

TRAGEDY OF ERRORS

Chapter 6. HOAXES AND SELF DECEPTION

Some of the hoaxes attending Miss Earhart's around-the-world flight, such as the ~~Direction-finder~~ Direction-finder Hoax, have been discussed in previous chapters. Others have been forgotten and are best left in that status. We are concerned here with rumors, hypotheses and hoaxes that have appeared in print and have not been refuted. Most of them are taken from Fred Goerner's book - "The Search for Amelia Earhart".

(1) ✓ THE NAURU ISLAND MESSAGE

"Near the bottom of the thick folder (in the Navy's "Earhart" file) another piece of evidence had been added. A terse, U.S. Navy message with no heading stated, "At 1030, the morning of the disappearance, Nauru Island radio station picked up Earhart on 6210 kcs saying, "Land in sight ahead". ~~XXXXXXXXXXXXXXXXXXXX~~

I blinked my eyes. Nearly two hours after Amelia had supposedly run out of gas, a radio station in the British-controlled Gilbert Islands had received her voice. Why was that message not included as part of the 1937 search? What had she sighted? Was that the extent of the message?" (Quoted from page 303) *7 Not There*

COMMENT: The author blinked his own eyes when he read these words. This story was hot - like the tale of Josephine Blanco. It had to be verified or disproved - not merely taken for granted. There was something "fishy" about a Naval message without a heading although the fact that it was found in an official file created the presumption of authenticity. Suspicion increased when the Navy's "Earhart" file (now in the National Archives) failed to yield the message quoted by Goerner. The Nauru message eventually was found in the State Department's "Earhart" file in the National Archives (Exhibit ____). The correctly-worded version of the Nauru message was later found in the Itasca's Communications Report, the report of Comdesron -2, the Wash-

ton Post, and the Sydney Morning Herald. Radio Nauru's message was discussed in Chapter 2, and the reader may recall it.

To specifically answer Mr. Goerner's rhetorical questions and to comment further on this hoax, the following comments are submitted.

1. The Nauru message was used by the Lexington Search Group and it was available to the Itasca.

2. What had been sighted was the Navy tug Ontario, on plane-guard station half-way between Lae and Howland.

3. There was more to the message, but unfortunately the only intelligible words had been - "A ship in sight ahead"!

4. The time reported by Nauru was 8:30 p.m. (Zone minus 10 time) or 1030 GOT, and it was the night before - not the morning of the disappearance.

5. The frequency for this particular broadcast was 3105 KC (Amelia's night-frequency) - not 6210. The only Earhart radio transmissions heard by Radio Nauru on 6210 KC were three unintelligible voice broadcasts ^{the ~~not~~ morning of the disappearance} after she had made her "dead-stick" landing on the ocean.

6. It was a clumsy hoax, and obviously done by someone who had ^{Navy} access to the ~~NAVY~~ Department's SECRET AND CONFIDENTIAL files.

Was the fake message "planted" for Fred Goerner's benefit?

7. The facts in the case demolish Mr. Goerner's claims about Mill Atoll, the Marshall Islands, and Japanese prisons.

(5) X AMELIA'S DIARY AND CLOTHING

~~Although other myths had Miss Earhart imprisoned on Saipan, this story transfers the scene of captivity to Kwajalein, 1350 miles away.~~

"In February 1944, on the Island of Namur, Kwajalein Atoll, Marshall Islands, three Marines brought a suitcase from a barracks. They disclosed that the room they found it in was fitted up for a woman, with a dresser in it. In the suitcase they found a woman's clothing, a number of clippings of articles on Amelia Earhart, and a

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leather-backed, locked diary engraved "10-Year Diary of Amelia Earhart". They wanted to pry open the diary but when Jackson explained who Amelia was, how the government had searched for a trace of her, and that this should be taken to Intelligence, they closed the suitcase and started toward the Regimental Command Post with it. That is the last Jackson saw or heard of it." (Quoted ^{from} ~~the~~ page 274) ? *not there*

COMMENTS: 1. According to the myths, Amelia was treated more kindly on Nazur than on Saipan.

