867.602 Ot81/318

CONFIDENTIAL

NW 90261

867.602 Ot 81/318

Correspondence

~~CONFIDENTIAL~~

NW 90261

TOWNSLEY POSTCARDS

NW 90261

5939 Almaden Lane
Oakland, Calif. 94611

U.S. POSTAGE 5¢

Mr. Leo G. Bellarts,
1920 State St.,
Everett, Wash. 98201

5939 Almaden Lane
Oakland, Calif. 94611

OAKLAND PM 26 OCT 1969

U.S. POSTAGE 5¢

Mr. Leo G. Bellarts,
1920 State St.,
Everett, Wash. 98201

R. W. Townsley
5939 Almaden Lane
Oakland, Calif. 94611

OAKLAND, CALIF. PM 1 OCT 1969

U.S. POSTAGE 5¢

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PM 1969

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Oakland, Calif. 94611

U.S. POSTAGE 5¢

Mr. Leo G. Bellarts,
1920 State St.,
Everett, Wash. 98201

NW 90261

Dear Leo: Dec. 18, 1969

Regret only time for a note! Many thanks for the weather report. About what time was it, and what does TOD KHAQQ 2158TH mean?

Have not heard again from the Lee operator — maybe still at sea, maybe nothing more to say. It is only right that you if anyone get in touch with him but if you do, please tell me what he tells you (xerox maybe?) It is A. BALFOUR, 309/55 MOREHEAD ST. REDFERN, SYDNEY AUSTRALIA 2016.

If you come back to your son's for the holidays, let me know when, or when you might again.

My apologies LIEUTENANT Bellarts! Going over the roster of USCG officers + pre war ship data learned of your promotions. Someone locally just bought the 125' ALERT as a yacht. Was getting some data for him.

Regards Bob Townsley

Leo — 10-26-69

In one mail had 3 items on AE + by odd coincidence, with your reply was the first reply I had from the man who had been radio op. at Lae! He's now a shipboard op.. He says schedules were hourly, on the hour and he had several, which is a different time schedule from what you had — also his were 2-way communications not broadcasts. He said he tried to keep her on 6210 but she switched to 3105 + with static wasn't heard again. They ran a KW there. Also had some word on Noonan, radio communication, supplies, etc. Most interesting. Regards Bob

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Leo: 10-18-69

What do you think was the reason, and distance, why the 7500KC signal about 8AM was heard by AE, but 3105 and 6210 not? Do you think it was a brief skip zone area? What do you think would be the min. and max. skip zone for 7500? Never got a reply from that retired officer you referred me to about the receivers. Maybe you would have better luck, or could get data from Coast Guard. Said enjoyed the visit. Regards Bob Townsley WBRCR

Dear Mr. Bellarts: 7-21-69

Am not writing a book on AE, but my report/analysis is now 80-90 pages!

May have to be in Sacramento on the 1st + 2nd but if not would see you then rather than 3rd or 4th. Would probably be after 9:30AM but so I could be on the bridge by 4PM. Also might visit parents of deceased friend in SSF. Send address where you will be. Just in case I can't come, would write. Many thanks!

Bob Townsley

Dear Leo, 4-1-70

Would you please let me know what questions you asked of Balfour, and possibly send me a Xerox of his reply? Have asked before; also have you heard again, andwhat did he say?

Hope you don't mind but gave your name to the LA County Museum; they have somewhat of an AE file & have shown it. They (Russell Belous) may ask for Xerox of the 2 days of the log, or other first-hand data for posterity. Sure wish the Oakland Museum would get something going on AE. Question: some reports say the one on Howland heard the 157-337 message at 0854 while you were transmitting, & your last was 0842? Did he hear, & did he keep a log, even if inoperative as DF? Please keep me informed.

Best regards,

Bob Townsley

5939 Almaden Lane,
Oakland, Calif. 94611

SAN FRANCISCO, CALIF. 8B
PM
27 FEB
1970

US MISSION SAFETY '70
5c
U.S. POSTAGE

Mr. Leo G. Bellarts,
1920 State St.,
Everett, Wash. 98201

5c
U.S. POSTAGE

Mr. Leo G. Bellarts,
1920 State St.,
Everett, Wash. 98201

5939 Almaden Lane,
Oakland, Calif. 94611

PM
JUN

5c
U.S. POSTAGE

Mr. Leo G. Bellarts,
1920 State St.,
EVERETT, WASH. 98201

OAKLAND, CA
AM
22 JUN
1970
5A

5c
U.S. POSTAGE

Leo Bellarts,
1920 State St.,
EVERETT, WASH. 98201

R.W. Tocousley
5939 Almaden Lane
Oakland, Calif. 94611

OAKLAND, CA
PM
6 APR
1970
4B

5c
U.S. POSTAGE

Mr. Leo G. Bellarts,
1920 State St.
Everett, Wash. 98201

2-27-70

Dear Leo

Please tell me what questions generally or specifically you asked and when you received from Balfour. Have heard different versions as to the extent Noonan was supposed or alleged to have drunk — & also Balfour's claim as to have been invited along wished he was along, or would have been nice if he could have been. To some extent he could be enhancing his importance.

Had an AE trip last weekend — To Burbank, her pre-flight navigator in Tustin, and elsewhere in S. Cal.. Incidentally, a lady living near your son was with her husband the 2 Americans in the Lae area. She saw AE. Also Josephine Blanco Akayama who allegedly saw AE on Saipan. Bob

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15 Feb 1970

Leo —

Ever hear from the radio op at Lae whose address I gave you? Did I ever tell you of the fuss & commotion Goerner made to get it because of the drinking report, also he wanted a copy of the letter. After getting it, he has been silent (for months). By the end of this month should have the matter pretty well settled

Regards
Bob

R. W. Townsley, 5939 Almaden Lane, Oakland Ca. 94611

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27 June 70

Leo:

By how far away I did not mean your facetious reply of depth, but instead when she was in flight. In other words, was your reference to 100-300 miles away as of the last in-flight signals based on the signal strength of a ship station, of which you might be more familiar, or that of an airborne station? If shipboard, what would be your estimate of the increased range for the same signal strength of an airborne signal at that time of the morning at 1000' and at 7500', also if you care to make it, your guesstimate for 7500' per hundred miles at 10:30PM compared to S.L... I have my opinion on a lot of things; right or wrong I ask a radioman for his opinion on radio matters, nav. on nav, etc. There is an obvious boost when airborne, as I knew with pvt planes on 3105, but have no expert opinion---only other data I can find is for VHF repeater sighting, and VHF behaves differently so it seems! TTS Bob

PS- was you at 400 distance @ 200 & 100.

6-21-70

Leo:

Have written several times. No reply. Hope this works.

Will you be in the area again? When? For all I know, being Father's Day, you may be visiting your son now!

Questions: 1. When you based your estimate on 100-300mi. range, were you referring and relating to strength equal to a ship at that range; 2. did you have much familiarity then communicating with aircraft; 3. per hundred miles of a ship about 3.1MC what would be the equivalent distance of an aircraft at 1000' and at 7-8,000 by your estimate; 4. from signal strengths would you estimate the 200 and 100 mile reports were even further, or how far; 5. how do you think the North to NW idea started (your NW note for Now as I suggested?); 6. your estimate RDF accuracy.

Have schematic of AE's xmtr, & details on estimated operating life time running from batteries on AM & CW.

As this won't cost you a stamp, trust you will. Thanks!

Bob WB8PCR

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6 Apr. 70

Leo —

The LA Museum might be interested in you because you were on the Itasca and Belous, the Curator, might ask for a copy of the log for 1 & 2 July 1937.

What I have been asking for is a copy of what Balfour said to you after you first wrote. May I have it? Like me, he only answered once. Probably you wrote more on comm. than I did.

