is believed that the charges prescribed in AR 95-50 were not intended to apply in cases of this nature, where the flight was undertaken with a view of furthering aviation. The charge computed on the basis of the above regulation would actually result in a profit to the Government, which in the opinion of this office is not desirable.

2. It is further recommended that check be made payable to the Finance Officer, U. S. Army, and forwarded to this office for disposition. It is considered probable that the transaction will not be completed in time for the check to reach the Hawaiian Air Depot before the end of the present fiscal year. The Hawaiian Air Depot will be advised of disposition made of these funds in order that their records concerning the transaction may be complete.

4 Rec'd Back A. G. O.

Incls. n/c



For the Chief of the Air Corps:

*V. B. Dixon*  
V. B. Dixon,  
Lieut Colonel, Air Corps.  
Executive.



AG 580.81 (3-24-37)(Misc.)D

RLC

March 25, 1937 CCW/EJ

DRUM -  
HONOLULU.

Your recommendation that Hawaiian Air Depot take charge of all operations necessary in salvaging comma dismantling comma crating comma and preparation for shipment of airplane belonging to Amelia Earhart is approved STOP Payment need not be made prior to shipment of plane.

MALIN CRAIG.

Copy for Chief of Staff  
C of AC

G4/29039-3

March 25, 1937.  
EJ



3/30-maw

HEADQUARTERS HAWAIIAN DEPARTMENT  
OFFICE OF THE DEPARTMENT COMMANDER  
FORT SHAFTER, T. H.

In reply refer to:

A. C. 373/5

April 12, 1937.

SUBJECT: Work performed on the Amelia Earhart Airplane.

TO: The Adjutant General, Washington, D. C.

1. There is inclosed herewith a letter from the Commanding Officer, Hawaiian Air Depot, together with three itemized statements covering the work performed and the materials used in overhauling, repairing and preparing for shipment the Amelia Earhart airplane recently wrecked at Luke Field.

2. Since it not known what method the War Department desires to use in charging the above labor and materials, it is requested that a decision be made and that the proper bill be submitted to Mr. G. P. Putnam, 2 West 45th Street, New York City for payment. The check should be made payable to the Commanding Officer, Hawaiian Air Depot.

4 Received A. G. O. APR 27 1937

1 incl:

Letter from H.A.D.  
4/5/37 with 6 incls.

H. A. DRUM,  
Major General,  
Commanding.

AG 580.81 (4-12-37) Misc.

1st Ind.

CCW:LVH

War Dept., AGO, April 27, 1937. - To the Chief of Air Corps.

For remark.

By order of the Secretary of War:

Adjutant General.

1 Incl. - n/c

AIR CORPS APR 29 1937



HAWAIIAN AIR DEPOT  
Luke Field, T. H.

In reply refer to:

April 5, 1937

TO: Mrs. Amelia Earhart Putnam,  
c/o Bowman, Deute, Cummings, Inc.,  
714 West 10th Street,  
Los Angeles, California.

=====

	<u>Man Hours</u>	<u>Total Cost</u>
Disassemble, inspect, service and reassemble propellers.	48 $\frac{1}{2}$	\$60.63
Service and prepare airplane for takeoff. Keep one complete crew on duty prepared to perform any work requested by Mrs. Putnam.	84 $\frac{1}{4}$	105.31
Remove wrecked airplane from flying field. Drain gasoline from all tanks and place airplane in storage.	177 $\frac{1}{4}$	221.56
Remove engines, prepare for storage and box for shipment. Dismantle airplane preparatory to shipment, treat all exposed surfaces with corrosion preventing compound, crate airplane fuselage and all parts for shipment.	769 $\frac{1}{4}$	961.56
Material furnished (see attached list)		168.73
Storage of Airplane for 8 days		24.00
TOTAL COST		<u>\$1,541.79</u>

1 attachment  
(list of material)

Incl. #6

HAWAIIAN AIR DEPOT  
Luke Field, T. H.

April 5, 1937.

In reply refer to:

TO: Mrs. Amelia Earhart Putnam,  
c/o Bowman, Deute, Cummings, Inc.,  
714 West 10th Street,  
Los Angeles, California.

	<u>Man Hours</u>	<u>Total Cost</u>
Disassemble, inspect, service and reassemble propellers.	48½	\$66.25
Service and prepare airplane for takeoff. Keep one complete crew on duty prepared to perform any work requested by Mrs. Putnam.	0½	123.33
Remove wrecked airplane from flying field. Drain gasoline from all tanks and place airplane in storage.	177½	\$27.10
Remove engines, prepare for storage and box for shipment. Dismantle airplane preparatory to shipment, treat all exposed surfaces with corrosion preventing compound, crate airplane fuselage and all parts for shipment.	769½	852.89
Material Furnished: (see attached list)		146.72
Storage of Airplane for 8 days.		24.00
		<u>\$1,140.29</u>

1 Attachment.  
(List of Materials)



MATERIAL USED BY HAWAIIAN AIR DEPOT IN MOVING,  
CRATING AND SHIPPING OF MRS. AMELIA EARHART PUTNAM'S AIRPLANE

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
150 ft.	Cable, extra flexible, preformed, 3/8" - 7 x 19, spec. 48-35	\$.12	\$18.00
25 lbs.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake	.23	5.75
15 lbs.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake	.23	3.45
90 bd. ft.	Lumber, softwood, 6 x 6 x 30	.023	2.07
40 ea.	Clamps, cable 3/8"	.08	3.20
8 sq. ft.	Steel sheet, mild carbon, 1/4 hard, WD1025-1875	.615	4.92
36 ea.	Plug, spark plug hole, 18 mm- 1.5 mm pitch, Part No. 35A1714	.02	.72
2 ft.	Steel tubing, seamless, chrome molyb., 2-1/4" O.D. x .125" wall, spec. 57-180-2C	.60	1.20
2 ft.	Steel tubing, ditto, 2-1/8" O.D. x .049" wall.	.46	.92
10 ft.	Steel tubing, ditto, 1-1/4" O.D. x .120" wall.	.577	5.77
5 ft.	Steel tubing, ditto, 1-3/8" O.D. x .058" wall.	.376	1.88
4 ft.	Steel tubing, ditto, 1-1/4" O.D. x .058" wall.	.358	1.43
3 ft.	Steel rod, mild carbon, cold rolled, WD1025, round, 1-1/8" dia., spec. 57-107-9	.157	.47
4 ft.	Steel rod, ditto, 1-1/4" dia.	.215	.86
6.5 ft.	Steel rod, ditto, 1/4" dia.	.088	.57
9 ft.	Steel rod, ditto, 5/16" dia.	.013	.11
65 ft.	Steel rod, ditto, 5/16" dia.	.013	.85
8 ft.	Steel rod, mild carbon, cold rolled, WD 1025, round, 3/8" dia., spec. 57-107-9	.013	.10
9 ft.	Steel bar, mild carbon, cold rolled, WD 1025, flat, 3/16" x 2" spec. 57-107-9	.077	.69
4 ft.	Steel bar, ditto, 3/16" x 1-1/2"	.033	.13
12 ft.	Steel bar, ditto, 3/8" x 6"	.07	.84
.8 ft.	Brass rod, hexagon, hard, 1-3/4" dia., spec. QQ-B-636	.777	.64
3-1/3 ft.	Steel tubing, seamless chrome molyb., 1/2" O.D. x .095" wall, spec. 57-180-2 (40").	.25	.83
3 ft.	Ditto - 3/4" O.D. x .120" wall.	.343	1.03
15 sq. ft.	Steel sheet, mild carbon, quarter hard, WD1025, .250" spec. 57-136-3	.54	8.10
10 sq. ft.	Steel tubing, seamless chrome molyb., 2" O.D. x .120 wall, spec. 57-180-2	.477	4.77
51 lbs.	Felt, soft packing, 1/2" thick, spec. 14-8	.12	6.12
22yds.	Duck, cotton, olive drab, 12 oz. 36" wide, spec. 6-46	.28	6.16
5 gal.	Compound, waterproofing fabric, spec. 3-138	.765	3.83
40 lb.	Petrolatum, amber	.132	5.28
80 bd. ft. (5 pos)	Lumber, softwood, Idaho white, northern white or sugar pine, kiln dry, #2 common, 4x8, 4" thick, 6" wide, 16 ft. long, spec. MM-L-751	.038	3.04
3 ea.	Shackle, cable, 6100#	.10	.30
150 ft.	Rope, manila, 3/8" dia. Spec. T-R 601	.008	1.20
140 yd.	Webbing, linen, 1-1/4" wide, .040 to .050 thick 600 T.S. Spec. 15-11A	.11	15.40

Material Used by Hawaiian Air Depot in Moving,  
Crating and Shipping of Mrs. Amelia Earhart  
Putnam's Airplane.

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL COST
8 ea.	Bolt, square head & nut 1/2-13 x 7 1/2"	\$ .03	\$ .24
8 ea.	Nut, plain, hex, steel, 1/2-13, Part No. 335-8	.007	.06
41 ea.	Screw, lag, gimlet point 1/4 x 3", Part No. 540-4-6	.011	.45
15 ea.	Screw, lag, gimlet point 5/16 x 4", Part No. 540-5-8	.012	.18
20 ea.	Screw, lag, gimlet point, 1/2 x 6 1/2", Part No. 540-8-13	.029	.58
36 ea.	Screw, lag, gimlet point, 1/2 x 7", Part No. 540-8-14	.03	1.08
15 ea.	Washer, plain 5/16 bolt, 21/64 ID x 1" OD	.001	.02
16 ea.	Washer, plain 7/16 bolt, 1/2" ID x 1 1/4" OD, Part No. 945-7	.002	.03
44 ea.	Washer, plain 1/2" bolt, 9/16" ID x 1-3/8" OD, Part No. 945-8	.002	.09
200 ea.	Washer, plain 3/4 bolt, 13/16" ID x 2" OD, Part No. 945-12	.002	.40
50 lbs.	Nail, common, bright, 8d., Spec. FF-N-101	.035	1.75
6 roll	Wadding, wood pulp, 20 ply, 0.4" thick, Spec. 12016	1.85	11.10
1 lb.	Steel wire, Galv., soft, .072 dia. Spec. 48-19	.17	.17
24 bd. ft.	Lumber, softwood, Idaho or Northern White Pine, kiln dry, #2 common, S4S, 1/2" thick, 12" wide, 10' to 20' long, Spec. MM-L-751 (3 pos)	.026	.62
64 bd. ft.	Ditto, 1" thick, 12" wide, 10' to 20' long, Spec. MM-L-751 (4 pcs).	.022	1.41
60 bd. ft.	Ditto, 1" thick, 8" wide, 10' to 20' long, Spec. MM-L-751 (5 pos)	.027	1.62
54 bd. ft.	Ditto, tongue & groove, center matched, 1" thick, 6" wide, 10' to 20' long, Spec. MM-L-751 (26 pos)	.022	1.19
64 bd. ft.	Ditto, 2" thick, 4" wide, 10' to 20' long, Spec. MM-L-751 (6 pcs)	.028	1.79
192 bd. ft.	Ditto, 2" thick, 12" wide, 10' to 20' long, Spec. MM-L-751 (8 pos)	.023	4.42
342 bd. ft.	Ditto, 4" thick, 4" wide, 10' to 20' long, Spec. MM-L-751 (16 pos)	.026	8.89
TOTAL COST - -			\$146.72