2. Amelia kept her diary in a stenographer's note-book which she sent home from Lae - just in case she never reached Howland.

3. Amelia's wardrobe for the flight consisted of 2-pairs of slacks, 5-shirts, sun-helmet and light rain-coat plus shoes, toilet articles and "unmentionables". From Lae she sent home "everything that decency permitted", in order to lighten the plane. How does "woman's clothing" fit into this picture?

4. Three ~~American~~ Marines who must have been at least 10-years old in 1937 did not know who Amelia Earhart was - 7-years later: Rubbish!

5. Three souvenir-hunting GIs found something small, light and valuable - and obediently turned it in to Regimental H.Q.: Discipline sure was good in that outfit!

** 6.1 (6)*
THE NAVY RADIO STATION AT DIAMOND HEAD

"Among the mass of letters and photo-copies of logs, I found two documents which seemed of great importance. They were duplicates of messages copied by three operators at the Navy radio station at Diamond Head, Oahu, Hawaii, in the first days after the disappearance. On the Fourth of July, 1937, the station had received carrier waves on 3105 kilocycles at approximately 15 to 20 minutes past the hour during the night. At one point a man's voice had been heard, but it was indistinguishable. On the night of July 7, 1937, a woman's voice had been heard saying, "Earhart calling. NRUL - NRUL - calling from KHAQQ

(Amelia's call letters). On coral southwest of unknown island.
Do not know how long we will - - -".

At that point the carrier had faded, but a few seconds later the woman's voice broke in and said, "KHAQQ calling. KHAQQ. We are out a little - - - -". The wave faded a second time, and the voice was not heard again.*

"How did you get these? I asked Dimity.

"One of the operators ^{gave} ~~gave~~ them to me", he replied, "He felt somebody should know about them." (Copied from page 262) ? Not there

COMMENTS: 1. There was no Navy radio station on Diamond Head in 1937 or at any other time. The only government installation on Diamond Head was an Army mortar-battery - Fort Ruger - inside the crater. ? Check this

2. The call letters of the Itasca were N-R-U-EYE, not N-R-U-ONE.

3. This fake message was never heard by any of the searching vessels nor was it forwarded to any of them from Pearl Harbor.

4. The Hawaiian Islands were on Zone Plus 10 1/2 time, so the alleged signals would have been received at quarter-before the hour (GCT) rather than on Amelia's broadcast times of quarter-after the hour (GCT).

5. Miss Earhart might have been alive as late as July 7th, although this is highly improbable, but her radio transmitter was inoperative after the first ^{hour} ~~hour~~ or so. Lockhead engineers estimated that the plane might remain afloat as long as 18 hours but that the dynamotor would soon be submerged and short-circuited - to say nothing of the engine-starting batteries and the transmitter itself.

(2) COMMANDER BRIDWELL'S HOAX

~~Most of the hoaxers are anonymous or unknown, so there we can give credit where credit is due~~

"On my arrival (in 1961) Commander Paul Bridwell, Saipan Naval Administration Commandant admitted without hesitation, " A ONI (Office of Naval Intelligence) man has been over here checking on what you

ned up last year. It seems the testimony couldn't be shaken. A white man and woman were undoubtedly brought to Saipan before the war." Bridwell went on to expound his own theory, "I don't believe Earhart and Noonan flew their plane in here. I think you'll find they went down near Ailinglapalap, Majuro and Jaluit Atolls in the Marshalls. The Japanese brought them to Saipan. A supply vessel was used to bring them to Yap in the Western Carolines - - - and a Jap naval seaplane flew them to Saipan. That's why all your witnesses ^{said} they came from the sky."

"What have you got that's tangible to prove that?" I naturally wanted to know.