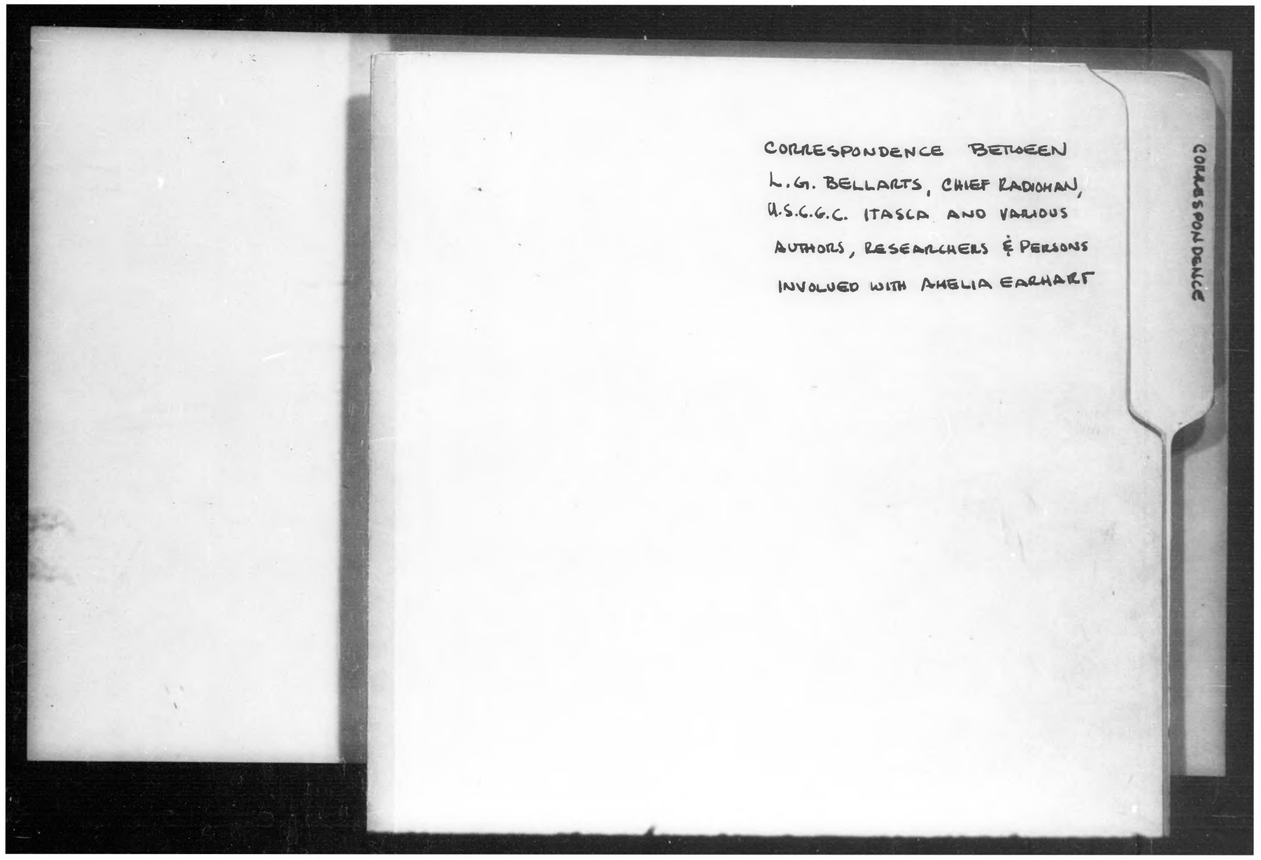
Say, in rereading the logs in the Navy file I note that the Itasca heard signals from the night before (1 July 37) to days later, usually not readable but the same time, as readable sigs. very hard electronically. Also note at least once that she was heard. Comments please! Bob

NW 90261

CORRESPONDENCE BETWEEN
L.G. BELLARTS, CHIEF RADIOMAN,
U.S.C.G.C. ITASCA AND VARIOUS
AUTHORS, RESEARCHERS & PERSONS
INVOLVED WITH AMELIA EARHART

CORRESPONDENCE

NW 90261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INVOLVED WITH AMELIA EARHART
CORRESPONDENCE

NW 9 0261

KCBS

CBS Radio - A Division of Columbia Broadcasting System, Inc.

SHERATON-PALACE, SAN FRANCISCO 5, CALIFORNIA · YUKON 2-7000

December 20, 1961

Mr. Leo G. Bellarts
1920 State Street
Everett, Washington

Dear Mr. Bellarts:

Thank you very much for your letter with enclosures of the 15th. It was received with a good deal of interest by all of us who have been working on the Earhart story.

I'm sorry if I took on the porportions of a "quizzmaster" to you. I think it must be the reportorial instinct. I learned long ago that if you don't ask the questions, you very seldom get the answers.

First, let me answer several of your questions. As far as I know, there is absolutely no connection between CBS and Mrs. Studer; in fact, I have never met her, and I found the article that you mentioned slightly on the irritating side. That article was the first time I was even aware of her existence.

As to George Palmer Putnam, I never had the opportunity to meet him. He died in January, 1950.

The only members of Amelia's family I know personally are her mother and sister who live in West Medford, Massachusetts. The mother is now in her nineties, and her sister teaches high school in West Medford.

I was glad to receive the information that Galten was a bonafide member of the Itasca's crew; however, it leaves me even more at a loss to explain his remarks to the press to the effect that the Earhart was incapable was transmitting radio signals more than 50 to 75 miles, and that the seas were eight feet with fifteen feet between crests the day of the disappearance. The Itasca Log indicates as you have that the sea was calm and smooth.

You might be interested in Galten's address: 50 Solano Street, Brisbane, California.

Galten has also stated that he actually copied the message, "30 minutes of gas remaining"; yet, your record of the messages and the July 5 transcript sent by the Itasca to ComFranDiv, San Francisco, indicates "but running low on gas."

As you probably well know, there is a vast difference between 30 minutes of gas remaining and gas running low. Every pilot

NW 90261

who has flown the Pacific Area will tell you if you are unsure of your position, are having difficulty in contacting your homing station and are down to four or five hours of gas——the gas is indeed "running low."

We know as a positive fact that the Lockheed had sufficient gas for twenty-four to twenty-six hours aloft. The take-off time from Lae, New Guinea, was 10:30 am at Lae, 12:30 pm at Howland. It was possible for the plane to have stayed aloft until 2:30 pm Howland time the following day. The July 2 transmission from the Itasca to San Francisco estimates 1200 maximum time aloft.

Why then the supposition that Earhart "went in" right after her last message at 0843?

It just isn't true that Earhart and Noonan began their flight from Lae to Howland with just enough fuel to reach Howland and no more. They were fully aware of the navigational hazards of the flight. The planning for that 2556 miles flight is contained in Amelia's notes which were shipped back to the United States from Lae. She planned her ETA at Howland just after daybreak. Daylight was absolutely necessary to locate that tiny speck. She had figured her fuel consumption to give her at least six additional hours to make a landfall if Noonan's navigational abilities did not bring the plane dead center to Howland.

Is the supposition based on the fact that her voice sounded frantic when she radioed the last message, "We are 157-337, running north and south. Wait listening on 6210"? If she were "going in" at that time, why would she ask the ITASCA to wait on 6210?

Your comment that she simply forgot to include the reference point in the final message seems to be negated by the fact that she included "running north and south". If Noonan had been able to give her a reference point, there would have been no reason for running north and south courses. They would have known their exact position and in which direction to fly.

The variance in the two groups of messages sent to San Francisco by the ITASCA is not the result of "faulty press reports." I'm going to have my copies of the Coast Guard Log photostated and sent along to you. The amazing discrepancies are clear and incontestable.

Your quotes from TIME magazine are "faulty press reports". TIME is wrong that no position reports were received after Earhart's departure from Lae. The Coast Guard Log indicates a check-in 785 miles out from Lae with a full position report. TIME was also mistaken in the number of messages received by the ITASCA from the plane. It varies from your own list.

Yes, I was aware that the COLORADO refueled the ITASCA. This is indicated in the Navy's official report of the search. The Navy report indicates that the COLORADO, on a naval training cruise in the Honolulu vicinity with a group of reservists and University Presidents in observance when it was ordered to assist in the search and refuel the ITASCA and the SWAN.

I'm afraid I'm going to have to resort to another list of questions. There is so much that appears to be unanswered in this entire vacation. I think you are as interested in this as I am, or I wouldn't bother you.

Was the signal strength of Earhart A3 S5 on all the messages from the 0615 "About two hundred miles out" to the final 0843 message? In your list A3 S5 is not listed for 0615, 0645, 0742 and 0800.

Many radio operators have told us that in the South Pacific, particularly near the equator, a voice signal will come in from any distance so strongly that the person appears to be in the next room, then, a few minutes later, it cannot be raised at all even when the transmission station is only a few miles away. Was this your experience while in the South Pacific?

Did the ITASCA make any contact with Lae, New Guinea to set up radio frequencies before her final take-off?

Did the ITASCA contact Lae to determine the actual time of the take-off?

Was the ITASCA aware of the gas capacity and range of the plane?

If the ITASCA arranged frequencies with Earhart at Lae, or at least firmed them up, why didn't the ITASCA know that Noonan could not use cw on 500 kcs. because of a lack of trailing antenna?

From the photostats you sent, it appears Galten was assigned to man the 500 kcs. direction finder. Did he continually man it during the flight?

The "Organization of Radio Personnel" photostat indicates that in the event of a casualty the ITASCA was to block out any other station attempting to communicate information. What other station was near the ITASCA that might transmit information contrary to fact? When the plane was lost, did the ITASCA block out any other transmission of information?

Do you know of the whereabouts of Ciprianti, O'Hare, Thompson, Lt. Cmdr. F.T. Kenner, Lt. (j.g.) W.I. Swanston or Ensign R.L. Mellen?

This is aside from the Earhart matter, but is certainly of interest. What was the eventual fate of the ITASCA, ONTARIO, and SWAN?

In, closing, Mr. Bellarts, let me say that we sincerely appreciate the opportunity the correspond with you. Let me assure you that we will keep your confidence, and will in no way quote you without your permission.

I, personally, have been working on this investigation for nearly two years. It has nothing to do with any stamp that might be issued with her image, or some nebulous entry into a hall of fame. This is a news story, and we intend to pursue every possible lead until a satisfactory conclusion is reached. I happy to say we have the blessings of both Amelia's mother and sister. They have suspected for many years that the disappearance was not as cut and dried as portions of our military have indicated, but no one, including that military, has ever put together a concerted effort to tie together the loose ends.

I believe with all my heart that Earhart and Noonan were on Saipan. I saw the testimony gathered by the Monsignor and the Fathers. I know the witnesses were telling the truth. There was no reason for them to lie, and such a story could never have been invented by simple natives without the appearance of serious discrepancies.

However, I believe with you that Earhart and Noonan never flew their plane to Saipan. They must have been brought to the island by the Japanese.