COST UNDER ARMY REGULATIONS 95-50

NND 740008

Material List of Hamilton Air Depot in Moving, Crating  
and Shipping Amelia Earhart's Airplane

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL COST
8 ea.	Bolt, square head and nut, 1/2-13 x 7-1/2"	\$ .03	\$ .24
8 ea.	Nut, plain, hex., steel, 1/2-13, part No. 335-8	.007	.06
41 ea.	Screw, lag, gimlet point, 1/4 x 3", part No. 540-4-6	.011	.45
15 ea.	Screw, lag, gimlet point, 5/16 x 4", part No. 540-5-8	.012	.18
20 ea.	Screw, lag, gimlet point, 1/2 x 6-1/2", part No. 540-8-13	.029	.58
36 ea.	Screw, lag, gimlet point, 1/2 x 7", part No. 540-8-14	.03	1.08
15 ea.	Washer, plain, 5/16 bolt, 21/64 ID x 1" OD	.001	.02
16 ea.	Washer, plain, 7/16 bolt, 1/2" ID x 1-1/4" OD, part No. 945-7	.002	.03
1/4 ea.	Washer, plain, 1/2" bolt, 9/16" ID x 1-3/8" OD, part No. 945-8	.002	.09
200 ea.	Washer, plain, 3/4 bolt, 13/16" ID x 2" OD, part No. 945-12	.002	.40
50 lb.	Nail, common, bright, 8d., spec. FF-M-101	.035	1.75
6 roll	Padding, wood pulp, 20 ply, 0.4" thick, spec. 12016	1.85	11.10
1 lb.	Steel wire, galv., soft, .072 dia., spec. 48-19	.17	.17
2 1/2 bd. ft.	Lumber, softwood, Idaho or northern white pine, kiln dry, #2 common, 8 1/2, 1 1/2" thick, 12" wide, 10' to 20' long, spec. MM-L-751 (3 pos.)	.026	.62
6 1/2 bd. ft.	Ditto, 1" thick, 12" wide, 10' to 20' long, spec. MM-L-751 (4 pos.)	.022	1.41
60 bd. ft.	Ditto, 1" thick, 8" wide, 10' to 20' long, spec. MM-L-751 (5 pos.)	.027	1.62
5 1/2 bd. ft.	Ditto, Tongue & Groove, center matched, 1" thick, 6" wide, 10' to 20' long, spec. MM-L-751 (26 pos.)	.022	1.19
6 1/2 bd. ft.	Ditto, 2" thick, 4" wide, 10' to 20' long, spec. MM-L-751 (6 pos.)	.028	1.79
192 bd. ft.	Ditto, 2" thick, 12" wide, 10' to 20' long, spec. MM-L-751 (8 pos.)	.023	4.42
3 1/2 bd. ft.	Ditto, 4" thick, 4" wide, 10' to 20' long, spec. MM-L-751 (16 pos.)	.026	8.89
	TOTAL - - -		3146.72
	15% Handling Charge - - - - -		22.01
	TOTAL COST - - -		\$168.73



AG 580.81 (4-12-37) (Misc.) C of Fin

May 13, 1937

EAc-159/ Putnam, Amelia Earhart

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

Dear Mr. Putnam:

In accordance with written authorization of Miss Amelia Earhart to the Commanding Officer, Hawaiian Air Depot, Luke Field, T.H., of March 20, 1937, copy enclosed, there is transmitted herewith bill in the amount of \$1,086.10 representing actual cost to the War Department of work performed and materials used in overhauling repairing and preparing for shipment airplane belonging to Miss Earhart, wrecked at Luke Field, H. T., on March 20, 1937.

It is requested that payment be made by check in the amount of \$1,086.10, drawn to the order of the Treasurer of the United States and forwarded to the Chief of Finance, U. S. Army, Washington, D. C.

Sincerely yours,

Harry H. Woodring

Secretary of War.

2 Incls.  
Bill in dup.  
By ltr. 3/20/37.

Copy for Chief of Finance re his 4th ind  
EAc-159 Putnam Amelia Earhart  
Chief of Air Corps re his 5th ind.  
452.1 May 10, 1937 (5-3)  
Commanding General, Hawaiian Dept re  
his let April 12, 1937 373/5

COPY FOR THE ADJUTANT GENERAL



*Off. Ch. Finance*

June 3, 1937.

FAc-159/

Putnam, Amelia Earhart

Reimbursement for Repair of Plane Belonging to  
Miss Amelia Earhart - \$1,086.10

The Adjutant General.

1. Reference is made to letter of the Secretary of War addressed to G. P. Putnam, 2 West 45th Street, New York City, dated May 13, 1937, copy herewith, requesting reimbursement in the amount of \$1,086.10, representing actual cost to the War Department of work performed and materials used in overhauling, repairing and preparing for shipment airplane belonging to Miss Earhart, wrecked at Luke Field, H. T., on March 20, 1937.

2. Inasmuch as the records of this office do not show the receipt of remittance, it is recommended that follow-up letter be addressed to Mr. Putnam.

For the Chief of Finance:

35 Received A. G. O. JUN 4 1937

✓  
1 Incl.  
Cy ltr. 5/13/37.

BENJ. L. JACOBSON,  
Lt. Colonel, Finance Department.  
Executive Officer.

*AD-1437*



## THE ADJUTANT GENERAL'S OFFICE

## RECORD OF COMMUNICATION RECEIVED

*From:* Geo. Palmer Putnam, 2 W. 45th St., N.Y. Cy. *Dated:* 6-4-37

*To:* Sec. of War *Rec'd A.G.O.* 6-7-37

*Subject:*

Hon. Harry H. Woodring  
War Department,  
Washington, D.C.

My Dear Mr. Woodring:

This is in tardy acknowledgement of your letter of May 13th, enclosing a bill in the amount of \$1086.10, representing cost to the War Dept., for work performed in connection with the accident that occurred to the plane of my wife, Amelia Earhart, at Luke Field on March 20th.

I apologize for the delay in caring for this matter. It was due to the fact that the letter forwarded from New York to California followed me to Florida and thence back to here. I am today sending a check, as requested, drawn to the order of the Treasury of the United States and forwarded to the Chief of Finance, U.S. Army, Washington, D.C.

Again, on behalf of Miss Earhart, may I thank you for your personal interest in this entire matter and for the very friendly and extraordinarily efficient cooperation of the Army throughout.

Sincerely yours,

AG 580.81 (6-4-37)(Misc.)

1st Ind. G. P. PUTNAM

CCD/JCF

War Dept., AGO, June 8, 1937. - To Chief of Finance.

(Syns.made)

E. R. Householder

*eb*

FILE JUN 8-1937

*eg*

Subject: Reimbursement for Repair of Plane Belonging to Miss  
Amelia Earhart - \$1,086.10.

AG 580.81 (6-3-37) Misc.

1st Ind.

FED:LVM

War Dept., AGO, June 9, 1937. - To the Chief of Finance.

Attention is invited to the letter from Mr. Putnam of  
June 4, 1937, (AG 580.81 (6-4-37)), which was sent to the Chief  
of Finance on June 8, 1937.

By order of the Secretary of War:

D. B. TOTT

Adjutant General.

1 Incl. n/c *eb*

*Filed*  
*6-7-37*  
*RWH*

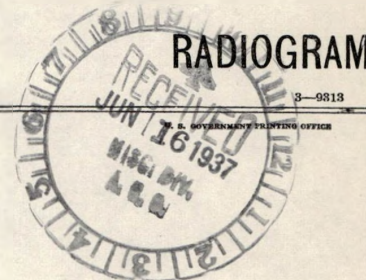
*EG*

*AG 580.81*  
*6-4-37*



# Signal Corps, United States Army

Received at War Department Message Center,  
Room 3441, Munitions Building,  
Washington, D. C.



20 WTJ WY 63 WD

FTSHAFTER TH 1216PM JUNE 15

THE ADJUTANT GENERAL

WASHN DC

MR R B BLACK FIELD REPRESENTATIVE DEPT OF INTERIOR HAS  
RECEIVED INSTRUCTIONS TO ASSIST IN FORTHCOMING FLIGHT OF MISS AMELIA  
EARHART STOP IN ACCORDANCE WITH HIS INSTRUCTIONS HE IS ARRANGING  
FOR NECESSARY DETAIL TO PROCEED TO HOWLAND ISLAND TO PREPARE LANDING-  
FIELD THEREAT STOP IN ACCORDANCE WITH PREVIOUS INSTRUCTIONS FROM  
WAR DEPT ON THIS SUBJECT I AM ASSISTING MR BLACK WHERE POSSIBLE  
IN THIS PROJECT

10 Received A. G. O. JUN 16 1937

DRUM

1005PM

9:20

24 580-81  
6-15-37



IMMEDIATE ACTION

WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE

IN REPLY  
REFER TO

WASHINGTON

AG 580.81 (6-15-37) (Misc.)

1st Ind.

FBD  
CCD-ahc

War Department, A. G. O., June 18, 1937 - To The Chief of the Air Corps.

**AIR CORPS JUN 21 1937**

2nd Ind.

(3-C)

373  
War Dept., Office, Chief of the Air Corps, Washington, D.C., June 21, 1937 -  
To The Adjutant General.

Noted.

For the Chief of the Air Corps:

4 Rec'd Back A. G. O. JUN 23 1937



*V. B. Dixon*  
V. B. Dixon,  
Lieut. Colonel, Air Corps.  
Executive.

NOTED - CHIEF OF STAFF  
NOTED - DEPUTY CHIEF OF STAFF

*File*  
*June 25/37*  
*W*

IMMEDIATE ACTION

3-8751



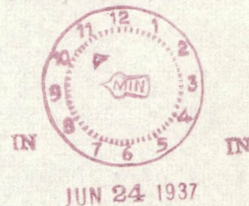
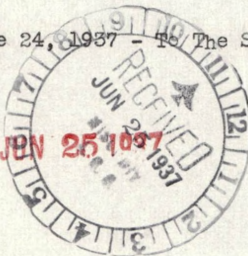
SUBJECT: Re assistance in forthcoming flight of Miss Amelia Earhart.