"I think you'll find all the proof you need," replied Bridwell, "contained in the radio logs of four U.S. logistic vessels which were supplying the Far East Fleet in 1937. Remember those names - - - GOLD STAR, BLACK HAWK, CHAUMONT and HENDERSON. They intercepted certain coded Japanese messages that I think you'll find fascinating reading." " (Quoted from AAHS Journal, 2nd Qtr, 1963)

The same general story is repeated on page 100 of THE SEARCH FOR AMELIA EARHART, with further information on page 180 - 188

"Commander Merle MacBain, representing Admiral Smith, took care of the four vessels Commander Bridwell had mentioned. His search had failed to find any radio logs, and the available deck logs of the four ships contained no indication of any contact or communication with Japanese vessels. MacBain explained that current Navy directives provide for destruction of radio logs after six months, except those relating to distress or disaster which become eligible for destruction after three years."

COMMENTS: 1. Fred Goerner did make an attempt to verify Commander Bridwell's claims.

2. Goerner should have known that translations of "Japanese coded messages" would not be found in radio logs.

3. Commander MacBain's reference to the deck logs was a gross under-statement. These logs prove conclusively that Bridwell's story was a deliberate hoax.

4. The transport Henderson was at Norfolk, Virginia, from June 1st to August 17th, 1937.

5. The destroyed-tender Black Hawk was at Chefoo, China, from May 8th to November 8th, 1937.

6. Guam's nondescript station-ship Gold Star sailed from Guam on July 3rd, 1937, and arrived at Manila on July 8th for docking and repairs. The Gold Star departed Manila on August 20th for its Annual Health Cruise to China and Japan, returning to Manila on October 3rd, and thence back to Guam.

7. The transport Chaumont was in Northern Chinese waters in early July 1937, at Shanghai from July 11th to 22nd, at Manila on July 23rd, and at Guam on July 29th and 30th, enroute to Honolulu and the U.S.

8. None of the vessels named by Bridwell were capable of copying the 45-character Japanese Morse code, or of solving coded Japanese messages (if copied), or of translating them into English (if decoded).

9. There were ^{intercepted} no Japanese messages - coded or otherwise - that made any mention of Miss Earhart or Captain Noonan.

(Interception, decoding, and translation were under the authors' cognizance.)
of Japanese messages

10. It is against Federal law and Navy Regulations to disclose information obtained through the solution of intercepted foreign messages. This does not apply to misinformation allegedly obtained through ~~secret~~ decoding ~~messages~~ supposititious intercepted messages.

PRATT & WHITNEY WASP ENGINES

"Two other letters (in the State/Department "Earhart" file) concerned equipment aboard the plane. The engines carried by the Lockheed were not those listed in publicity releases to the public. Two new Pratt & Whitney Senior Wasp military-version engines had been installed instead of the 550 h.p. Wasp Juniors. The new engines gave the plane half again as much power and a cruising speed of 200 or more miles per hour. An extra telegraph system had also been installed to be used in the event of emergency." (Quoted from page 282)

"Most significant was the proof that the engines had been changed. The added power altered every computation that had publicly been made for the flight. With those engines, the Electra was faster and had a higher ceiling. With better than a 200-mile-per-hour cruising speed, Amelia could have flown in a number of directions and still kept her estimated time of arrival at Howland Island which had been based on the speed produced by the lesser-powered engines." (Quoted from page 283)

"Flight strategy had been carefully developed during the around-the-world trip. A point-to-point speed of not more than 150 miles per hour had been maintained throughout. What Amelia and Fred had not revealed to anyone was that the Electra was powered by Wasp Senior engines capable of a 200-mile-per-hour cruising speed at 11,000 feet, and a top speed in excess of 220 miles per hour." (Quoted from page 311)

✓ COMMENTS: 1. Pratt & Whitney "Wasp⁵" ~~engines~~ were 9-cylinder, single-row, radial aircraft engines, the "Juniors" having 5-3/16 X 5-3/16 bore and stroke and the "Seniors" 5-3/4 X 5-3/4 bore and stroke.

2. In 1937, there were two models of the Wasp Junior, with rated horse-powers of 400 and 420 - depending on compression-ratios, octane-rating of fuel, and full-speed R.P.M.

3. In 1937, there were four models of the Wasp Senior, with rated horse-powers of 500 and 550 - depending on compression-ratios, octane-

ing of fuel, and full-speed R.P.M. Two models were gear-drive and two were direct-drive.