The search for Earhart has been a joke for years. I think that's because the military has dogmatically maintained that the pair went down close to Howland; yet, that contention appears to be based solely on the belief that the strength of signals before the last received transmission indicated the ship was probably within two hundred miles of the ITASCA. Where did they fly on the four to five hours of gas we know remained?

Mr. Bellarts, if you know anything that has not been made public that will shed more light on this enigma, please give us the information. If not to CBS, to Amelia's sister:

Mrs. Albert Morrissey
1 Vernon Street
West Medford, Mass.

No one, certainly not CBS, has the idea of castigating individuals, the Coast Guard, the Navy or the Air Force or even Japan for something that happened so long ago. The important thing is to settle this matter once and for all, and bring a modicum of peace to the individuals involved.

Earhart and Noonan fought their battle against the elements. If they later lost their lives to the aggrandizing philosophy of a nation bent on the conquest of the Pacific, the great victory is still theirs. Their story should be told, and they should receive their nation's gratitude and a decent buriel.

Would you ask less for your own?

Best wishes for a merry Christmas and a prosperous New Year.

I'll be looking forward to your next communication.

Sincerely,

Fred Goerner

Fred Goerner
CBS News
KCBS RADIO
San Francisco 5,
California

NW 90261

1920 State Street
Everett, Washington.
26 December 1961.

Mr. Frederick A. Goerner
News Department
KCBS Radio
San Francisco, Calif.,

Dear Mr. Goerner:

Received your letter of the 20th and believe that I can clear up a few points that remain in question.

We agree on the Mrs. Studer article in that it also left a rather distastful flavor with me. It seems that anyone that ever knew Amelia or even introduced to her is now one of her close friends and have to get into the Act. This has happened before and an sure that it will happen again. I think that she is all wet in some of her statements but if she desires a bit of publicity in that connection - more power to her.

I am always a little skeptical about news articles after knowing one of the local "Editors". We were speaking of a certian article which appeared in his paper recently and I made the remark that it was not correct and it should be correceted. His remark was to the effect that it might not be entirely correct but the article "Did sell copies and thats what we were after". He happens to be a good friend of mine and believe that he has good intentions as to his paper but I dont always believe what he prints.

As to Galten, Im afraid that his memory is rather poor. His estimate of the range of Earhart's radio is certainly in errer. After studying the papers you sent me, I believe that the Itasca did hear her before the first identifiable signals. This would put her many hundred miles out. I'm not going to argue the point with Galten or anyone else but I would suggest you talk to some radio operators of that period and believe they will confirm the fact that 50 Watts of phone on 3105 KCS will carry quite a long way, especially at dawn or early morning hours. After all, a transmitter 1000 feet in the air and airberne will out perform a transmitter on the ground. I just fail to believe him. In his remarks about seas eight feet high and fifteen feet between crests, is certainly out of line. Visualize this kind of sea and I'm sure that you will agree that seas of that kind only occur in shallow water and not in open sea. Here I will again suggest you contact some one that knows open water swells.

Galten also seems to have changed "Gas is running low" to "30 minutes of gas remaining". If this is true, Bill logged something that no one else heard. I could show you that log item and also Bill Galten's signature showing that he did not log "30 minutes - etc".

NW 90261

KCBS

CBS Radio - A Division of Columbia Broadcasting System, Inc.

SHERATON-PALACE, SAN FRANCISCO 5, CALIFORNIA · YUKON 2-7000

March 29, 1962

Mr. Leo G. Bellarts
1920 State Street
Everett, Washington

Dear Mr. Bellarts:

I am wondering whether you received the photo copies of the Itasca's message log that I sent along a month or so ago?

I certainly have appreciated your correspondence; it has done much to clarify many of the questions I had about the circumstances that July morning, 24 years ago.

We have come up with some startling information since I last wrote. A gentleman in Southern California, formerly with Pratt-Whitney in the East, builders of the engines installed aboard the Lockheed Electra, has come forward with the information that the new engines installed aboard the plane before the take off from Oakland in 1937, were more than twice as powerful as those listed in the standard press releases; he has, also, testified that 14 aerial cameras were installed aboard the ship, providing nearly 360° coverage with automatic cockpit control. A thorough check has been run on this man, and he has proved reputable in every respect. He says he was sworn to secrecy in 1937, and that is the reason he has not told anyone of this before.

He has also stated that these new engines upped the cruising rate of the Electra to nearly 200 miles per hour, instead of the 155 M.P.H., the Electra was capable of previously. This could clearly answer the question raised by the 0615 message: "about 200 miles out", and the 0645 message: "about 100 miles out". The plane was obviously making nearly 200 M.P.H. air speed at cruise during that half hour period. Earhart would have been at cruise speed to conserve fuel.

(Continued)

NW 90261

I am still not ready to believe that Earhart and Noonan were necessarily on a spy mission. They merely may have been photographing the coarse of their flight for the Government, which knew little about any of the areas they were scheduled to fly over. But, if they fell into the hands of the Japanese, the cameras installed aboard the plan would have been extremely incriminating, regardless of their stated motives.

I am looking forward, very much, to hearing from you again. Under separate cover, I will send along several of the items that may be of interest to you.

Best regards,

Fred Goerner

Fred Goerner

FG/lb

NW 90261

1920 State St.,
Everett, Washington
1 April, 1962

Dear Mr. Goerner:

The photo copies of the messages were received some time ago and refreshed my memory to some extent. The contents of the messages were not necessarily correct to the word. I would go along with the radio log for accuracy as messages as such were not written up until after the flight, and these were taken from the radio logs.

I recall the plane message very well and there was considerable concern when we received this message. It is entirely possible to run into squalls going thru the doldrums and they must contain hail and snow at the higher altitudes. Personally, I thought that it was a very foolish move on the part of the plane pilot to return to Pearl when they had the trip about completed. I believe that if the pilot were investigated you would find that he was not a pilot that had much experience in flying in and around the equator. The Itasca's weather indicated no bad weather in our vicinity. Dont take my word for it but ask some old sea dog how the doldrums act some time.

The "Recordsof the Miscellaneous Events of the Day" are apparently taken from the ships log and is a copy of the so-called "Smooth Log". This is just the high-lights of the regular ships log. These entrys may also not be a word-for-word account of what happened in the radio room and its log.

Lt. Comdr Kenner was from the Honolulu C.G. Office and was a paggenger - observer - consultant and aided the ships officers with a deck watch. All the entries relating to the flight were taken from the Radio Log.

That part of your letter about the aerial cameras certainly was an eye-opener to say the least. It was also news to me about the new motors installed on the plane. There must have been something very mysterious in that the Itasca was not informed of these facts regarding her radio - Cameras and motors. Now it sounds like ~~she~~ my conviction that she did really go in very near the island, considering the fact she had more powerful motors which certainly have taken more from her cruising radius.

Confidentially, you have a copy of that radio log - the original I have in my possession and there it stays. Honestly, I thought that there was going to be an investigation of the flight and that is the reason that I have kept certain logs and papers concerning the flight. There are two or three things that have never been brought to light but they would only tend to degrade certain people and I would rather let them remain buried in my mind.

I will be looking forward to receiving the items that you mentioned in your letter. My scrap book is getting quite fat but it will make interesting reading in years to come. Thank you for the information in your letter and hope you keep me advised of developments in the future -

Sincerely yours,

Leo G. Bellarts.

NW 90261

It was a supposition that she "went in" after the wait. I might explain that she made the transmission regarding the sun-line position and at the end of the transmission said "wait". In other words she was not entirely certain that the Itasca received her and wanted to shift to 6210 and repeat the message. She said "Will repeat this on 6210 WAIT2. In other words "wait till I shift frequency". We had receivers on both 6210 and 3105 KCS but never heard another signal from the plane. Assuming that she shifted or was in the process of shifting, as she indicated, the crash must have occurred during that time. This we can only assume because no distress signal was heard or any word of immediate trouble was ever heard from Earhart. This would place the time of crash about 0846, Howland time. If she were actually out of gas at the time and crashed as a result, leaves me with no explaination as to just why she ran out of gas at that early hour unless she was traveling at a higher speed due to head winds and actually covering less ground.

It will be interesting to see the photostat copies of the log. I'm very curious to see if they compare with my record of the flight, which I know is correct. Writing this in confidence I will say that we (The radio personnel) had considerable trouble with some one, possibly the "passengers", in souvenir hunting. I became aware of this prior to flight time and took steps that no one would get a copy of a log or message that did not concern him. My radiomen were held strictly accountable for all logs, messages and weather reports handled during their watches. Nothing of consequence was missing except a few rough copies of weather reports made a few days before she took off.

I dont recall the exact difference in signal strength between the 0615 and her final transmission, but it is my recollection that her signals were on the increase up to her last transmission when she was really good and loud. Considering her signal strength, the increase each time, it is hard for me to believe that she over-shot the Island.

In reference to radio operators you have contacted regarding the sudden upswing in signal strength and then sudden fade., this is entirely true, not only on the equator but also all over most of the globe. This is only true on the higher frequencies but not on 3105 KCS. I have operated on frequencies around 3105 KCS and have never found signals jump around as you explain. At night, dusk or morning hours signals on this frequency usually increase in strength and usually remain so with a very small fade. I recall during the search that there was a championship fight and copied the entire fight, blow by blow and this unstable condition was very evident, being extremely loud at times and then fade down to hardly readable. This was during daylight hours from a station in New York. Confidentially it was paid press..