A.G. 580.81  
(6-15-37) Misc.

ERH  
CCD/IG

War Dept., AGO, June 24, 1937 - To The Secretary, General Staff.

11 Rec'd Back A. G. O. JUN 25 1937



In reply refer to:  
G-2/183-Z-292

WAR DEPARTMENT  
WAR DEPARTMENT GENERAL STAFF  
MILITARY INTELLIGENCE DIVISION, G-2  
WASHINGTON, D.C.

G-2  
ECE

July 13, 1937.

MEMORANDUM FOR THE ADJUTANT GENERAL:

Subject: Amateur message concerning Amelia Earhart.

*Letter*

The Secretary of War directs that the attached communication from Mr. C. L. Russell, 226 Grant Street, Dennison, Ohio, be replied to substantially as follows:

The War Department desires to acknowledge your letter of July 6, 1937, and express its appreciation of your interest and thoughtfulness in informing the Department of the message which you received.

*M*

Action by ltr to  
Mr. C. L. Russell  
Encl:  
7-15-37 Lr. fr. C. L. Russell to T.A.G.,  
dated 7/6/37.

*E. R. W. McCabe*  
E. R. W. McCABE,  
Colonel, General Staff,  
Assistant Chief of Staff, G-2.

Received A. G. O.

JUL 14 1937

lvh

*(H)*  
FILE JUL 16 1937



MILITARY INTELLIGENCE DIVISION  
(G-2)  
GENERAL STAFF

JUL 8 1937

FROM: : TC  
: The A. C. of S., G-2 :  
: Executive Officer, G-2 :  
: :  
: ADMINISTRATIVE BRANCH :  
: M/A and F/L Section :  
: Finance Section :  
: Chief Clerk :  
: Record Section :  
: :  
: INTELLIGENCE BRANCH :  
: :  
: PUBLIC RELATIONS BRANCH :  
: :  
: OPERATIONS BRANCH :  
: :  
: GEOGRAPHIC BRANCH :  
: :  
: SECRETARY, GENERAL STAFF :  
: EXECUTIVE OFFICER, G-1 :  
: EXECUTIVE OFFICER, G-3 :  
: EXECUTIVE OFFICER, G-4 :  
: EXECUTIVE OFFICER, WPD :  
: ADJUTANT GENERAL'S OFFICE :  
: :  
FOR: Necessary action :  
: Preparation of reply :  
: Recommendation or remark :  
: Previous correspondence :  
: Note and return :  
: Mail :  
: File :

*QW*

*file*  
*7/12/37*  
*CP*



226 Grant Street,  
Dennison, Ohio.  
July 6. 1937.

Adjutant General,  
U.S. Army,  
Washington, D.C.

Sirs:

I received message from some lone station  
at 3.31 A.M. (EST) saying that:

" This is WHAQQ or probable W8AQQ talking,  
"We are one hundred fifty miles southeast  
by fifty miles east of howald Isle.

Something about cold weather or they have a  
severe cold and all is well so far, we have  
sent out message from time to time but no  
response, look for red kite, food supply and water.

There would be a roar and then top of motors  
or something, similar to ocean sounds.

The static or other sounds that interfere  
with radio blotted out exact words, but it  
may be Earhart, sounds like a man and at times  
like a woman faint voice, and another voice at  
times talking if other person with them.

*Charles L. Russell*  
C.L. Russell.

PS:

I have a Sparton several years of age, and get  
stations of this nature at times early in morning  
from short wave but very faint, and from only a  
few minutes at times, sometimes do not know the ex  
act words, as well as telegraph sounds, some I  
can get at times, from telegraph tots and dashes.

13 Received A. G. O. JUL 7 1937

RECEIVED Executive Office G-2, W.D.C. JUL 8 1937

*File HAMM*  
*10 July 37*

*Revised from Reel. 3050mm 7/8/37*



THE SECRETARY OF WAR  
DIRECTS ANSWERS TO THIS  
RADIO AS FOLLOWS:

ADVISE WITHIN 12 HOURS  
IF ANSWER IS UNNECESSARY.

IF ANSWER IS NOT SENT  
WITHIN 7 DAYS REASON  
MUST BE STATED.

E. T. CONLEY  
Major General,  
The Adjutant General.

Copies furnished as noted:

Misc.Div.x

DECLASSIFIED  
E.O. 11652, Sec. 3(a) and 5(b) or (c)  
BY *NND 74008*  
DATE *3/1/77*

*Temporary  
copy bound  
07-6-37  
auto*

NOTED - CHIEF OF STAFF

*Deputy Cops*  
JUL 3 1937

16 Received A. G. O. JUL 5 1937

W.D., A.G.O. Form No. 05-2  
Dec. 1, 1936

RADIOGRAM

Received at the War Department

25-WTJ.

Code-Radio.

July 2, 1937.

9:15 P.M.

From Honolulu.

To The Adjutant General.

Honolulu Number 1473. July 2, 1937.

**CONFIDENTIAL**

Following report sent at 10:15 Howland time  
to local U. S. C. G. "Earhart contact zero 742 reported  
one half hour fuel and no land position doubtful.  
Contact zero 646 reported approximately 100 miles from  
Howland but no relative bearing. At zero 843 reported  
line of position 157 degrees - 337 degrees, but no  
reference point presume Howland. Estimated 1200  
maximum time in air and if no arrival at that time will  
begin search northwest quadrant Howland as most probable  
area. Sea smooth visibility 9 ceiling unlimited.  
Understand she will float limited time"

Am in contact with Naval District Commander  
and have tendered any assistance possible. Due to  
distance 1800 miles from Honolulu to Howland search  
in that vicinity is out range army aircraft but will  
be ready to render any assistance.

DRUM.

(Received in "Confidential" Code.)

**CONFIDENTIAL**



*Rabin for J.A. Shafter, Mr. D.*

2nd Ind.

(3-C)

War Dept., Office, Chief of the Air Corps, Washington, D.C., June 21, 1937 -  
To The Adjutant General.

Noted.

For the Chief of the Air Corps:

4 Rec'd Back A. G. O. JUN 23 1937

V. B. Dixon,  
Lieut. Colonel, Air Corps.  
Executive.

SUBJECT: Re assistance in forthcoming flight of Miss Amelia Earhart.

A.G. 580.81  
(6-15-37) Misc.

CCD/IG

War Dept., AGO, June 24, 1937 - To The Secretary, General Staff. *MM*

FILE JUN 24 1937

*6-28-37*



58081  
AG 095-24242, Amelia  
(7-6-37) (Misc.) B

ETC

July 15, 1937.

CCW/EJ

Mr. C. L. Russell,  
226 Grant Street,  
Dennison, Ohio.

Dear Sir:

The War Department desires to acknowledge your letter of July 6, 1937, and express its appreciation of your interest and thoughtfulness in informing the Department of the message which you received.

Very truly yours,

E. T. Conley

Major General,  
The Adjutant General.

H. R. Householder

EJ

G2/183-Z-292

July 13 1937

EJ

27



~~RESTRICTED~~

3d Ind.

(9)

370,22  
War Department, Office, Chief of the Air Corps, Washington, D.C.,  
September 9, 1937 - To The Adjutant General.

Contents noted. Recommendations contained in report are  
concurrent in.

16 Rec'd Back A. G. O. SEP 10 1937

1 incl. n/c

For the Chief of the Air Corps:

*V. B. Dixon*

V. B. Dixon,  
Lieut. Colonel, Air Corps.  
Executive.

~~RESTRICTED~~



~~RESTRICTED~~

DECLASSIFIED  
E.O. 11652, Sec. 3(E) and 5(D) or (H)  
NND 74008  
By CAZ NARS, Date 3/1/77

AG 370.22/2

1st Ind.

HEADQUARTERS HAWAIIAN DEPARTMENT, Fort Shafter, T. H. August 6, 1937.  
To The Adjutant General, Washington, D. C.

This is an excellent and comprehensive report and it is forwarded to the War Department as it contains much useful information.

For the Commanding General:

16 Received A. G. O AUG 16 1937

1 Incl.

(Chart of ITASCA search for  
Earhart Plane 6-18 July 1937).

AG 580.81 (7-27-37)(Misc.)

mh

War Department, AGO, August 19, 1937 - To the Secretary, General Staff.

FILE

AUG 19 1937

*mh*

~~RESTRICTED~~



WAR DEPARTMENT  
OFFICE OF THE CHIEF OF STAFF  
WASHINGTON, D. C.

*CofS*

*This report is interesting.  
The Adj Gen should show  
it to The Cf of Air Corps<sup>2nd</sup>  
later to the Bureau of  
Air Commerce.*

*RHE 8/20/37*

*[Signature]*

*Dept of Commerce  
for  
Air of A.C.*

**RESTRICTED**

WAR DEPARTMENT  
OFFICE OF THE CHIEF OF STAFF  
WASHINGTON, D. C.

*8/20/37*

*TAG*

*Pls see the attached  
ship which has been noted  
by the CofS which suggests  
spec. action re this  
report.*

*RHE*

*Rec Gp*

*Back*

16 Received **A. G. O. AUG 28 1937**

**RESTRICTED**

*(16) 089580.51 (1-27-37)*



~~RESTRICTED~~

9/8  
DECLASSIFIED  
E.O. 11652, Sec. 3(E) and 5(D) or (E)  
NND 74008  
By Car NARS, Date 3/1/27

AG 370.22/2

1st Ind.

HEADQUARTERS HAWAIIAN DEPARTMENT, Fort Shafter, T. H. August 6, 1937.  
To The Adjutant General, Washington, D. C.

This is an excellent and comprehensive report and it is forwarded to the War Department as it contains much useful information.

For the Commanding General:

**16 Received A. G. O. AUG 16 1937**

1 Incl.

(Chart of ITASCA search for Earhart Plane 6-18 July 1937).

*J. A. Perry*  
J. A. PERRY,  
COLONEL, A. G. D.,  
ADJUTANT GENERAL.



Subject: Expedition to the American Equatorial Island in connection with the Amelia Earhart flight.

AG 580.81 (7-27-37)\*  
(Misc.)F

2nd Ind.

mh

War Department, A.G.O., August 30, 1937 - To the Chief of the Air Corps.

For notation and return to this office.

By order of the Secretary of War:

*Lawson*  
Adjutant General.