4. In 1937, there were three models of the Lockheed Electra, as follows:-

Electra 10A and 10A1 - with 2 Pratt & Whitney Wasp Junior engines rated at 400 H.P. each.

Electra 10B - with 2 Wright Whirlwind engines rated at 420 H.P. each

Electra 10E - with 2 P&W Wasp Senior engines rated at 550 H.P. each.

5. Miss Earhart's Electra was a model 10E with Wasp S3H1 engines rated at 550 H.P. each and requiring 87-octane fuel. (Most aircraft engines of that period were burning 80-octane or 73-octane gasoline.) The full-power speed of ~~the~~ ^{weight} plane was listed as 215 miles per hour at 10,500 feet, for a gross-weight of 10,500 lbs, and its ~~cruising~~ cruising speed as 205 mph. (These speeds correspond to 187 knots and 174 knots.)

Miss Earhart's plane weighed close to 15,000 lbs when it took-off from Lae - almost 50% overweight. The speeds would be reduced considerably by the excess weight. Full-power was limited to take-off and emergencies to prevent damage to the engines. Mr. Putnam wrote that Amelia's Electra had a maximum sustained speed of 180 mph (157 knots) for a gross-weight of 12,500 lbs. Miss Earhart's estimate was more conservative - 170 mph (148 knots) for unspecified weight. By comparison, the Electra 10A, with its ^{400 H.P.} Junior Wasp engines was listed for a full-power speed of 210 mph (183 knots) and cruising speed of 195 mph (170 knots) at 9600 feet for a gross-weight of 10,100 lbs.

6. The "extra telegraph system" was a so-called "emergency radio set" powered by a miserable hand-driven generator and possessing a transmitting range of perhaps 10 miles.

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PHOTO-RECONNAISSANCE OF TRUK

"The possibility that Amelia and Fred conducted reconnaissance for a military or civilian department of our government broadened with a letter from John F. Day who had recently resigned as Vice-President of CBS News. At the Democratic National convention in Los Angeles in 1960, Day had met a man who taught technical writing in UCLA, who told Day in turn of an individual who had audited one of his classes and had spoken of having worked on Amelia's plane in Burbank, California, at the time the Electra had been brought back from Honolulu for repairs. According to this individual, the engines installed were not those described in publicity releases, but were nearly twice as powerful. The planes fuel capacity was also increased and the consequent range and cruising speed was much higher than the figures released to the public. He was quoted as adding, "Aerial cameras were then placed in the Electra and equipped for automatic operation from the cockpit. We signed an oath we would not reveal any details of the preparations and I feel I am still at least partially bound to that oath." (Quoted from pages 185 & 186)

"When Amelia and Fred took off from Lae, New Guinea, they did not fly directly toward Howland Island. They headed north to Truk in the Central Carolines. Their mission was unofficial but vital to the U.S. military: observe the number of airfields and extent of Japan's fleet-servicing facilities in the Truk complex, and prove the advantages of fields for land planes on U.S. held islands on the equator."

(Quoted from page 311)
the detour

"Oddly, ~~AMMMMM~~ over Truk, although a longer route, benefitted the flight plan. Instead of bucking the trade winds on the Lae-Howland route, the winds would help them on the flight to Truk and then supposedly would be light across their course from Truk to

land, leaving them a four- to six-hour reserve of gasoline should Howland prove a difficult landfall.

Because the Electra was heavily loaded, the first hours of flight ^{by} were slow, but ~~was~~ late afternoon, when the mountains of Truk broke over the horizon, the plane was light enough to climb to its best altitude for speed. Amelia headed high across Truk lagoon, noting the airfields on Etten and Moen Islands, and the vast Japanese repair docks along the shores of Dublon. Since a foreign aircraft had never been seen over Truk, the Japanese were caught completely by surprise. Amelia and Fred constantly scanned the skies about them, but no Japanese planes were in the air. With her altitude and speed, Amelia was confident the Electra could outrun any pursuit." (Quoted from pages 311 & 312)

COMMENTS: 1. This was supposed to represent Truk in 1937 - not 1944. See the statements of Admiral Suzuki and General Okumiya in Chapter 1.