The Itasca did not make direct contact with Lae at any time. All information regarding frequencies and schedules were worked out prior to our departure Honolulu. ComHawSec supplied all this info to the Itasca by hand. Everything was generally correct except that the Itasca was unaware she could not send on 500 KCS due to her not having the trailing antenna.

NW 90261

The Itasca was informed by ComHawSec as to departure time from Lae. I was not aware of the routing of this information to Honolulu but it must have came by way of commercial radio. We were aware of her departure early in the afternoon of her take-off. I am certain that the Itasca was aware of the Lockheed's gas capacity and range of flight. This information must have been given to the Itasca by mail in Honolulu. This, I have no record of with the exception of some of the information being contained in copies of press reports. These copies are originals and some in long hand which I will not reproduce.

From what was learned after the flight, I am afraid that Amelia was careless in not informing the Itasca that she was unable to transmit on 500 KCS. As I have said before, actually this prevented the Itasca from taking D/F bearings on her. I do not know if she knew that the Itasca borrowed a 3105 KCS D/F or not. However, the borrowed D/F did not prove out very well, no bearings were obtained with it..

Now on your next question regarding the "station bill". I am sorry but I'm afraid it only confused the issue. There is quite a bit I could say about this "bill" but rather than do a bit of castigating myself, will only say that it was only a guide and not a "must". Duties of the radiomen were changed as the scene changed to cope with the then present situation. No, the Itasca did not block out any station, nor did it attempt to do so. The only stations at hand were Howland, Baker and Jarvis islands and they only had amateur stations which couldnt be blocked anyway. To say the least that so-called "station bill" was ambiguous.

As to the whereabouts of the personnel you mentioned, I'm sure that if you write to the Commandant, USCG., Washington, he could supply the addresses, providing they remained in the service or were retired.

Now it sounds like you are writing a book! (?). I believe that the Itasca was Lend-Leased to the British prior to our entry into WW II. Her fate is unknown to me. The Swan or Ontario was sunk by the Japs in the vicinity of New Guinea. During the Lae campaign, I was the Communication Officer of LST Group 21 Flot 7 of the Seventh fleet and one of those tugs were assigned to Flot 7 as fleet tug, just in case we became stuck and couldnt get off the beach. I thought that it was a dirty trick for the Japs to sink the Swan(I Believe). It looked like they couldnt sink us so they had to pick on a little defenseless tug. Well not many of those planes got away with it. (1 only)...

As to anything that has not been made public, I'm sure there is very little to add. There are several side-lights to the flight and search but dont believe it would assist you a great deal. As to castigating anyone, I'm sure that there is no such intent on your part and I will assure you it is not my intention either. For a while I thought that there was a possibility of an investigation or hearing regarding the flight but am glad that this is too far in the past for such action. Frankly and confidentially that is the main idea in retaining copies of pertinent data regarding this flight.

Going back to the TIME article, they could possibly have been wrong in their estimate of position reports. Some people delight it tearing other people apart and this may have been one of these articles. The Coast Guard log could not have included the check-in 785 miles out from Lae as the Itasca was not aware of this thru her own efforts. The Itasca positively did not copy that report. There is a question there in that is a check-in stating"785 miles out" considered a position report? I will assure you that regardless what TIME says about how many transmissions the Itasca copied, The report I gave you is the correct one.

Considering that I believe you will keep me in confidence, it is not my intention to give information to Amelia's sister as there would be no point in doing so. I believe that you have my thoughts on the case and given you all the answers you requested. Please dont hesitate to ask any question that I may be able to answer but reproducing the copies of logs and messages will have to be refused. This scrap book will make great reading to my grandchildren. This invitation will also stand good for you if your ever in the vicinity.

Sincerely yours,

Leo G. Bellarts.

- Please excuse this mil - its an old broken down portable and I rarely use it.

NW 90261

KCBS

CBS Radio - A Division of Columbia Broadcasting System, Inc.

SHERATON-PALACE, SAN FRANCISCO 5, CALIFORNIA · YUKON 2-7000

June 26, 1962

Mr. Leo G. Bellarts
1920 State Street
Everett, Washington

Dear Mr. Bellarts:

Enclosed, please find a copy of a compilation I have prepared on CBS' 2 1/2 year probe into the Earhart disappearance.

When you have the time, I would certainly appreciate your comment on the work.

Within the last two weeks, I have had a long personal discussion with William Galten. You will be interested to know that he now admits the possibility that he may have misinterpreted the transmission concerning "1/2 hour of gas."

As the investigation proceeds, I will keep you posted on developments.

Best regards.

Sincerely,

Fred Goerner

Fred Goerner
KCBS Radio
San Francisco 5

FG/lb
Encl.
Airmail

REPRESENTED BY CBS RADIO SPOT SALES · NEW YORK · CHICAGO · SAN FRANCISCO · DETROIT · ATLANTA · LOS ANGELES

NW 90261

KCBS

CBS Radio - A Division of Columbia Broadcasting System, Inc.

SHERATON-PALACE, SAN FRANCISCO 5, CALIFORNIA · YUKON 2-7000

July 22, 1962

Mr. Leo G. Bellarts
1920 State Street
Everett, Washington

Dear Mr. Bellarts:

I hope you have seen the July 18th issue of Navy Times Newspaper!

A Coast Guard Report on the Earhart disappearance, kept as a classified secret for twenty-five years, has just been released.

Far from solving the mystery, the report raises many more questions.

Let me know if you have not seen a copy of the report, and I will see if I can get an extra and send it along to you.

Let me ask you several questions raised by the report:

Did you ever see any of the messages signed with the code name, "Vacuum"?

Did you see any of the messages from Washington signed with the name, HAMPTON?

Why weren't the messages received from the Earhart plane logged after 6 a.m. that morning?

Did you know that the gun batteries of the ITASCA used to power the Navy DF on Howland had run down during the night?

How long did the ITASCA transmit "A's" on 7.5 megs.?

Did the ITASCA understand that the Earhart loop did not reach to 7.5 megs.?

Why was the Navy's ONTARIO broadcasting by key on 400 kcs. and the SWAN on 900 kcs. by voice?

Did the ONTARIO or the SWAN ever receive any messages from Earhart?

NW 90261

There is so much more I would like to ask, but properly I should wait to find out if you have even seen the report.

I know now why you felt that you could not give me full details about the fantastic foul-up in communications between San Francisco, Washington and Honolulu and the ITASCA. It appears that the Coast Guard wasn't let in on many of the details of the flight, and that there was a definite envolvement on the part of the Navy and the Army Air Force. The Coast Guard certainly can't be blamed when it wasn't even let in on the basic details of the flight.

I think that this is the first significant break in the story. I think now the Army and the Navy will have to come forward with what they have classified.

I haven't heard from you since I sent along the 27 page monograph which detailed our investigation. I would also like to have your comments on that work.

I hope you can find time to answer me within the next few days.

Best personal regards.

Sincerely,

Fred Coerner

Frederick A. Coerner
CBS News
KCBS Radio
San Francisco 5,
California

NW 90261

1920 State St
Everett, Wash.
26 July, 1962

Dear Mr. Goerner:

Received your letter of 22 July, and also the Copyrighted article you sent some time ago. Thank you for the article. As for the mentioning my name in connection with the mentioned contradiction between Galten and Myself was the reason that I previously expressed the desire that I did not wish any publicity regarding the flight. There is just to many versions of the radio log and other conflictions of ideas as the why - when etc. I dont care to become involved in contradictions of any sort regarding this flight. Anything that I have written you was to be kept confidential and that still remains relative to this letter and any other future correspondence we may have.

Seriously, I see no great question relative to the information supplied the Navy on their search and the information the Itasca had on hand.

I certainly agree with Capt. Thompson in regards to his confidential report to CG Hqtrs. In fact I believe that his report was toned down from his actual feelings regarding the arrangements for the flight. In my estimation with several people trying to run things from different points is highly slipshod to say the very least.. I assisted in the preparation of the report but did not see the final report as it was sent to Washington. I could say much more regarding this but see no reason in doing so.

Relative to the questions that you asked in your letter of the 22nd july, I dont recall any "Vacuum" signed message. There may have been but I dont recall it. There is a possibility it may have been included in a coded dispatch which I vaguely remember, in this I may be wrong..

I recall the Hampton messages but do not recall the contents. These messages were addressed directly to Black and I did not pay much attention to these messages. The contents of these messages were evaluated and any information that the Communication Section were to act upon were channeled thru the ships command.

Messages from the Earhart plane were logged before AND after 6 a.m. as indicated in the photostat I sent you. That is a photostat of the ACTUAL radio log maintained during that flight. All other logs (ships included) were taken From the photostat you received. There is where any changes might have taken place. - (Half hour fuel-low on fuel)//

No, I was not aware the batteries ran down during the night. In fact that is incorrect. I dont recall exactly which gun battery we used but they were all OK untill after she apparently "went in". Some one is guessing and they havnt guess the correct answer, which will remain with me.

As for the lenght of time we sent "A's" on 7.5 megs, you can see from the logs that there was considerable time spent on these signals for her to home on. She apparently did not use them and doubt that she even attempted.

I believe that I have previously answered the question as to why the Ontario and Swan used the frequencies they did. They were not equipped to operate on the higher frequencies.

I do not know if the Ontario or the Swan received anything from the plane. I dont believe they did.