1 Incl.,  
no change.

AIR CORPS AUG 31 1937

-11-

~~RESTRICTED~~

-11-



LUKE FIELD, T.H.  
July 27, 1937

DECLASSIFIED  
E.O. 11652, Sec. 3(E) and 5(D) or (E)  
NND 74008  
By CAW NARS, Date 3/1/27

~~RESTRICTED~~

Subject: Expedition to the American Equatorial Island in connection with the Amelia Earhart flight.

To: The Commanding General, Hawaiian Department, Fort Shafter, T. H.

The following is an account of a visit to the American Equatorial and Gilbert Islands and resulting search for the Amelia Earhart airplane.

Islands visited:

Howland	(United States)	Lat. 0 49'N; Long. 176 43'W.
Baker	( " " )	Lat. 0 13'N; Long. 176 33'W.
Arorai	( England )	Lat. 2 41'S; Long. 176 54'E.
Tanana	( " )	Lat. 2 30'S; Long. 175 58'E.
Tarawa	( " )	Lat. 1 20'N; Long. 173 03'E.

Other Islands in the Gilbert group where natives were questioned:

Kuria	(England)
Aranuka	( " )
Apamana	( " )

The purpose of the expedition was to replace food supplies and colonists on Howland, Baker and Jarvis Islands. In addition the U. S. Coast Guard Cutter ITASCA was to be the base ship for Amelia Earhart's flight to Howland Island. Specifically, the ITASCA was to act as radio station furnishing weather data, radio communications and radio beacon for the airplane to "home on". A smoke screen was to be laid as an additional aid in sighting the Island. At night searchlights were to replace the smoke screen. A direction finding loop as standard equipment on the ship could be used to obtain radio bearings on the airplane. The ONTARIO and SWAN were to act as plane guards midway between Lae and Honolulu respectively.

On June 15, 1937 I received orders from Headquarters, Hawaiian Department detailing myself and three enlisted men (Air Corps) to accompany the ITASCA. I was to act as Military Observer and in particular to take charge of handling the Amelia Earhart Airplane at Howland Island. This included servicing, mechanical repairs, technical details, organization of the land crash crew and supervision of the landing field in regard to marking unsafe areas and erection of wind socks.

Personnel was furnished by the Army, Navy and Coast Guard and consisted as follows:

Incl. 1

copy off 10/14/37

~~RESTRICTED~~



~~RESTRICTED~~

LUKE FIELD, T.H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

Mr. Richard B. Black, Department of Interior--Leader  
Capt. Alexander M Neilson, Army (Engineers)--Observer  
1st. Lieut. Daniel A. Cooper, Army (Air Corps)--Observer  
Air Corps representative  
Staff Sgt. Floyd W. Thacker, Army (Air Corps)--Airplane  
mechanic  
Staff Sgt. Anton Hanson, Army (Air Corps)--Photographer  
Sgt. James L. Story, Army (Air Corps)--Armanent  
1st. Sgt. Joseph J. Knopping, Army (Engineers)--Guest  
(AMM1c) C. G. Taylor, Navy--Airplane mechanic  
(AMM2c) K. A. Perry, Navy--Airplane mechanic (helper)  
First class R. D. Woodall, Navy--Photographer  
Hawaiian Colonist replacements  
Associated Press representative  
United Press representative  
U. S. Coast Guard crew of ITASCA

The proposed route was Howland, Baker, Jarvis and Fanning. Due to the failure of the Earhart flight and resulting search the route was Howland, Baker, Howland, Arorai, Tanana, Tarawa and other Islands of the Gilbert group, Howland Island and return to Honolulu.

The ITASCA sailed at 4:00 p.m. June 18, 1937 and after an uneventful trip we sighted Howland at 9:00 p.m., June 23. Howland is a kidney shaped barred desert island about twenty feet high, two miles long (N & S) and half mile wide (E & W). There is no anchorage or fresh water and the island is infested with numerous large birds, rats and hermit crabs. The birds number approximately 10,000 Frigates, 8,000 Booby and 14,000 Terns. The Frigates and Boobies are the size of large buzzards while the Terns are the size of young pigeons.

The following day supplies were landed while I inspected the airport, erected the wind socks and marked off the runways with red cloth. Numerous birds were forcibly removed from the runways so that an airplane could make a reasonably safe landing.

The next day we went to Baker Island, 30 miles Southeast of Howland and unloaded supplies. The bird, rat and crab situation here was quite similar to that at Howland. While Baker Island is better situated as to runway length,--one and a half miles in any direction--the island being almost solid coral would necessitate endless blasting and coupled with the lack of fresh water, no anchorage and difficulty in landing supplies through high surf, it should be discarded as an airport site unless a very large sum was available for construction purposes.

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LUKE FIELD, T.H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

The commercial value of Howland and Baker lies in the fact that these islands are the only United States possessions on a Honolulu--New Guinea--Australia landplane route.

In my opinion there is very little military value in Howland or Baker Islands except as an airport that could be used as a base for aerial operations against Mandated Islands to the West (1,000 miles or less).

Having completed our business on Baker we returned to Howland. The next six days were spent in repairing the worn-out tractor and laying a strip of crushed coral 50 feet wide and 200 feet long on the West end of the East-West runway. This end of the runway was of loose sand and in my opinion not safe for an airplane. This increased the usable length of this runway to 2250 feet. The usable length of the North-South runway was 4100 feet and the Northeast-Southwest runway 2600 feet. Labor was furnished by the Hawaiian boys and Army personnel.

During this period we had almost no news from Amelia Earhart in regard to her take off, except for a false start. She had been notified of runway conditions and that everything was in readiness at Howland. In the meantime, the crew of the ITASCA caught sharks and barracuda which are plentiful, this being a good fishing locality.

Late in the afternoon of July 1 we received word that Amelia Earhart had taken off at 10:00 a.m. Lae time, that day. The ONTARIO on station midway between Lae and Howland did not hear or contact her by radio and it wasn't until 0345 that the ITASCA heard her on 3105 K.C. I estimated her time of arrival at 0630 to 1000 with the best guess being 0730-0800. Accordingly all shore parties took station at dawn. Shore parties consisted of Mr. Black, Lt. Commander Baker of the ITASCA, Captain Neilson, myself, mechanics, photographers, newspaper men, land crash detail from the ITASCA armed with fire extinguishers etc. and a surf detail. Off shore the ITASCA furnished a smoke screen. When Amelia Earhart failed to arrive by 0900 all hands except a radio operator and several colonists returned to the ship and at 1000 started out in search to the North of the Island.

Study of the attached extract from the radio log and remarks in the summary indicated that the most probable area to search was to the North and accordingly we searched this area covering a strip about 14 miles wide as we went. Since Amelia Earhart at no time had given us her position and the Pacific Ocean being very large, the search was just about hopeless. A Navy flying boat from Pearl Harbor was turned back 500 miles short of Howland due to bad weather and a few days later the Navy took charge of the search. During this time we ran down various false radio clues given by amateur radio operators. While the COLORADO searched the Phoenix group we searched to the West of this group and later on while the LEXINGTON searched

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LUKE FIELD, T.H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

0753. ITASCA to Earhart on 7500 K.C. and 3105 K.C. "What is your position long count". Continuous transmission on 500 K. C. for "homing".
0758. Earhart. "We received your signals but are unable to get a minimum (on her direction finder presumably on 500 K.C.). "Please take a bearing on us and answer on 3105 with voice". (very loud and too fast for accurate reception S-5)
0805. ITASCA to Earhart. Your signals received o.k. It is impractical for us to take a bearing on 3105 K.C. on your voice. Please transmit on 500 K.C. and we will take a bearing. (The operator on Howland with emergency direction finder had heard all conversation on 3105 K.C. after 0600 but was unable to take any bearings due to the general difficulty and unreliability of bearings on this frequency and due to the fact that she was on the air seven or eight seconds only. In the meantime a continuous watch on the ship direction finder (500 K.C.) had been maintained but at no time was there any transmission on this frequency.
0807. ITASCA on 3105 K.C., 500 K.C., 7500 K.C. Go ahead on 3105 K.C. so that we may take a bearing on you. It is impossible to take a bearing on 3105 K.C. please acknowledge. No answer. (The operator on Howland had just notified the ITASCA that he was unable to get a bearing on 3105 K.C.)
0843. Earhart. "We are on the line 157-337 will repeat message we are on the line 157-337. (very loud and too rapid for accurate reception S-5)
0845. Earhart. We are running on line North and South. (Very loud S-5 and far too rapid for accurate reception. Earhart sounded as if she was very excited and did not talk distinctly).
0854. ITASCA. Your signals received. Go ahead with position on 3105 K.C. or 500 K.C. No answer.

No ther reception from Earhart on this frequency 3105 K.C. or 500 K.C. although a continuous watch was maintained for several weeks. Numerous false reports were received from amateurs radio operators. These were thoroughly investigated. Doubtful radio bearings on a carrier wave by P.A.A. at Honolulu and Wake and by the direction finder on Howland were received. The point of intersection was carefully searched by the COLORADO (near Carandolet Reef) without result. It will be noted it was later proven that the Earhart plane could not transmit while in the water.

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LUKE FIELD, T.H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

to the North and West of Howland we searched the Gilbert group. In the meantime the SWAN searched various areas. In every case all intercepted messages by radio amateurs proved false as did radio bearings on a carrier wave made by P.A.A. from Wake and Honolulu and at Howland Island.

Having exhausted all means and being out of fuel the search was abandoned on July 18, 1937, and after picking up the radio operator who was left on Howland we returned to Honolulu.

0345. ----"Will listen on hour and half hour on 3105"---(very faint S-1).
0400. ITASCA to Earhart. Transmitted weather data on 3105 K.C.
0430. ITASCA to Earhart. Transmitted weather data on 3105 K.C.
0453. ----"Partly cloudy"----(very faint S-1)
0500. ITASCA to Earhart. Transmitted weather data and asked position.
0530. ITASCA to Earhart. Transmitted weather data and asked position.
0600. ----"About 200 miles out"----(fair volume S-3)
0605. ITASCA to Earhart. Transmitted weather data.
0630. ITASCA to Earhart. Transmitted weather data and asked position.
0646. ----"About 100 miles out"----(good volume S-4)
0700. ITASCA to Earhart. Transmitted weather data and maintained schedule on 500 K.C. for "homing".
0715. ITASCA to Earhart. Cannot take bearing on 3105 please send on 500 K.C. or do you wish to take bearing on us. No answer. Having broadcast on 500 K.C. resumed.
0730. ITASCA to Earhart. Transmitted weather data and asked position. Having broadcast on 500 K.C. continued.
0741. Earhart. "We must be on you but cannot see you but gas is running low been unable to reach you by radio we are flying at 1,000 feet, (very loud S-5).
0750. Earhart. "We are circling but cannot hear you. Go ahead on 7500 with a long count either now or on the scheduled time or half hour". (very loud and spoken very rapidly S-5).