2. Here is the good old engine hoax again!

3. As for fuel capacity, the published capacity was 1150 gallons (or 1151 as Paul Mantz insisted), but the Electra had only 1100 gallons when it took off from Lae. This is the only aspect of fuel-capacity that is not publicly known.

4. Mrs Amelia Earhart Putnam was granted permission to over-fly their territories on her around-the-world flight by the governments of England, France, The Netherlands, Venezuela, Brazil, Ethiopia, and Australia on the condition that the two small hand-held cameras carried by the plane be sealed while in flight. (The U.S. did not make such requirement.)

5. Miss Earhart's plane was inspected by officials of these nations (military as well as civilian) and it was serviced and repaired by foreign nationals(military and civilian). If "aerial cameras" had

in Miss Earhart's plane, it would never have gotten as far as Lae. For example, the Australian Government held her at Port Darwin for two days because her Health Certificate had not been signed by a ~~Government~~ physician!

6. The Electra did not have enough speed to make the extra 900 miles in the time claimed, and did not carry fuel enough to fly the extra distance at the speed claimed. In fact, because of the storm and strong headwinds, the Electra did not carry enough fuel to make the direct passage from Lae to Howland at an air-speed of 150 mph - or 130 knots - the "base-speed" used by Amelia for the entire trip.

7. Mr. Goerner displayed better judgement in 1963 when he wrote - "Lae to Howland was difficult enough without an excursion over the Carolines and Marshalls."

(3) THE GHOULS OF SAIPAN

According to the stories, the remains of Miss Earhart and Captain Noonan were exhumed on three different occasions from three different graves on Saipan. Experts in anatomy, after ~~most~~ careful study, reported that in two cases the bones were those of Chamorroes or Asiatics. In fact, the first specimens submitted by Mr. Goerner came from at least four different persons. The bones dug up by the Marines in 1944 or 1945 (long before Goerner arrived on the scene) undoubtedly belonged to natives of Saipan. Some eager-beaver reported to his superior officer that the remains of Amelia Earhart and Fred Noonan had been discovered, and the news was passed up the chain-of-command to Admiral Nimitz, and thence to Washington, before anyone took time-out to see if it were true.

Any Navy medical officer could have determined if the remains were not those of the missing fliers. First, they had to be of opposite sexes, and limited to two individuals. Second, they had to be of the correct sizes and builds - tall and slender in both cases. Third, they had to be from persons of the right ages - 40 and 45 years - and repre-

sent the proper period of interment - 7 years. Fourth, they had to come from European ancestry. If by chance the bones passed this screening process, there was one final test to prove they were those of Miss Earhart and Captain Noonan - the teeth had to match the dental charts, and both fliers had distinctive dental configurations. The news that the bones were not what had been believed came as a shock to the Senior Marine Officers on Saipan. What do now - report the fact to Admiral Nimitz and Washington, or suppress it and hope the matter would be forgotten amidst more important issues of the war?

Now the Marines are a level-headed bunch, not given to going off half-cooked and willing to take the responsibility for mistakes. Here was an exception to the rule. Admiral Nimitz and Washington did not forget - Goerner kept reminding them - and the admiral encouraged Fred Goerner in his delusion. He told him to keep up his search - that he was on the right track - and on his last phone-call came right out and informed Fred that he (Admiral Nimitz) knew that "Amelia and her navigator did go down in the Marshalls and were picked up by the Japanese". No one can blame Fred Goerner for being taken-in by this.

It is unfortunate for ^{history} ~~the record~~ that Admiral Nimitz never told Mr. Goerner what he knew - or rather what he thought he knew - about Amelia and her navigator, and that he never put it in writing for the benefit of posterity. As the matter stands, Admiral ^{Nimitz} ~~was~~, at the same time, a victim and an unwitting perpetuator of the hoax! Now that the admiral has passed away, it is hoped that some Marine officer who ^{knows} ~~all~~ the facts in the case (or possibly his wife or widow) will come-
~~known~~ clean and deliver the coup-de-grace to the Saipan burials.