NW 90261

One question I skipped - The Itasca understood that the plane could reach 7.5 megs. Why would we have sent on that frequency if we knew she could not have received signals in that spectrum. We were advised that she wanted signals on the 7.5 freq for her homing station.

I believe that I have answered your questions outlined in your letter. As for your remark in the fantastic foul-up in communications, I will agree with you that it was certainly just that. In regards to the Navy Times and a recent article that I believe originated in San Francisco, I would like to make a few comments - Just between you and I as I have no desire in entering into an unsolvable argument.

First, I believe that Communications men should stay in the world of Communications, Newsmen in the news world and above all - Medical Doctors should stay within the realm of medicine. I would make an ass of myself if I tried to fill your shoes and also the shoes of a medical doctor. But - it seems that does not prevent a Medical Doctor from making as ASS of himself in his remarks regarding the Earhart Flight. I am not speaking of Dr. M. L. Brittain. To point out very bluntly what I mean, did you ever try to triangulate your position when flying toward a homing station, without any other radio stations help?

Regarding the drunken CBM - He was not attached to the Itasca. The CBM of the Itasca was never known to take a drink - not to my knowledge. I vaguely recall it being in connection with the San Pedro Base which only had two Commissioned Officers and not sufficient for a Court Martial.

I find several errors in the Navy Times article, however, as a whole it is an interesting story. To go over the entire story and picking out the errors would be more than I would care to write about. It appears that Mr. Reed sacrificed the facts in some instances to make an interesting story for the un-informed.

I dont believe that you have a copy of the radio log maintained on Howland Island, but the photostat that I did supply to you is the basis for all the distortions that have been printed about the flight.

I was thinking of taping a reply to your letter and also the Times article, however in doing that, would deprive me of having a copy of my statements which I hope you still class as confidential.

Why not visit Century 21 and as a side trip look me up and I will be happy to discuss any phase of the flight or foul up. It would be very difficult to locate me at home but the Snohomish County Civil Defense Office in Everett, Washington usually keeps a string on me and knows where to locate me. I am the Deputy Director and Radio Officer for the County CD Office.

Sincerely yours,

Leo G. Bellarts

NW 90261

3/ Lagwine they couldn't have been
90 off course.
I've had some correspondence
with Capt Briand who wrote the
book. I've also talked to Fred
Goerner - KCBS - who went to
Saipan twice and put on a big
show about it.
I - like you - think they
ran out of gas - flew in - didn't
have time to get their raft out.
Quien Sabe?
I'll bet also that they
were never anywhere near Saipan.
Fred knew that country - had made
many flights to Manila - why not
Guam - which he knew.
Like to have your
comments.

Stewart Saunders.

Veterans Hospital
Oakland
Calif.

1920 State Street
Everett, Washington
September 18, 1968

Lt. Gen. Masatake Okumiya
Japan Air Self-Defense Force (Ret.)
Tokyo, Japan

Dear General:

Your recent article contained in the August, 1968, issue of the U. S. Naval Institute proceedings, was read with great interest as your views confirm my opinions regarding the fate of Amelia Earhart.

I was the Chief Radio operator on the Itasca during her flight and heard all of Earhart's radio transmissions, and it is my firm belief she now rests many fathoms deep, near Howland Island.

The author of this book, Mr. Fred Goerner, questioned me at great lengths regarding this flight and I supplied quite a bit of information contained in his book. I might add that several important facts were not included in his book. They were either distorted or entirely omitted.

Prior to the publishing, Mr. Goerner called me from San Francisco and apparently wanted my reaction to his verbal statement "What would you say if I said Amelia is home?" I replied that I couldn't reply to that statement as her home was unknown to me. "No, I don't really mean that" replied Mr. Goerner, "I mean her remains are now in Washington, D. C." To this I replied "I don't believe it." Needless to say, he was very disappointed in my answer and I have not heard from him since.

It is very obvious to me that this book cannot be classed as "History" but rather a successful attempt to create a best selling spy mystery based on an actual flight of a famous aviatrix.

Due to a twist of fate and a war, I was able to see where she took off from Lae, N.G. I was the Staff Communications Officer for the L.S.T. Group 7, which landed at Lae and Finchaven, N.G. in 1943.

Respectfully yours,

L. G. Bellarts
Lt., U.S.C.G. (Ret.)

COPY

NW 90261

STEWART A. SAUNDERS

Dear Mr Bellorts — June 13 - '68

I just came across an item of last year in the San Francisco Chronicle which you no doubt have seen — re Corkett.

I have a multiple interest in that situation.

Fred Noonan was a close friend of mine. He was chief navigator for PAA until he drank himself out. Nevertheless — he wasn't that far off course!!

I was airport manager for P.A.A. at that time — at Midway.

That night our chief pilot — Ed Musick (later lost at Pago Pago) came up from Ala that day. I was having dinner with him when a messenger from the Com. Pac. Cable Co (Relay Station since 1905) came in to hand me a cable message. N.B. we had our own radio system but we

had secured!

The message read. "Get Ingram open up your radio."

Ingram had followed Fred Roonan as chief navigator and was checking out a navigator.

Ed Ingram chief (we had 3) radio operator and I went at once to comply.

My boss at Hal asked — what does Judd (that was Ingram) make of this message from Fred (Roonan)

"Early morning fun line --- --- (repeat) --- --- 80 miles S.E. Howland 30 minutes gas — Roonan"

Of course Ingram figured at once it was his bearing and reciprocal — repeated.

Unfortunately I don't have a copy of the message but I do recall we plotted it on the chart and it showed them — his fun line — near Howland — certainly nowhere near Saipan.

Even if everything had gone

5939 Almaden Lane,
Oakland, Calif. 94611
July 9, 1969

Mr. Leo Bellarts,
1920 State,
Everett, Wash.

Dear Mr. Bellarts:

From an old article on Amelia Earhart by Fred Goerner I learned your city, and from the phone co. your address. I would sincerely appreciate your early reply on several matters of a communications/electronics nature.

For a year and a half I have been researching the mystery from a different outlook than others; rather than historical, political, or adventure, I have, as a pilot, navigator, engineer, and scientist, made a scientific and technical analysis to determine what might have happened and where. I am quite interested in the communications aspect too, as I have a top ham license, one of my early DX contacts pre-war from W4 land was the station on Baker, and I also have a First Phone. Of other hams I know, one locally went to Canton on the Itasca's return trip, another was on Jarvis, and of two brothers, one is no longer a ham as he has become slightly deaf, but he was using his brother's (then a Navy Chief) station, SX28 and RME69 with DB20, when in the early morning hours he heard different Earhart messages.

As I have seen the Navy's formerly-classified files, the Itasca log, the search reports, and other data, and as you were involved, may I ask:

1. the "200 mile" report had whistling noted, then NW--this has been variously interpreted--- as a radioman I think of "now," in sailing, or as a layman, I might think of "NorthWest," and as a navigator, I might think of "No Wind," or a dead reckoning position---which or what was said;
2. what is the explanation for the 615/645 msgs as compared to 515/545, and which were the correct times, (one possibly sent in error???);
3. some claimed they had signal strength reports, or other data, but the records seem to report "loudness" increasing to 5 from 3, which could refer to a readability rather than a strength---what do you think, and did the signal just become more readable only later in the morning, or blast in;
4. do you think a change in signal level could be done by changing propagation conditions rather than by distance;
5. for a 50W xmtr, the time and your rcvr., how far away at the most do you think she was at the OH 742AM message, and the last an hour later;
6. propagation experts estimate the ground-wave range as up to 300-400 N. Mi. at the time---on this basis, how far away min. and max. (guesstimate);
7. what type of rcvr. did the CG use, "front end" (RF), sensitivity, and as compared to a SX28, RME69/DB20, local line noise and atmospheric level, etc.;
8. your opinion as to why some signals heard afterwards at Wake, Hawaii, HMS Achilles, USA, but seldom if ever by Itasca (skip, signal level, noise);
9. your personal opinion as to about where AE went down, if signals heard afterwards were genuine, area involved, etc., etc..

I shall be grateful for your early reply.

Sincerely yours,

Robert W Townsley

Dr. Robert W. Townsley, Ph.D.
W6RCR

FREDERICK ALLAN GOERNER
Twenty-four Presidio Terrace
San Francisco, California 94118

3 September, 1969

Dear Leo:

Glad to receive your letter of 25 August and know that all is well with you.

Next time you come down to visit your son in San Mateo please DO give me a call. My home phone is 751-4535.

A coincidence that you happened to see that TV show. I did it as a personal favor to Adel Hall, the gal who runs the show.

Edgar Cayce was the famed psychic about whom so many books have been written. It seems he was a friend of Amelia and George Putnam, and after the disappearance, Putnam asked Cayce to do a reading and see if he could locate the plane by mental telepathy. Cayce did so, but the area he indicated in which the plane had supposedly landed was searched without result.

Edgar Cayce is now dead, and it was Hugh Lynn Cayce, Edgar Cayce's son, who was on the program with me. It all came about because a woman named Doris Agee has written a book titled EDGAR CAYCE ON ESP, and in it she revealed the contents of the Cayce reading in relation to Amelia Earhart.

I'm not very big on such things, but who REALLY knows?

The Ph.D. you mention is probably Robert Townsley of Oakland, who has spent considerable time getting leads from me and searching for additional information.