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By *NND 74008*  
NARS, Date *3/1/77*



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LUKE FIELD, T.H. Expedition to the American Equatorial Islands in  
Connection with the Amelia Earhart flight.

SUMMARY:

1. There was no relief pilot, radio operator or relief navigator carried in the airplane.
2. Personal contact between airplane crew was not possible.
3. Radio operation. (Miss Earhart was radio operator and pilot).
  - (a) Earhart was not fully experienced in use of radio when used over long distances and at no time did she request technical advice from the ITASCA on radio matters.
  - (b) Earhart used voice instead of key thus cutting down radio range approximately 1/3 the possible range considering the power of her set.
  - (c) Earhart apparently inexperienced in correct operation of direction finder reporting that she heard ITASCA but couldn't get a null. (In all probability the null was in a direction different from which she expected and she therefore discontinued it). She previously notified the ITASCA that her direction range was 200 K.C.-1500 K.C.
  - (d) Earhart asked the ITASCA to take a radio bearing on her on 3105 K.C. after being informed by radiogram prior to flight and also by radio during the flight that the ITASCA could not accomplish this due to lack of suitable calibrated equipment on that frequency but that the ITASCA could take bearings on 500 K.C. (ships D.F. equipment). Earhart had previously informed the ITASCA that she could transmit on 500 K.C. if necessary. It is true that an airplane direction finder capable of working 3105 K.C. had been borrowed from the Navy just prior to sailing. This was set up on Howland mainly as a standby in case the ship's direction finder on 500 K.C. should go out. However the direction finder on Howland had not been calibrated and as a result its readings could not be depended upon. A qualified radio operator controlled this direction finder throughout the entire flight but while he could hear her, he could not get any radio bearings on 3105 K.C. largely due to the fact that she only left her set on for brief periods of approximately 8 or 10 seconds. Ordinarily a set must be left on for several minutes while bearings are being taken. Radio bearings using frequencies above 1500 K. C.

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LUKE FIELD, T.H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

are in general unreliable especially in the early morning (night effect) and at any distance beyond the optical path of short wave. In this case when she was flying at 1000 feet--per her message over radio--the approximate optical range would be 40 miles or less.

(e) At no time did Amelia Earhart acknowledge any of our messages or requests for her position although we were heard all over the Pacific on 3105 K.C., 7500 K.C. and 500 K.C. Either she was unfamiliar with the radio equipment or her receiver was out.

(f) Her signal strength was as follows:

0345-----very faint-----S-1

0443-----faint-----S-2

0600-----fair-----S-3

0646-----good-----S-4

0741-----very loud-----S-5

0750-----very loud-----S-5

0758-----very loud-----S-5

0843-----very loud-----S-5

The radio operator reported that from 0741 on, her signal strength was at a maximum, and judging from her volume, she was practically over Howland. All this seems to indicate that she passed close to Howland, probably within 50 miles.

4. Gasoline supply was estimated to last 24 hours with a possibility of lasting 30 hours. Judging from her last message at 0843 that she ran out of gas shortly thereafter as there were no more messages, her gasoline supply lasted approximately 21 hours--taking into account 1000 take off at Lae and allowing 2 hours zone time difference between Lae and Howland. Judging that her estimated time of arrival at Howland to be 0735 and the end of her gas supply at 0900 gives a gasoline safety factor of only 1 hour 25 minutes or approximately 7%.

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LUKE FIELD, T.H. Expedition the American Equatorial Islands in connection with the Amelia Earhart flight.

Note that 20% gas reserve is usually required. Running her engines at a higher R.P.M. than is ordinary or poor mixture control would account for increased gasoline consumption.

5. Navigation:

- (a) The airplane was not sighted or heard by the ONTARIO on station midway between Lae and Howland.
- (b) No position reports were given at any time.
- (c) Weather and radio reports indicate possibility of high overcast making star sights impossible over major portion of the route.
- (d) The airplane was not heard passing over the Gilbert Islands. However, it was about 3 or 4 a.m. and very probably at 10,000 feet and thus could easily have passed over these islands without being heard.
- (e) The airplane was not heard on either Howland or Baker Island (30 miles SE of Howland).
- (f) No relief navigator was provided thus increasing the possibility of human error especially after 21 hours of continuous navigation.

6. Pilot:

There was no relief pilot thus increasing the possibility of pilot error (flying off course) and error in radio direction finding and radio operation, particularly after 21 hours continuous flying. It is true that the airplane was equipped with an automatic pilot but even then this instrument must be continually checked and reset at intervals not longer than 10 to 15 minutes.

7. Weather:

The weather forecast was based merely on opinion, since sufficient data was unavailable for an accurate prediction, and was made by a competent Navy Aerologist. Miss Earhart asked several times for a weather forecast along this route and the Aerologist at Pearl Harbor was unable to comply due to lack of sufficient data for an accurate prediction. Consequently he gave her a prediction which was based merely on his opinion of probable weather conditions in that area and could not be considered reliable.

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LUKE FIELD, T.H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

After a careful consideration of all facts at my disposal and making due allowances for the following:

1. Noonan's reputation as an Aerial Navigator. He instructed all Pan American Airline Navigators on the Trans Pacific run and navigated on all the P.A.A. pioneer trips in the Pacific.
2. The loudness of radio signals.
3. That the airplane was not sighted nor did it sight Baker Island (30 miles SE of Howland).
4. That a line of position (157-337) was given--presumably through or near Howland.
5. That weather conditions at Howland were:

Clear and unlimited.

Scattered clouds with occasional local light rain.

Visibility generally 25 miles or more.

Cloud conditions to the North and West of Howland would prevent seeing the island from a distance greater than 10 miles unless under the clouds or very high above them.

Cloud conditions to the East and South would permit seeing Howland 20 or more miles at almost any altitude.

The sun bore East making Howland or the smoke screen very difficult to see from the West.

6. That the pilot most probably flew from the left hand seat and thus would have a poor field of view to the right. That the navigator had limited vision due to a wing under him.
7. That the last radio message stated "we are running on line North and South" presumably North and South generally on the line of position 337-157

it is my opinion that the Earhart plane missed Howland Island within 50 and probably 30 miles to the North and that the airplane went down most probably within 180 miles of Howland to the Northwest and that wreckage or boat if still floating will

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LUKE FIELD, T. H. Expedition to the American Equatorial Islands in connection with the Amelia Earhart flight.

drift to the Gilbert Islands, due to wind and current, arriving in that locality around August.

RECOMMENDATIONS:

1. That no more flights of this nature be permitted.
2. That only flights backed by U.S. Army, Navy or Airlines similar to Pan American Airlines with competent personnel and adequate equipment be made to Howland Island.
3. That Howland Island be completed as a permanent airport or abandoned. The four Hawaiian residents have neither the equipment, engineering ability, nor the time necessary for the proper completion or maintenance of this project.

*Daniel A. Cooper*  
DANIEL A. COOPER,

1st. Lieutenant, Air Corps

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By CAK NARS, Date 2/1/77

ACW

AG 580.81 (7-27-37)  
(Misc.)

September 13, 1937.

The Honorable

The Secretary of Commerce.

Dear Mr. Secretary:

There is inclosed, for the information of the Bureau of Air Commerce, letter from Headquarters, Luke Field, T.H., to the Commanding General, Hawaiian Department, dated July 27, 1937, subject: "Expedition to the American Equatorial Island in connection with the Amelia Earhart flight".

It is requested that when these papers have served their purpose they be returned to the War Department.

Sincerely yours,

HARRY H. WOODRING,  
Secretary of War.

1 Incl.  
AG 580.81 (7-27-37),  
with 3 inds. & 1 Incl.

Copy for Sizer  
left will be made  
over

FILE SEP 14 1937  
ACW

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THE ASSISTANT SECRETARY OF COMMERCE  
WASHINGTON

*Earhart Amelia*  
*#6.*

October 11, 1937.

The Honorable,  
The Secretary of War,  
Washington, D. C.

My dear Mr. Secretary:

Thank you for your note of September thirteenth with the enclosed report dated July 27, 1937, furnished by Headquarters, Luke Field, T.H., on the subject "Expedition to the American Equatorial Island in connection with the Amelia Earhart flight."

This has been perused by me and also by Bureau of Air Commerce officials with great interest and is returned herewith as requested. Your courtesy in making the information available to the Department of Commerce is much appreciated.

ADMINISTRATIVE ASSISTANT

OCT 12 1937

WAR DEPT.

Cordially yours,

*J. M. Johnson*  
J. M. Johnson,  
Assistant Secretary of Commerce.

12 Received A. G. O. OCT 13 1937  
*1 Incl*

*REC-10-11-37*  
*604580.81*  
*aw*  
OCT 13 1937



HAWAIIAN AIR DEPOT  
LUKE FIELD, T. H.

In reply refer to:

April 5, 1937

TO: Mrs. Amelia Earhart Putnam,  
c/o Bowman, Deute, Cummings, Inc.,  
714 West 10th Street,  
Los Angeles, California.