(4) (S)
"Before leaving Saipan, Tom Devine ~~revealed~~ revealed additional information. Not only had he been shown a gravesite in 1945, he had been an ear and eyewitness to two strange scenes at the captured ~~air~~ Japanese air base, Aslito Field, at the south end of the island. One day ~~he~~ had overheard a conversation among several high-ranking officers outside a closely guarded hangar to the effect that the plane inside had been identified as Amelia Earhart's. The conversation had then turned into a squabble over what unit was going to receive credit for finding the plane. According to Devine, one of the officers then said, "This is top-secret. No one is going to get any credit. Wally Greene ~~has~~ has identified the plane, and that's an end to it".

The next night Devine had gone back to the field to see if he could get a look at the plane, and had witnessed ~~its destruction.~~
As he watched, a civilian ~~two-motored transport~~ two-motored transport was rolled out of the hangar, drenched with gasoline, and burned into rubble. - - - - -

Tom Devine said he was revealing the information for the first time because he had been unsuccessful in pinpointing the gravesite as he had promised he could do." (Quoted from pages 265 & 266)

COMMENTS: 1. The author will buy this story except for the word IDENTIFIED, Positive identification was the plane's serial number - NR16020. This number was not known to the "Leather-necks" on Saipan - but was available in Washington to the embarrassment of those who had "identified" the plane, which was undoubtedly a twin to the ~~one~~ ^{Japanese-built Electra} at the bottom of Tanapag Harbor.

2. Two boo-boos in a row made the subject of Amelia Earhart a touchy one at MARCORPS HQ. The fact that "Wally" Greene was Commandant in 1964 when Fred Goerner tried to "beard the lion in his den" did not add to the warmth of his reception.

3. Someone who knows the inside story should "come-clean"!

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FORESTALLING THE JAPANESE

"With the exception of Midway, Wake, and Guam, Japan controlled the Pacific islands north of the equator. The land fields and sea-plane bases surreptitiously constructed and being constructed on these islands could be used for military aircraft and provide a formidable challenge to the United States. We needed bases of our own, but the only islands available within practical commercial and military range of Japan's Mandate efforts were Baker, Howland, and Jarvis. Among our oldest possessions, they had not been inhabited for years, and although U.S. claims were not presently being challenged, fear existed that succeeding tours of inspection by Coast Guard or Naval vessels might find a Japanese population busily bulldozing airstrips, claiming possession by the proverbial nine-tenths. The main problem was disguising the obvious military purpose of building land(ing) fields on the islands when Pan American, the only U.S. airline active in the Pacific, used nothing but flying boats." (Quoted from page 190)

COMMENTS: 1. U.S. claims to Howland, Baker and Jarvis were being challenged, but by the British and not the Japanese. These islands were "colonized" in 1935 by Department of Commerce employees under the leadership of the "mysterious" William T. Miller to strengthen U.S. Claims as well as to provide air-port facilities ~~air~~ for land-planes which Mr. Miller envisioned as making trans-Pacific flights between San Francisco and Australia via Honolulu and one of these islands.

2. An old iron cannon found on Baker Island by the Itasca's crew in early 1935 gave evidence of earlier occupation. (The cannon was taken back to Honolulu and presented to the Bishop Museum.)

3. Howland, Baker, and Jarvis never saw any air facilities, except for three emergency landing-strips bull-dozed on Howland in 1936-1937 and one emergency landing-strip plus an airways-beacon installed on Baker at some later period. Under-Secretary of Interior Gruening (now Senator from Alaska) inspected these islands in 1938, saw how inadequate the islands were in every respect, and put a stop to further efforts at turning them into air-ports.