I, of course, am still pursuing the final truth. We've finally managed to get some records declassified in Washington, and when we get a chance to talk at length, I'll fill you in on the details.

Thanks for your congratulations. I got a wonderful girl, and we are very happy.

My best wishes, and take care of yourself.

Sincerely,

Fred Goerner

P.S. Hope you got your autographed book. I recall sending it, but I never heard from you.

NW 90261

FREDERICK ALLAN GOERNER
Twenty-four Presidio Terrace
San Francisco, California 94118

28 March, 1970

Dear Leo -

We are making our plans now for our Pacific journey, and it occurs to me that perhaps you might be interested in joining us on the adventure.

Enclosed find a photo of our ship, the former Coast Guard Cutter U.S.S. ALERT. She's 125', 23' 6" beam, and makes a comfortable 12 knots. She accommodates 33, but we have decided to take only 20.

In addition to the southern Marshalls, we are going to reconnoiter Howland and a large reef and sandbar some 138 miles SE of Howland which have never been landed upon. The planes of U.S.S. COLORADO missed them in the 1937 search, and I have felt for a longwhile that it is possible Miss Earhart and Captain Noonan landed there.

We'll be gone 2½ to 3 months via Honolulu, Christmas and Canton

OVER

NW 90261

Islands.

There would be no cost of any kind to you, but we are all going to pitch in and stand some watches aboard ALERT.

I'm also taking along Admiral Harry Manning, who was the navigator with Miss Earhart on her first attempted around-the-world flight. Also, Admiral Richard Black who was aboard TASCA with you in 1937.

Let me know if you are interested. We're all looking forward to it. It should be a fascinating adventure.

All the best –

Fred

FREDERICK ALLAN GOERNER
Twenty-four Presidio Terrace
San Francisco, California 94118

April 5, 1970

Dear Leo:

Thanks for your son's address. I am sending a copy of the SEARCH to him today with a suitable inscription.

Know what you mean about the smoking. I quit about two years ago, but there are still times when the urge is pretty powerful.

The psychology of smoking would be a good area for intensive studies by behaviorists. I found my smoking habit was tied to a number of things. For instance, when the telephone would ring, I would feel an instant urge to smoke. Something to do with dealing with the unknown, I suppose. Also, the urge was strongest at social gatherings or while drinking. Perhaps something to do with general insecurity. The strongest urge would and still does always come just before I am to do a broadcast. The adrenalin is really pumping about that time, and a cigarette constricts the flow of blood in the body and has a calming effect.

Yes, I do read USNIP, and I did see the article "Sugar Boats Or Submarines" by Lt. Gen. Masatake Okumiya. It was intended as a whitewash of Japan's use of the mandates prior to Pearl Harbor.

Rear Admiral Edwin Layton of Monterey, California, who was Chief of Intelligence for Admirals Kimmel and Nimitz in the Pacific before and during WW II, has asked me to write an article with him which would detail Japan's violation of international law with respect to military use of the mandates prior to Pearl Harbor. He says he has all the information necessary to refute Okumiya's statements. Unfortunately, I have not been able to spring the time (A COUPLE OF WEEKS) to huddle with Admiral Layton to get the job done. I must add that Admiral Layton is not referring to the Earhart case, but rather to the Okumiya statements regarding facilities on and uses of the mandates before the war.

I did read Dwiggins HOLLYWOOD PILOT, and I agree that it is rife with errors. I doubt there was any design involved; simply a lack of research.

NW 90261

No, Leo, I wouldn't try to con you that I am doing another book "on a scientific basis", or that my motives have been or continue to be totally altruistic. I am a professional writer and broadcaster, and I have been and continue to be interested in the Earhart case from the standpoint of those professions. I doubt very much that I would have devoted anywhere as much time to the issue if Earhart and Noonan had been far less important personages with a corresponding lack of public attention.

I do believe, however, that I am genuinely interested in finding the truth of the matter, and I am not too distressed at the prospect of finding egg on my face. I've had to wipe some away before, and will probably have to a number of times before I am finished with our perplexing existence.

I surely don't have any reason or suggestion why you should not tape your feelings regarding the Earhart case. On the contrary, I strongly suggest that you do. I also suggest that you write an article or a book, or have one of your sons do so, or have a ghost writer do it. The important thing is that the information be preserved and dissemminated. Too many persons put off recording their thoughts until its too late, and then history can never be correctly written.

If you are not interested in the cruise aboard ALERT, I will surely understand. But if you do decide you would like to join us, I want to make it clear that the invitation was NOT extended on the basis that you divulge information to me or anyone else. And that's no bull. The fact of your knowledge of the vessel and the climes in which we will be travelling would be valuable enough.

Best Regards.

Cordially,

Fred

Fred Goerner

FREDERICK ALLAN GOERNER
Twenty-four Presidio Terrace
San Francisco, California 94118

10 April, 1970

Dear Leo -

I understand perfectly.

Sorry you can't make the trip. We would have enjoyed having you along.

Surely will give you a report when we get back; probably toward the end of August or early September.

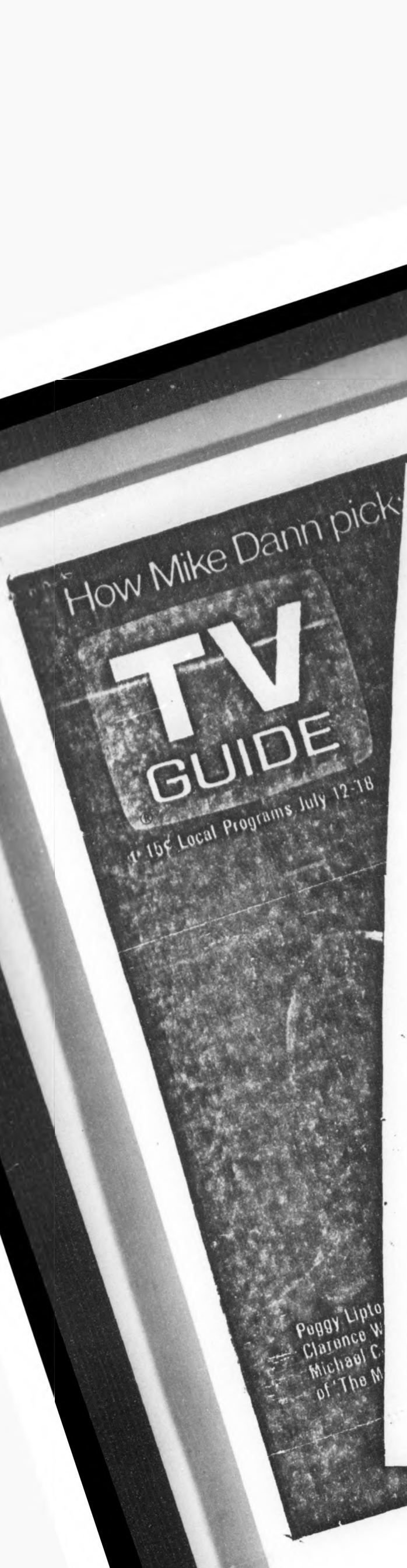
Lest you think my only interest in life is Amelia Earhart, I enclose a review of a recent TV film I wrote, produced, directed and narrated. I have two more coming out shortly.

Stay well and hang tight on the smoking.

Best -

Fred

NW 90261



hospital where Dr. Konrad Styner operates. The show emphasizes the need for proper prenatal care. Richard Boone, Natalie Norwick.

32 **ALLEN LUDDEN** (C)
Guests include Bob Crane ("Hogan's Heroes"), singer Joanie Sommers, comic Jeremy Vernon and the Back Porch Majority. (90 min.)

36 **MERV GRIFFIN—Variety** (C)
Guests include George Segal, actor Edgar Buchanan, and burlesque queen Ann Corio. (90 min.)

38 **SPOTLITE ON SPEED** (C)

8:00 2 **DELLA REESE—Variety** (C)

4 8 **MUSIC HALL** (C)
Carol Lawrence and Kaye Ballard join Tony Sandler, Ralph Young and Norman Wisdom in London. Sketches focus on trains, and there are blackouts on the trials and tribulations of travel bureaus. Jack Parnell orchestra. (60 min.)

Highlights

"Mad About the Boy," "The Man That Got Away," "There Are Hundreds and Thousands of Men in the World" ....Carol, Dancers
"Sonny" .....Kaye
"My Favorite Things," "Trains and Boats and Planes," "If We Only Have Love" .....Tony, Ralph
"Three Caballeros"
.....Tony, Ralph, Norman

Wednesday
EVENING

5 46 **BEVERLY HILLBILLIES** (C)
The hillbillies rally to help Drysdale, who's been jailed for bootlegging in a town near Hooterville. Adding to the predicament is the banker's traveling companion—Elly's pet bear. Jed: Buddy Ebsen. Drysdale: Raymond Bailey. Granny: Irene Ryan. Sam: Frank Cady. (Rerun)

Guest Cast

Bookkeeper .....Percy Helton
Sheriff .....Michael Ross
Judge Johnson .....J. Pat O'Malley

7 11 **MOVIE—Comedy** (C)
"Come Blow Your Horn" (1963), based on Neil Simon's Broadway hit. Young Budd Baker flies from the parental nest to brother Alan's sumptuous Manhattan pad. Delighted to have a protege, Alan introduces Bud-

close up

TARAWA
8:00 2 (C)

Special: At 9 A.M. on Nov. 20, 1943, the U.S. Marines waded ashore on Betio island on the Tarawa atoll under the brutal, pounding fire of Japanese shore guns, pillboxes and rifles. Last November, 25 years later, Gen. David M. Shoup (USMC, Ret.)—a colonel at the time of the invasion—came ashore again, to dedicate a cenotaph to the more than 5000 men who died in the three-day battle.