=====

	<u>Man Hours</u>	<u>Total Cost</u>
Disassemble, inspect, service and reassemble propellers.	148½	\$60.63
Service and prepare airplane for takeoff. Keep one complete crew on duty prepared to perform any work requested by Mrs. Putnam.	84½	105.31
Remove wrecked airplane from flying field. Drain gasoline from all tanks and place airplane in storage.	177½	221.56
Remove engines, prepare for storage and box for shipment. Dismantle airplane preparatory to shipment, treat all exposed surfaces with corrosion preventing compound, crate airplane fuselage and all parts for shipment.	769½	961.56
Material furnished (see attached list)		168.73
Storage of Airplane for 8 days		24.00
TOTAL COST		\$1,511.79

1 attachment  
(list of material)



MATERIAL USED BY HAWAIIAN AIR DEPOT  
IN MOVING, GRATING AND SHIPPING AMELIA KARRHART PUTNAM'S AIRPLANE

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
150 ft.	Cable, extra flexible, preformed, 3/8" - 7 x 19, spec. 48-35	\$ .12	\$ 18.00
25 lb.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake	.23	5.75
15 lb.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake	.23	3.45
90 bd. ft.	Lumber, soft wood, 6 x 6 x 30	.023	2.07
40 ea.	Clamp, cable, 3/8"	.08	3.20
8 sq. ft.	Steel Sheet, mild carbon, 1/4" hard, WD1025-1875	.615	4.92
36 ea.	Plug, spark plug hole, 18 MM - 1.5 MM pitch, part No. 35A1714	.02	..72
2 ft.	Steel Tubing, seamless, chrome molyb., 2-1/4" O.D. x .125" wall, spec. 57-180-20	.60	1.20
2 ft.	Steel Tubing, ditto, 2-1/8" O.D. x .049" wall	.46	.92
10 ft.	Steel Tubing, ditto, 1-1/4" O.D. x .120" wall	.577	5.77
5 ft.	Steel Tubing, ditto, 1-3/8" O.D. x .058" wall	.376	1.88
4 ft.	Steel Tubing, ditto, 1-1/4" O.D. x .058" wall	.358	1.43
3 ft.	Steel Rod, mild carbon, cold rolled, WD1025, round, 1-1/8" dia., spec. 57-107-9	.157	.47
4 ft.	Steel Rod, ditto, 1-1/4" dia.	.215	.86
6.5 ft.	Steel Rod, ditto, 1/4" dia.	.088	.57
9 ft.	Steel Rod, ditto, 5/16" dia.	.013	.11
65 ft.	Steel Rod, ditto, 5/16" dia.	.013	.85
8 ft.	Steel Rod, mild carbon, cold rolled, WD1025, round, 3/8" dia., spec. 57-107-9	.013	.10
9 ft.	Steel Bar, mild carbon, cold rolled, WD1025, flat, 3/16" x 2", spec. 57-107-9	.077	.69
4 ft.	Steel Bar, ditto, 3/16" x 1-1/2"	.033	.13
12 ft.	Steel Bar, ditto, 3/8" x 6"	.07	.84
.8 ft.	Brass Rod, hexagon, hard, 1-3/4" dia., spec. Q4-B-636	.777	.64
3-1/3 ft.	Steel Tubing, seamless chrome molyb., 1/2" O.D. x .095" wall, spec. 57-180-2 (40")	.25	.83
3 ft.	Steel Tubing, ditto, 3/4" O.D. x .120" wall	.343	1.03
15 sq. ft.	Steel Sheet, mild carbon, quarter hard, WD1025, .250", spec. 57-136-3	.54	8.10
10 sq. ft.	Steel Tubing, seamless chrome molyb., 2" O.D. x .120 wall, spec. 57-180-2	.477	4.77
51 lb.	Felt, soft packing, 1/2" thick, spec. 14-8	.12	6.12
22 yd.	Duck, cotton, olive drab, 12 oz., 36" wide, spec. 6-46	.28	6.16
5 gal.	Compound, waterproofing fabric, spec. 3-138	.765	3.83
40 lb.	Petrolatum, amber	.132	5.28
80 bd. ft. (5 pos.)	Lumber, softwood, Idaho white, northern white or sugar pine, kiln dry, #2 common, 8x8, 4" thick, 6" wide, 16 ft. long, spec. M4-L-751	.038	3.04
3 ea.	Shackle, cable, 6100 lb.	.10	.30
150 ft.	Rope, manila, 3/8" dia., spec. T-B-601	.008	1.20
140 yd.	Webbing, linen, 1-1/4" wide, .040 to .050 thick, 600 T.S., spec. 15-11A	.11	15.40



MATERIAL USED BY HAWAIIAN AIR DEPOT IN MOVING,  
CRATING, AND SHIPPING OF MRS. AMELIA EARHART PUTNAM'S AIRPLANE

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
150 ft.	Cable, extra flexible, preformed, 3/8" -7x19 spec. 48-35	\$ .12	\$ 18.00
25 lbs.	Beeswax, yellow, U.S.P., spec. 4-11, 1-lb cake	.23	5.75
15 lbs.	Beeswax, yellow, U.S.P., spec. 4-11, 1-lb. cake	.23	3.45
90 bd. ft.	Lumber, soft wood, 6x 6 x 30	.023	2.07
40 ea.	Clamps, cable 3/8"	.08	3.20
8 sq. ft.	Steel sheet, mild carbon, 1/4 hard, WD 1025-1875	.615	4.92
36 ea.	Plug, spark plug hole, 18 mm-1.5mm pitch, Part no. 35-1714	.02	.72
2 ft.	Steel tubing, seamless, chrome molyb., 2-1/4" O.D. x .125" wall, spec. 57-180-2C	.60	1.20
2 ft.	Steel tubing, ditto, 2-1/8" O.D. x .049" wall	.46	.92
10 ft.	Steel tubing, ditto, 1-1/4" O.D. x .120" wall	.577	5.77
5 ft.	Steel tubing, ditto, 1-3/8" O.D. x .058" wall	.376	1.88
4 ft.	Steel tubing, ditto, 1-1/4" O.D. x .058" wall	.358	1.43
3 ft.	Steel rod, mild carbon, cold rolled, WD 1025, round, 1-1/8" dia., spec. 57-107-9	.157	.47
4 ft.	Steel rod, ditto, 1-1/4" dia.	.215	.86
6.5 ft.	Steel rod, ditto, 1/4" dia.	.088	.57
9 ft.	Steel rod, ditto, 5/16" dia.	.013	.11
65 ft. Steel	rod, ditto, 5/16" dia.	.013	.85
8 ft.	Steel rod, mild carbon, cold rolled, WD 1025, round 3/8" dia., spec. 57-107-9	.013	.10
9 ft.	Steel bar, mild carbon, cold rolled, WD 1025, flat 3/16" x 2" spec. 57-107-9	.077	.69
4 ft.	Steel bar, ditto, 3/16" x 1-1/2"	.033	.13
12 ft.	Steel bar, ditto, 3/8" x 6"	.07	.84
.8 ft.	Brass rod, hexagon, hard, 1-3/4" dia., spec. QQ-B-636	.777	.64
3-1/3 ft.	Steel tubing, seamless chrome molyb., 1/2" O.D. x .095" wall, spec. 57-180-2 (40")	.25	.83
3 ft.	Ditto -3/4" O.D. x .120" wall	.343	1.03
15 sq. ft.	Steel Sheet, mild carbon, quarter hard, WD 1025, .250" spec. 57-136-3	.54	8.10
10 sq. ft.	Steel tubing, seamless chrome molyb., 2" O.D. x .120 wall spec. 57-180-2	.477	4.77
51 lbs.	Felt, soft packing, 1/2" thick, spec. 14-8	.12	6.12
22 yds.	Duck, cotton, olive drab, 12 oz. 36" wide, spec. 6-46	.28	6.16
5 gal.	Compound, waterproofing fabric, spec. 3-138	.765	3.83
40 lb.	Petrolatum, amber	.132	5.28
80 bd. ft. (5 pcs)	Lumber, softwood, Idaho white, northern white or sugar pine, Kiln dry, #2 common, S4S, 4" thick, 6" wide, 16 ft. long, spec. MM L 751	.038	3.04
3 ea.	Shackle, cable, 6100#	.10	.30
150 ft.	Rope, manila, 3/8" dia., Spec. T-R 601	.008	1.20
140 yd.	Webbing, linen, 1-1/4" wide, .040 to .050 thick 600 T.S., Spec. 15-11A	.11	15.40



Material used by Hawaiian Air Depot in  
moving, crating, and shipping of Mrs.  
Amelia Earhart Putnam's Airplane

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL COST
8 ea.	Bolt, square head & nut 1/2-13 x 7 1/2"	\$ .03	\$ .24
8 ea.	Nut, plain, hex, steel, 1/2-13, Part No. 335-8	.007	.06
41 ea.	Screw, lag, gimlet point 1/4 x 3", Part No. 540-4-6	.011	.45
15 ea.	Screw, lag, gimlet point 5/16 x 4", Part No. 540-5-8	.012	.18
20 ea.	Screw, lag, gimlet point 1/2 x 6 1/2", Part No. 540-8-13	.029	.58
36 ea.	Screw, lag, gimlet point 1/2 x 7", Part No. 540-8-14	.03	1.08
15 ea.	Washer, plain 5/16 bolt, 21/64 ID x 1" OD	.001	.02
16 ea.	Washer, plain 7/16 bolt, 1/2" ID x 1 1/2" OD, Part No. 945-7	.002	.03
44 ea.	Washer, plain 1/2 " bolt, 9/16" ID x 1-3/8" OD Part No. 945-8	.002	.09
200 ea.	Washer, plain 3/4 bolt, 13/16" ID x 2 " OD Part No. 945-12	.002	.40
50 lb.	Nail, common, bright, 8d., Spec. FF-N-101	.035	1.75
6 roll	Wadding, wood pulp, 20 ply, 0.4" thick, Spec. 12016	1.85	11.10
1 lb.	Steel wire, galv. soft, .072 dia., Spec. 48-19	.17	.17
24 bd. ft.	Lumber, softwood, Idaho or Northern White Pine, Kiln Dry, #2 common S4S, 1/2 thick, 12" wide, 10' to 20' long, Spec. MM-L-751 (3 pcs)	.026	.62
64 bd. ft.	Ditto, 1" thick, 12 " wide, 10' to 20' long, Spec. MM L 751 (4 pcs)	.022	1.41
60 bd. ft.	Ditto, 1 " thick, 8" wide, 10' to 20' long, Spec. MM L-751 (5 pcs)	.027	1.62
54 bd. ft.	Ditto, Tongue, & Groove, Center matched, 1" thick, 6" wide, 10' to 20' long, Spec. MM L 751 (26 pcs)	.022	1.19
64 bd. ft.	Ditto, 2 " thick, 4" wide, 10' to 20' Long Spec. MM L 751 (6 pcs)	.028	1.79
192 bd. ft.	Ditto, 2" thick, 12" wide, 10' to 20' long, Spec. MM L 751 (8 pcs)	.023	4.42
342 bd. ft.	Ditto, 4" thick, 4" wide, 10' to 20' long, Spec. MM 1-751 (16 pcs)	.026	8.89
TOTAL COST		-	<u>\$146.72</u>