The present air-route to Australia goes via Samoa - and it
4. The only military use of Howland was by the Japanese, who used the island ~~islands~~ for a bombing-range and the Memorial tower as a machine-gun target. It is fortunate for the U.S. that the Army Air Corps were not permitted to carry out their fool-idea of building a military air-base on Howland.

of the islands
5. Ownership was settled in 1938 by a diplomatic "deal" between the U.S. and the U.K. England withdrew its claims and acknowledged U.S. sovereignty over Howland, Baker, Jarvis, and certain islands north of Jarvis. In return, America withdrew its claims and acknowledged British sovereignty over the Phoenix Islands and other islands south of the equator.

✓(10) COSTS OF THE SEARCH

"The U.S. Navy spent an estimated four million dollars searching for AE and Fred in 1937, and based its entire effort on an incomplete, incorrect group of messages. The assumptions upon which the search had been predicated could not have been otherwise, but badly drawn, considering the amount of misinformation and chance of studied interpretation." (Quoted from page 82)

"Second-, if the whole thing was a publicity stunt as a lot of people seem to think, why did the government assign some of its top experts to the flight, and why did President Roosevelt have an airfield built for her? Last, do you believe the President ordered the Navy to spend four million dollars on a search for a couple of stunt fliers?" (Quoted from page 195) 6-15

COMMENTS: 1. If the U.S. Government had assigned ^{only} ~~even one~~ "top expert" to the Earhart flight, it would have ended in triumph and there would have been no occasion to write this book

2. The misinformation and studied interpretations come from Mr. Goerner - not the information on which the search was based. Even when the "Earhart signals" were suspected of being hoaxes or hallucinations, they had to be investigated.

3. The total cost of fuel oil and gasoline expended by Naval vessels and aircraft throughout the Earhart search amounted to \$ 81,223.38, ~~these~~ (official figures) - the original estimates for Swan & Ontario had been \$ 2000.00)

4. The Navy's search did not cost the taxpayers a single penny; economies in the fleet made up for the fuel expenditures and no additional funds were requested. (See Exhibit ___)

5. No planes or lives were lost by the Navy, although the Army Air Corps lost a plane and two fliers.

✓(11) MAN OF MYSTERY

"Mrs. Maatta went on to describe Miller as a "confident kind man" who had been about forty years old in 1937. He had gone on his mission to Australia sometime after Amelia and Fred had returned to California after the Honolulu crack-up, and she had never seen him again. There had been an exchange of Christmas cards for several years, but the cards had stopped in the early 1940's, and she presumed William Miller was dead.

Miller - man of mystery - never existed as far as the Department of Commerce knew. Bureau of Air Commerce charts for 1937-38 made no mention of him. It took me more than two years to get some answers, and then they provided only basic facts in Miller's story."

(Quoted from pages 189 & 190)

"Early in 1935, Bill Miller sailed to Jarvis aboard the U.S. Coast Guard cutter Itasca, and landed March 26 with a small party. He

~~raised the American flag, created a community, named~~

raised the American flag, created a community, named Millersville, for himself. and populated it with colonists who would build and maintain the airfield. He repeated the ceremony shortly thereafter on both Howland and Baker Islands. The coup did not go unnoticed by Japan, but the United States was back on the equator within range of the Marshalls and top-secret Truk! (Quoted from page 191)

"An excuse with emotional impact was needed to justify construction of a landing field on Howland, the nearest U.S. controlled island to the Marshalls. Into this establishment need came Amelia Earhart, asking for assistance for her around-the-world flight."

President Roosevelt had requested the Navy, in November 1936, to cooperate with AE by making arrangements for in-flight ~~refueling~~ refueling near Midway Island, but Miller and intelligent-minded (intelligence-minded?) Air Corps officers, who believed in strategic, long-range bombers, then discovered their emotion-laden reason for building Howland's airfield. Appealed to on the grounds of national security and service to her country, Amelia consented to reroute her flight to include Howland Island." (Quoted from page 192)

"~~Some~~ experts told Amelia she was crazy to attempt a Howland landing, but William Thomas Miller and the Army Air Corps were confident. If AE proved the feasibility of land planes for ocean flight, Congress might be persuaded to vote more funds for airport development in the Pacific and for purchase of long-range aircraft." (Quoted from page 193)