Using actual combat footage (some black and white, most of it in color) combined with interviews with General Shoup and newsmen who had covered the invasion (and who also returned for the dedication), producer Fred Goerner has put together a documentary of a wartime invasion that emerges as a shattering film. The photography: landing craft devastated as they grounded on the offshore reefs; wasted beaches; dead and dying men, aided by medics when possible, buried quickly at sea when it was not.

The Marine objective: gain the atoll—and have a landing strip ready within three days. The objective was accomplished. The cost: over 1000 Marines killed, over 4000 Japanese. There were nine Congressional Medals of Honor awarded after the Tarawa invasion; only Shoup (wounded by shrapnel) lived to accept his.

Tarawa today still shows the ravages of the battle—the hulks of landing craft remain in the water; the rusting Japanese shore guns still stand. Shoup's dedication takes in the bravery of all the fighting men (only 147 defenders survived the battle), and looks forward to the day when places like Tarawa will not exist.

Goerner narrates, and also wrote and directed. Recent photography: Charles Stanyan and Charles Stanyan Jr. (60 min.)

TARAWA: D+25

"...a documentary of a wartime invasion that emerges as a shattering film!"

TV GUIDE

NW 90261

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Air Canada
130 Bloor Street, W., Suite 1101
Toronto 5, Ontario, Canada

5 May 1970

Leo G. Bellarts Lt. USCG (Ret)
1920 State Street
Everett, Washington 98201

Dear Lieutenant Bellarts:

I was most pleased to hear from you, with your new information on Amelia Earhart's disappearance; you are one of the few people directly knowledgeable on the subject, about which so much controversy exists. Wish I'd located you before writing HOLLYWOOD PILOT - it would have made my job a lot simpler!

May I comment briefly on the points you raised?

I have a transcript of the radio log, issued over the signature of your Commanding Officer, Capt. W. K. Thompson, and take it for granted to be correct. Note attached Sheet 1 identifying this document.

Sheet 2 from this document definately states that you caught Earhart's voice THROUGH LOUD SPEAKER, and that Mr. Carey and Mr. Hanzlik WERE PRESENT and did hear AE say CLOUDY AND OVERCAST.

Sheet 3 (a page from the Itasca's ship log) dated 2 July 1937 shows the Itasca drifting 5 miles west of Howland (3A) in real shirtsleeve weather -- 81°F, humidity 79! I don't blame you for working shirtless! In reconstructing the scene, I just did my best with available facts!

Sorry you took it as an insult that I referred to the Itasca radioman as inexperienced -- I meant it in the sense the DF equipment was rather new; and in the beginning Capt. Thompson felt it best to call for an experienced Radioman First Class (see Sheet #4).

Regarding the confusion between G.M.T. and G.C.T. in the Navy and USCG logs, again, no insult meant -- as a commercial pilot with some ocean flying experience, I was trying to point out that such duality can be confusing.

It wasn't me but another writer who referred to the time discrepencies as evidence of possibly skulduggery -- I in fact point out that you and your mates DID A REMARKABLE JOB in tracking AE's airplane.

I do not understand the point you raise about Cipriani and Galten not having been first to hear AE as they didn't log it -- I give you full credit, sir.

Funny about you possessing the only radio log -- Thomas J. O'Hare, Chief Radioman (Ret) wrote me the same thing back in 1966, from Cuernavaca. Of course, I used Capt. Thompson's version for my basic research.

And on "criminal meddling" -- please note Capt. Thompson's comment on Sheet #5 attached: "Amateurs reported several messages, all probably criminally false transmissions." I think you will agree that a lot of nuts in the world got into the action.

As to frequency designations, it was Capt. Thompson's judgement that AE did not properly use 500 kc transmissions (I meant to say MF rather than short-wave, sorry) as opposed to 6210 or 3105 HF bands.

I wonder if you'd be kind enough to drop another line, with your personal conclusions as to what happened? Could AE have found her way in had she transmitted properly on 500 kc, to give the Itasca a chance to vector her in? Or do you believe she was off on a cloak-and-dagger spree?

Best wishes,

Don Dwiggins

NW 90261

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

ITASCA

[illegible] Pacific Ocean,
19 July, 1937.

[illegible] Commanding Officer, ITASCA.
[illegible] Commander, San Fran[illegible] Division.

Subject: Radio transcripts Earhart Flight.

[illegible] DAY 0018-2200, [illegible] 1937.

Indi[illegible]ASCA radio[illegible] July, 1937.

[illegible] the Earhart flight [illegible] was first ordered in [illegible] by Navy [illegible] (a) Before [illegible] made directly as events [illegible] section and at the end [illegible] "confidential" due to the fact [illegible] paramount messages and that further it [illegible] which might be considered as controversial. [illegible] in an effort to present an accurate picture of ITASCA o-[illegible]

Before Flight.

[illegible]

[illegible] TO PROCEED HOWLAND ISLAND
VIA HONOLULU [illegible]
(Received [illegible])

[illegible] ITASCA.
[illegible] Division.
[illegible]

6008 YOUR [illegible] THIS MISSION TAKE PRECEDENCE OVER GENERAL
COURT[illegible] WILL PROBABLY BE COMPLETED
[illegible]

[illegible] Com SF [illegible]
[illegible] ITASCA.
[illegible] ComdtSec.

6009 YOUR 6008 1200 NEGATIVE PERIOD WHEN WILL VESSEL BE READY FOR DUTY -
SUGGESTED 12[illegible]

65-601-CONFIDENTIAL. 7/19/37
ITASCA. Radio Transcripts Earhart Flight.

0200-04.
Watch relieved on 3105 by Chief Radioman Bellarts.

KHAQ9 DE NRUI AAAA (etc.) NRUI HOWLAND AAAA(etc.)
(Key and voice with greatest care.)

0215-0220.
Nothing heard on 3105 kcs.

(Entries are widely spaced due to work. The watch was continuous with three (3) receivers (2 on ship, 1 on Howland) and lack of entries is not indicative of irregularity. Everything in radioroom fully supervised. All schedules except Earhart omitted since 2000. Three (3) routine weather reports were handled between 0100 and 0143.)

0228
[illegible]
(Also duplicated by voice.)

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

0245-0248.
Heard Earhart plane on 3105 but unreadable through static.

(Comment - Bellarts caught Earhart's voice and it came in through loud speaker very low monotone "cloudy and overcast". Mr. Carey, As [illegible] Press representative was present. Also [illegible] of United Press, both gentlemen recognized [illegible] lights to and from [illegible] Press was [illegible] Commanding [illegible] notified. Mr. [illegible] Commanding [illegible] was [illegible] by Commanding [illegible] and [illegible]

0255
[illegible]

5000
[illegible]

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY 3 A

[illegible] to 0400

[illegible] Drifting to Westward of Howland Island. [illegible] shaped (1/2) [illegible] course 78°p.g.c. [illegible] Stopped and drifting five miles West of Howland Island. [illegible] plus (11½) eleven and one-half. [illegible] through static. 0545 EARHART heard said she would listen on hour and half [illegible] signals weak and fragmentary.

/s/ [illegible]

0400 to 0800

Drifting to Westward of Howland Island. 0400 Called all hands. [illegible] at 78 r.p.m. on course 78°p.g.c. standing up to Howland Island. [illegible] drifting. 0610 Landing party departed for Howland Island to assist [illegible] Miss Earhart's plane. Gyro error 6° by amplitude of sun. 0614 Miss Earhart reported [illegible] 200 miles from Howland and requested bearings, poor reception. [illegible] laying down heavy smoke to assist Miss EARHART. 0625 Miss Earhart reported [illegible] 200 miles from Island, reception fair. 0728 Plane's position reported as [illegible] Island and gas running low. 0748 Plane reported as circling and requested [illegible] on 7500 K.C. for bearing, reception very good.

/s/ W.I.SWANSTON, Lt. ([illegible]).

[illegible] to 1200

Inspected magazines and smokeless powder samples, conditions [illegible] arms accounted for. 0800 Plane reported receiving our signals but [illegible] a minimum for a bearing, good reception. 0845 Miss Earhart reported as [illegible] line 157,337 and running north and south courses, good reception. [illegible] party returned to the vessel from Howland Island. 1030 No report received [illegible] Miss Earhart since 0845, preparing to begin search for Miss Earhart in case [illegible] has been forced to land on water. 1040 Underway at 156 r.p.m. on course [illegible] to search most probable area of landing to North and Northeast of Howland. [illegible] changed course to 338°p.g.c.

/s/ W.L.[illegible], Lt. (j.g.).

[illegible] to 1600

Underway on course 338°p.g.c. at 155 r.p.m. standard speed. 1314 [illegible] speed to 140 r.p.m. 1355 Changed course to 80°p.g.c. Omitted quarters due to necessary work. Searching for Amelia Earhart throughout the watch.

/s/ R.L.MELLEN, Ensign.

1600 to 2000

Underway on course 80°p.g.c. at 140 r.p.m. searching for Earhart Plane. 1632 Changed course to 345°p.g.c. 1915 Changed course to 80°p.g.c. 1930 [illegible] routine reports and mustered life boat's crews.