MATERIAL USED BY HAWAIIAN AIR DEPOT IN MOVING,  
CRATING AND SHIPPING OF MRS. AMELIA EARHART PUTNAM'S AIRPLANE

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL COST
150 ft.	Cable, extra flexible, preformed, 3/8" - 7 x 19, spec. 4B-35	\$ .12	\$ 18.00
25 lbs.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake	.23	5.75
15 lbs.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake	.23	3.45
90 bd. ft.	Lumber, softwood, 6 x 6 x 30	.023	2.07
40 ea.	Clamps, cable 3/8"	.08	3.20
8 sq. ft.	Steel sheet, mild carbon, 1/4 hard, WD1025-1875	.615	4.92
36 ea.	Plug, spark plug hole, 18 mm- 1.5 mm pitch, Part No. 35A1714	.02	.72
2 ft.	Steel tubing, seamless, chrome molyb., 2-1/4" O.D. x .125" wall, spec. 57-180-2C	.60	1.20
2 ft.	Steel tubing, ditto, 2-1/8" O.D. x .049" wall.	.46	.92
10 ft.	Steel tubing, ditto, 1-1/4" O.D. x .120" wall.	.577	5.77
5 ft.	Steel tubing, ditto, 1-3/8" O.D. x .058" wall.	.376	1.88
4 ft.	Steel tubing, ditto, 1-1/4" O.D. x .058" wall.	.358	1.43
3 ft.	Steel rod, mild carbon, cold rolled, WD1025, round, 1-1/8" dia., spec. 57-107-9	.157	.47
4 ft.	Steel rod, ditto, 1-1/4" dia.	.215	.86
6.5 ft.	Steel rod, ditto, 1/4" dia.	.088	.57
9 ft.	Steel rod, ditto, 5/16" dia.	.013	.11
65 ft.	Steel rod, ditto, 5/16" dia.	.013	.85
8 ft.	Steel rod, mild carbon, cold rolled, WD 1025, round, 3/8" dia., spec. 57-107-9	.013	.10
9 ft.	Steel bar, mild carbon, cold rolled, WD 1025, flat, 3/16" x 2" spec. 57-107-9	.077	.69
4 ft.	Steel bar, ditto, 3/16" x 1-1/2"	.033	.13
12 ft.	Steel bar, ditto, 3/8" x 6"	.07	.84
.8 ft.	Brass rod, hexagon, hard, 1-3/4" dia., spec. QQ-B-636	.777	.64
3-1/3 ft.	Steel tubing, seamless chrome molyb., 1/2" O.D. x .095" wall, spec. 57-180-2 (40").	.25	.83
3 ft.	Ditto - 3/4" O.D. x .120" wall.	.343	1.03
15 sq. ft.	Steel sheet, mild carbon, quarter hard, WD1025, .250" spec. 57-136-3	.54	8.10
10 sq. ft.	Steel tubing, seamless chrome molyb., 2" O.D. x .120 wall, spec. 57-180-2	.477	4.77
51 lbs.	Felt, soft packing, 1/2" thick, spec. 14-8	.12	6.12
22yds.	Duck, cotton, olive drab, 12 oz. 36" wide, spec. 6-46	.28	6.16
5 gal.	Compound, waterproofing fabric, spec. 3-138	.765	3.83
40 lb.	Petrolatum, amber	.132	5.28
80 bd. ft. (5 pos.)	Lumber, softwood, Idaho white, northern white or sugar pine, kiln dry, #2 common, 4x8, 4" thick, 6" wide, 16 ft. long, spec. 121-L-751	.038	3.04
3 ea.	Shackle, cable, 6100#	.10	.30
150 ft.	Rope, manila, 3/8" dia. Spec. T-R 601	.008	1.20
140 yd.	Webbing, linen, 1-1/4" wide, .040 to .050 thick 600 T.S. Spec. 15-11A	.11	15.40



Material Used by Hawaiian Air Depot in Moving,  
Crating and Shipping of Mrs. Amelia Earhart  
Putnam's Airplane.

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
8 ea.	Bolt, square head & nut 1/2-13 x 7 1/2"	.03	.24
8 ea.	Nut, plain, hex, steel, 1/2-13, Part No. 535-8	.007	.06
41 ea.	Screw, lag, gimlet point 1/4 x 3", Part No. 540-4-6	.011	.45
15 ea.	Screw, lag, gimlet point 5/16 x 4", Part No. 540-5-8	.012	.18
20 ea.	Screw, lag, gimlet point, 1/2 x 6 1/2", Part No. 540-8-13	.029	.58
36 ea.	Screw, lag, gimlet point, 1/2 x 7", Part No. 540-8-14	.03	1.08
15 ea.	Washer, plain 5/16 bolt, 21/64 ID x 1" OD	.001	.02
16 ea.	Washer, plain 7/16 bolt, 1/2" ID x 1 1/4" OD, Part No. 945-7	.002	.03
44 ea.	Washer, plain 1/2" bolt, 9/16" ID x 1-3/8" OD, Part No. 945-8	.002	.09
200 ea.	Washer, plain 3/4 bolt, 13/16" ID x 2" OD, Part No. 945-12	.002	.40
50 lbs.	Nail, common, bright, 8d., Spec. PP-M-101	.035	1.75
6 roll	Wadding, wood pulp, 20 ply, 0.4" thick, Spec. 12016	1.85	11.10
1 lb.	Steel wire, Galv., soft, .072 dia, Spec. 48-19	.17	.17
24 bd. ft.	Lumber, softwood, Idaho or Northern White Pine, kiln dry, #2 common, 3 1/2, 1 1/2" thick, 12" wide, 10' to 20' long, Spec. M-L-751 (3 pos)	.026	.62
64 bd. ft.	Ditto, 1" thick, 12" wide, 10' to 20' long, Spec. M-L-751 (4 pos).	.022	1.41
60 bd. ft.	Ditto, 1" thick, 8" wide, 10' to 20' long, Spec. M-L-751 (5 pos)	.027	1.62
54 bd. ft.	Ditto, tongue & groove, center matched, 1" thick, 6" wide, 10' to 20' long, Spec. M-L-751 (26 pos)	.022	1.19
64 bd. ft.	Ditto, 2" thick, 4" wide, 10' to 20' long, Spec. M-L-751 (6 pos)	.020	1.79
192 bd. ft.	Ditto, 2" thick, 12" wide, 10' to 20' long, Spec. M-L-751 (8 pos)	.023	4.42
342 bd. ft.	Ditto, 4" thick, 4" wide, 10' to 20' long, Spec. M-L-751 (16 pos)	.026	8.89
TOTAL COST --			\$146.72



HAWAIIAN AIR DEPOT  
Luke Field, T. H.

In reply refer to:

April 5, 1937.

TO: Mrs. Amelia Earhart Putnam,  
c/o Bowman, Deute, Cummings, Inc.,  
714 West 10th Street,  
Los Angeles, California.

=====

	<u>Man Hours</u>	<u>Total Cost</u>
Disassemble, inspect, service and reassemble propellers.	48½	\$66.25
Service and prepare airplane for takeoff. Keep one complete crew on duty prepared to perform any work requested by Mrs. Putnam.	84½	123.33
Remove wrecked airplane from flying field. Drain gasoline from all tanks and place airplane in storage.	177¼	227.10
Remove engines, prepare for storage and box for shipment. Dismantle airplane prep- aratory to shipment, treat all exposed surfaces with corrosion preventing com- pound, crate airplane fuselage and all parts for shipment.	769¼	852.89
Material Furnished: (see attached list)		146.72
Storage of Airplane for 8 days.		24.00
		<u>\$1,440.29</u>

1 Attachment.  
(List of Materials)

Incl. #5



MATERIAL USED BY HAWAIIAN AIR DEPOT  
IN MOVING, CRATING AND SHIPPING AMELIA EARHART PUTNAM'S AIRPLANE

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT</u>	<u>PRICE</u>	<u>TOTAL COST</u>
150 ft.	Cable, extra flexible, preformed, 3/8" - 7 x 19, spec. 48-35	\$	.12	\$ 18.00
25 lb.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake		.23	5.75
15 lb.	Beeswax, yellow, U.S.P., spec. 4-11, 1 lb. cake		.23	3.45
90 bd. ft.	Lumber, soft wood, 6 x 6 x 30		.023	2.07
40 ea.	Clamp, cable, 3/8"		.08	3.20
8 sq. ft.	Steel Sheet, mild carbon, 1/4 hard, WD1025-1875		.615	4.92
36 ea.	Plug, spark plug hole, 18 MM - 1.5 MM pitch, part No. 35A1714		.02	..72
2 ft.	Steel Tubing, seamless, chrome molyb., 2-1/4" O.D. x .125" wall, spec. 57-180-2C		.60	1.20
2 ft.	Steel Tubing, ditto, 2-1/8" O.D. x .049" wall		.46	.92
10 ft.	Steel Tubing, ditto, 1-1/4" O.D. x .120" wall		.577	5.77
5 ft.	Steel Tubing, ditto, 1-3/8" O.D. x .058" wall		.376	1.88
4 ft.	Steel Tubing, ditto, 1-1/4" O.D. x .058" wall		.358	1.43
3 ft.	Steel Rod, mild carbon, cold rolled, WD1025, round, 1-1/8" dia., spec. 57-107-9		.157	.47
4 ft.	Steel Rod, ditto, 1-1/4" dia.		.215	.86
6.5 ft.	Steel Rod, ditto, 1/4" dia.		.088	.57
9 ft.	Steel Rod, ditto, 5/16" dia.		.013	.11
65 ft.	Steel Rod, ditto, 5/16" dia.		.013	.85
8 ft.	Steel Rod, mild carbon, cold rolled, WD1025, round, 3/8" dia., spec. 57-107-9		.013	.10
9 ft.	Steel Bar, mild carbon, cold rolled, WD1025, flat, 3/16" x 2", spec. 57-107-9		.077	.69
4 ft.	Steel Bar, ditto, 3/16" x 1-1/2"		.033	.13
12 ft.	Steel Bar, ditto, 3/8" x 6"		.07	.84
.8 ft.	Brass Rod, hexagon, hard, 1-3/4" dia., spec. QQ-B-636		.777	.64
3-1/3 ft.	Steel Tubing, seamless chrome molyb., 1/2" O.D. x .095" wall, spec. 57-180-2 (40")		.25	.83
3 ft.	Steel Tubing, ditto, 3/4" O.D. x .120" wall		.343	1.03
15 sq. ft.	Steel Sheet, mild carbon, quarter hard, WD1025, .250", spec. 57-136-3		.54	8.10
10 sq. ft.	Steel Tubing, seamless chrome molyb., 2" O.D. x .120 wall, spec. 57-180-2		.477	4.77
51 lb.	Felt, soft packing, 1/2" thick, spec. 14-8		.12	6.12
22 yd.	Duck, cotton, olive drab, 12 oz., 36" wide, spec. 6-46		.28	6.16
5 gal.	Compound, waterproofing fabric, spec. 3-138		.765	3.83
40 lb.	Petrolatum, amber		.132	5.28
80 bd. ft. (5 pos.)	Lumber, softwood, Idaho white, northern white or sugar pine, kiln dry, #2 common, 4x8, 4" thick, 6" wide, 16 ft. long, spec. MM-L-751		.038	3.04
3 ea.	Shackle, cable, 6100 lb.		.10	.30
150 ft.	Rope, manila, 3/8" dia., spec. T-R-601		.008	1.20
140 yd.	Webbing, linen, 1-1/4" wide, .040 to .050 thick, 600 T.S., spec. 15-11A		.11	15.40