"Embellishments to the original plan were inevitable. AE soon found herself within a mission within a mission within a mission. Bill Miller stayed in the background. He had a new assignment as Chief of Aeronautical Surveys of the South Pacific Ocean, and his presence was not calculated to stimulate unstinting cooperation from

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the Interior Department. He worked long hours with Amelia, detailing each leg of the flight. All information she could bring back about airfields in any part of the world would ~~be~~ immeasurably help the U.S. in the event of war." (Quoted from page 193)

COMMENTS: 1. Fred Goerner devotes 7-pages to William T. Miller and the skull-duggery attending the construction of the landing-strips on Howland Island. These pages are the best in the whole book. We have quoted the high-points, above.

2. There is nothing mysterious about Mr. W.T. Miller: his biography is published in "Who's Who in Aviation". He was Superintendent of Airways, Department of Commerce. He not only visited Jarvis, Baker, and Howland during the first "Line-Cruise" of the Itasca (January to March, 1935) but was aboard the Itasca for ⁵ other ~~of~~ line-cruises in 1935 and 1936. He was not aboard ~~the Itasca~~ ^{the Itasca in late 1936 and the} Shoshone in March 1937, ~~during the last east-to-west flight~~ ¹, having been ~~dis~~ replaced by Richard B. Black - a protege of Secretary of the Interior, Harold Ickes.

3. Mr. Miller may have been in Australia in early June, 1937, "making arrangements for Miss Earhart's flight" as suggested by Mrs. Hampton's letter and as stated by Mrs. Maatta, but by July 2nd he was back in Washington, D.C. If he had been aboard the Itasca, Amelia's ^a 1st flight might have had a happier ending.

4. The substitution of Richard Black for William Miller as his "personal representative" was the greatest mistake that George Putnam made in connection with the flight.

5. The original "colonies" consisted of one sergeant, two privates, and two civilians - Dept. of Commerce employees for each island. When the islands were recolonized, after coming under the Interior Dept., the "colonies" consisted of four Hawaiian boys employed by Interior.

6. Fred Goerner is still harping on Truk and the Japanese.

✓(12)

CONCLUDING REMARKS

1. There are other hoaxes, of less importance than those mentioned, but discussion would be redundant. After all, the burden of the proof is on the ~~hoaxer~~ ^{hoaxer} - not on the skeptic.

2. The hoaxes, for the most part, are founded upon or are in support of the following premises -

I. The Japanese had fortified the Mandated Islands prior to 1935. (After that time they had the same right as the US - which was widening, deepening, and straightening the Entrance Channel to Pearl Harbor in early 1936.)

II. Amelia and Fred were on an Intelligence Mission - to conduct an Aerial Reconnaissance of the Mandated Islands, with particular reference to Truk Atoll.

III. Amelia and Fred survived the forced landing when the Electra ran out of fuel. Most of the hoaxes further required that they be rescued by the Japanese.

IV. Amelia and Fred were arrested as spies and imprisoned.

V. Amelia died of disease or was executed by the Japs.

VI. Fred was beheaded or shot. (As in the case of Amelia, the hoaxers could not agree on the kind of death.)

VII. Both Amelia and Fred were buried in unmarked graves on Saipan.

3. General Okumiya has proven the falsity of the Fortification Charges against the Japanese Government.

4. General Thorpe has proven the falsity of the claims that our fliers were on an Intelligence Mission. Beside that, AE and Fred never got near to Truk or the Marshalls.

5. Both fliers were drowned at sea - far from any land - and the Japanese Navy never searched the vicinity of where the Electra went down. The remaining hoaxes were obviously impossible. 6-19

6. If we analyze the eleven hoaxes described in this chapter, find the following origins:-

3 - Official Sources.

3 - Semi-official Sources, and presumably from first-hand knowledge or experience.

3 - Private Sources, who apparently were reliable.

2 - Fred Goerner, himself.

The most we should blame Mr. Goerner for is his gullibility and failure to dig out the facts which would have demolished his theories. He is not, however, an intentional liar - like ^{many of} the others ~~also~~.

(END OF CHAPTER)