Material Used by Hawaiian Air Depot in Moving, Crating  
and Shipping Amelia Earhart Putnam's Airplane

<u>QUANTITY</u>	<u>DESCRIPTION</u>	<u>UNIT PRICE</u>	<u>TOTAL COST</u>
8 ea.	Bolt, square head and nut, 1/2-13 x 7-1/2"	\$.03	\$.24
8 ea.	Nut, plain, hex., steel, 1/2-13, part No. 335-8	.007	.06
41 ea.	Screw, lag, gimlet point, 1/4 x 3", part No. 540-4-6	.011	.45
15 ea.	Screw, lag, gimlet point, 5/16 x 4", part No. 540-5-8	.012	.18
20 ea.	Screw, lag, gimlet point, 1/2 x 6-1/2", part No. 540-8-13	.029	.58
36 ea.	Screw, lag, gimlet point, 1/2 x 7", part No. 540-8-14	.03	1.08
15 ea.	Washer, plain, 5/16 bolt, 21/64 ID x 1" OD	.001	.02
16 ea.	Washer, plain, 7/16 bolt, 1/2" ID x 1-1/4" OD, part No. 945-7	.002	.03
44 ea.	Washer, plain, 1/2" bolt, 9/16" ID x 1-3/8" OD, part No. 945-8	.002	.09
200 ea.	Washer, plain, 3/4 bolt, 13/16" ID x 2" OD, part No. 945-12	.002	.40
50 lb.	Nail, common, bright, 8d., spec. FF-N-101	.035	1.75
6 roll	Wadding, wood pulp, 20 ply, 0.4" thick, spec. 12016	1.85	11.10
1 lb.	Steel Wire, galv., soft, .072 dia., spec. 48-19	.17	.17
24 bd. ft.	Lumber, softwood, Idaho or northern white pine, kiln dry, #2 common, S4S, 1/2" thick, 12" wide, 10' to 20' long, spec. MM-L-751 (3 pcs.)	.026	.62
64 bd. ft.	Ditto, 1" thick, 12" wide, 10' to 20' long, spec. MM-L-751 (4 pcs.)	.022	1.41
60 bd. ft.	Ditto, 1" thick, 8" wide, 10' to 20' long, spec. MM-L-751 (5 pcs.)	.027	1.62
54 bd. ft.	Ditto, Tongue & Groove, center matched, 1" thick, 6" wide, 10' to 20' long, spec. MM-L-751 (26 pcs.)	.022	1.19
64 bd. ft.	Ditto, 2" thick, 4" wide, 10' to 20' long, spec. MM-L-751 (6 pcs.)	.028	1.79
192 bd. ft.	Ditto, 2" thick, 12" wide, 10' to 20' long, spec. MM-L-751 (8 pcs.)	.023	4.42
342 bd. ft.	Ditto, 4" thick, 4" wide, 10' to 20' long, spec. MM-L-751 (16 pcs.)	.026	8.89
	TOTAL - -		\$146.72
	15% Handling Charge - - - - -		22.01
	TOTAL COST - - -		\$168.73



WAR DEPARTMENT  
Washington, D.C.

AG 580.81(4-12-37)  
(Misc.) C of Finance.

CCW/EJ  
May 13, 1937.

Mr. C. F. Putnam,  
2 West 48th Street,  
New York City.

Dear Mr. Putnam:

In accordance with written authorization of Miss Amelia Earhart to the Commanding Officer, Hawaiian Air Depot, Luke Field, T. H., of March 20, 1937, copy enclosed, there is transmitted herewith bill in the amount of \$1,086.10 representing actual cost to the War Department of work performed and materials used in overhauling, repairing and preparing for shipment airplane belonging to Miss Earhart, wrecked at Luke Field, H. I., on March 20, 1937.

It is requested that payment be made by check in the amount of \$1,086.10, drawn to the order of the Treasurer of the United States and forwarded to the Chief of Finance, U. S. Army, Washington, D.C.

Sincerely yours,

(Sgd.) Harry H. Woodring

Secretary of War.

2 incls.  
Bill in dup.  
Cpy ltr. 3/20/37

Copy for Chief of Finance re his 4th Ind  
FAc-159 Putnam Amelia Earhart  
Chief of Air Corps re his 5th Ind  
452.1 May 10, 1937 (5-3)  
CG, Haw Dept re his 1st April 12 1937  
373/5  
Copy for S/W

Disbursed  
from A. S. S.  
MAY 14 1937



COPY

226 Grant Street,  
Dennison, Ohio,  
July 6, 1937.

Adjutant General,  
U. S. Army,  
Washington, D. C.

Sirs:

I received message from some lone station at 2.31 A.M.  
(EST) saying that:

"This is WHAQQ or probable W8AQQ talking, we are one  
hundred fifty miles southeast by fifty miles east of Howald Isle.

Something about cold weather or they have a severe cold  
and all is well so far. We have sent out message from time to  
time but no response, look for red kite; food supply and water.

There would be a roar and then top of motors or something, similar  
to ocean sounds.

The static or other sounds that interfere with radio  
blotted out exact words, but it may be Earhart, sounds like a man  
and at times like a woman faint voice, and another voice at times  
talking if other person with them.

(Signed) C. L. RUSSELL.

P. S.

I have a Sparton several years of age, and get stations  
of this nature at times early in morning from short wave but very  
faint, and from only a few minutes at times. Sometimes do not  
know the exact words, as well as telegraph sounds, some I can get  
at times, from telegraph dots and dashes.

11 Received A. G. O. JUL 14 1937

NOTE: The Navy Department has been notified of the receipt of  
this communication.

War Department Press Section.



ag 095 Earhart, Amelia

(7-6-37)

095 Russell, C.L.

7-13

✓S/m

CH

HB

*[Faint, mostly illegible text, possibly a letter or report, with a large 'X' drawn over it.]*

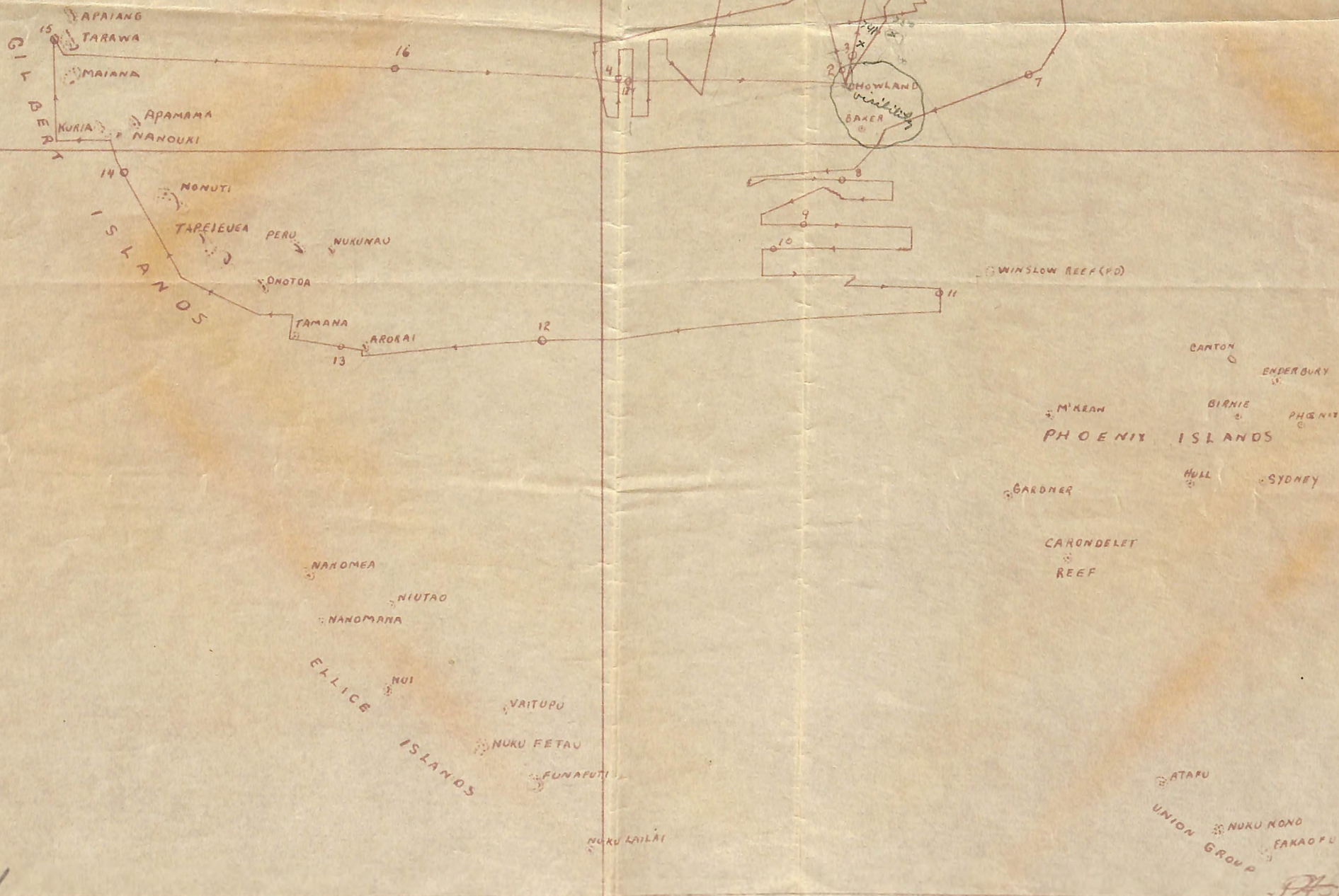


# ITASCA SEARCH FOR EARNHART

PLANE 2-18 JULY 1937

MILES CRUISED 4,134

TARITARI



Incl 1



~~CONFIDENTIAL~~

DECLASSIFIED  
E.O. 11652, Sec. 3(E) and 5(D) or (E)  
By NND 74008  
By Car NARS, Date 3/11/77

Incl 1.

Incl 1



WAR DEPARTMENT  
THE ADJUTANT GENERAL'S OFFICE  
WASHINGTON, D. C.  
OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID  
PAYMENT OF POSTAGE, \$300



File to  
081580.81 (7-27-37)



96  
15w-4

RETURN TO A. G. O. FILES

GOVERNMENT PRINTING OFFICE 3-4248