/s/ [illegible], Gunner.

2000 to 2400

Underway as before on course 80°p.g.c. at standard speed 140 r.p.m. 2000 Changed course to 338°p.g.c. 2045 Changed course to 308°p.g.c. to investigate reported light. 2053 Changed course to 312°p.g.c. to investigate reported flare. 2140 Changed course to 338°p.g.c., negative results on reported flare. 2215 Changed course to 80°p.g.c. 2220 Reduced speed to 100 r.p.m. 2235 Changed course to 213° p.g.c. 2235 Increased speed to 112 r.p.m. 2242 Changed course to 212 p.g.c., Reference Commandant, 14th Naval District Dispatch 0002-2050.

NOTE.—Do not write below this line. If additional space is required, use an extra sheet of paper (standard size) and head it with day and date. 2—3282

#3

Form 2611
TREASURY DEPARTMENT
U. S. COAST GUARD

TRANSCRIPT OF THE LOG of the Coast Guard Cutter [redacted] *under the command of* [redacted]

[redacted] *U. S. C. G.* [redacted] (Location) [redacted] *Friday, 8 July* [redacted]

Hour	Knots	Tenths	Log Miles	Log Tenths	Average revolutions	Course (P.S.C.)	Wind Direction	Wind Force	Barometer	Air temperature	Air temperature	Water at surface	Weather	Clouds Point	Clouds Moderate			
1						[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]				[redacted]	[redacted]
2						[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]				[redacted]	[redacted]
3	[redacted]	[redacted]			80	[redacted] Var	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]				[redacted]	[redacted]
4					[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5		[redacted]			[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
6	[redacted]	[redacted]			[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
7		[redacted]			[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
8	[redacted]	[redacted]			[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
9	[redacted]	[redacted]			[redacted]		[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
10							[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
11	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
12	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
1	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
2	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
3	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
4	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
6	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
7	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
8	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
9	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
10	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
11	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
12	[redacted]	[redacted]			[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

At anchor ..... hrs. ..... min. .....
Underway ..... hrs. 24 min. 0
Total miles cruised 211.7
Officers present 8
Warrant officers present 4
Enlisted force present ..... [redacted]

Authorized number in general mess ..... [redacted]
Extra number in general mess ..... [redacted]
Total ..... [redacted]
Rations commuted (general mess) 10
Members absent in general mess 10
Vacancies in general mess .....
Total 20
Number of rations issued 75

Vessels boarded { American ..... Foreign .....
Motor boats boarded { American ..... Foreign .....
Vessels reported .....
Motor boats reported .....
Cases of assistance .....
Lives saved .....
Derelicts or obstructions removed .....

Regattas or marine parades patrolled .....

Drills held (enumerate) .....
Quarters omitted due to necessary work.

Magazine inspection.

Compass .....
Ship's head .....
Error .....
Variation .....
Deviation .....

COAL { Received ..... Expended ..... On hand .....
FUEL OIL { Received ..... Expended ..... On hand .....
WATER { Distilled ..... Received ..... Expended ..... On hand 12 .....

Noon position:
Lat. 01°[redacted]'00"N
Long. 175°[redacted]'00"W

8 P. M. NOON 8 A. M.
Lat [redacted]
Long [redacted]
Lat 01°[redacted]'00"N
Long 175°[redacted]'00"W
Lat 01°[redacted]'00"N
Long 175°[redacted]'00"W

Magazine temperature:
Maximum [redacted]
Minimum [redacted]

U. S. GOVERNMENT PRINTING OFFICE: 1927

NW 90261

[illegible]

[illegible] LAGUER [illegible]

[illegible] ASE RADIO AND [illegible] GENERAL COMMUNICA-
[illegible] ARRANGE [illegible] ASCA

[illegible] that due to [illegible] upon the
[illegible] to Attribs for any [illegible] NANEY.

[illegible]

TO [illegible]

2015 [illegible] AUTHORIZES ACCEPTANCE [illegible] TRAFFIC COLLECT SAN FRANCISCO
FOR ASSOC[illegible] PERIOD ARRANGE SCHEDULES WITH KFS USING MOST DESIRABLE
FREQUENCIES [illegible]

[illegible] DAY

[illegible]

[illegible]

[illegible] ARRIVED HONOLULU 1[illegible]

From [illegible]
To [illegible]
Inf.: [illegible]
2015 ARRANGE SCHEDULES WITH [illegible] NEGATIVE MIKE CAST HOURLY
[illegible] 1242.

[illegible]

[illegible]

2015 [illegible] TRAFFIC [illegible] TO BE [illegible]
[illegible] STAY AND [illegible] PERIOD JAN
[illegible] 1200 [illegible] WHENEVER REQUESTED

[illegible]

June 1941

[illegible] to amount of radio work and fact ETASCA had one (1) chief radioman
[illegible] (2) radiomen, third class, vessel requested experienced radioman,
[illegible] Commander, Hawaiian Section.

NW 90261

[illegible] 7/9/37.
[illegible] Earhart Flight.

[illegible] the ITASCA's participation in the Earhart flight [illegible] search can be considered as ended. SWAN [illegible] another day and their operations are [illegible]

[illegible] took charge of the flight search there is little [illegible] communication made for the reason that frequencies were [illegible] communications were upon those frequencies [illegible] was unsatisfactory and slow. To our knowledge [illegible] to uncover any new facts and no [illegible] considered as relating to the [illegible]

SUMMARY OF SEARCH

1. [illegible] and apparently sent [illegible]

2. The conditions of the landing are unknown.

3. From information available until the evening of 5 July it appeared possible for the plane to transmit if down on the water.

4. Lockheed Company [illegible] definitely stated plane could not transmit on water.

5. [illegible] criminally false [illegible]

6. [illegible] on a carrier [illegible]

7. ITASCA [illegible] the March of Time program and other signals [illegible] from Earhart.

8. [illegible] manages the records maintained [illegible] PLANE [illegible] British [illegible] except-ion [illegible]

9. [illegible]

10. [illegible] plane [illegible]

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Air Canada
130 Bloor Street, W., Suite 1101
Toronto 5, Ontario, Canada

15 May 1970

Mr. Leo G. Bellarts
1920 State Street
Everett, Wash. 98201

Dear Leo:

Good to hear from you - and glad to know you have stuck to your original conclusion as to AE's fate. Too many "authors" who do sloppy research jobs to prove their points have really distorted history; I would think you should do your own piece, maybe for a friend of mine, Milt Machlin, Managing Editor at Argosy, and get it straight for the record, besides making yourself a few hundred bucks.

Not to worry the point of the "original" radio log - I passalong to you for what it's worth a copy of a note from Tommy O'Hare. Maybe you and he should correspond about it. I do not question that yours is the original, as I do not know who all kept what logs - including the ship's log, radio log, mess log or what the hell.

Best wishes to you, and I hope to get to meet you dometime - I like your direct style!

Cordially,

Don

Don Dwiggins

Cuernavaca, Morelos
May 19, 1966

apers over 2 months ago . . .
Newsman Don Dwiggins is writing the biog of the late Paul Mantz for Doubleday. He was killed stunting in a plane used in Jimmy Stewart's movie "Flight of the Phoenix." The book will include a chapter on Amelia Earhart plus what Mantz believed happened to her ill-fated flight

Mr. Don Dwiggins
c/o Doubleday Publishing Co.
New york, N.Y.

Dear Sir:

Enclosed clipping was brought to my attention by a friend returning from a visit to the States. He was aware of the fact that I was long contemplating doing a factual article on Earharts' last flight. Unfortunately, I am neither writer or painter as half the American colony fancies themselves here in Cuernavaca. Also I have adopted the Mexican custom of "Mannana".

Well, here is the dope: I am a retired Chief Radioman, U.S. COAST GUARD and have been living in Cuernavaca for the past twelve years. The U.S.C.G.CUTTER "ITASCA" was on station at Howland Island a full week before Earhart's take off from Lae New Guinea. Her sole purpose for being there was to service Earhart's plane upon landing and to act as radio beacon for her to home in on. Also to broadcast the weather reports to her on the half hour during the flight. I was the radio man on watch when Earhart took off. This was to be a very easy watch. But as it turned out it developed into a hell of an affair. I picked up her voice signal at two A.M. Howland time and monitored her until eight A.M. in the morning at which time I hit the panic button due to her frantic messages to me at that time.

Upon being transferred from the "ITASCA" a few months later, some how or other the "ORIGINAL" radio logs and message file became entangled in my sea bag and I have been toting them around lo, these many years. They tell the entire story with out any frills, mysteries or conjectures. I have every word she uttered ver batim and the exact times as is customary in radio shaks. Also the complete dope on the search by "ITASCA" and half the US. NAVY. Also pictures of Islands searched and pictures both Howland Island and "ITASCA". I received aletter of commendation for my work in the radio room during this hectic period. I have here with me the whole original authenticated file on the whole mess from her take off to her splash also her location within one hundred miles.

I read with amusement the Paul Mantz article. How a flier of Paul Mantz's stature could lend credence to such an absurd theory amazes me. However, Mantz was a stunt flier and not a navigator. His theory is as absurd as a motorist leaving New York for Boston on the Boston Post road and arriving in Timbuktu.

To sum up, if you are interested in the true story, contact me and we perhaps, can make some arrangements. Incidentally, I am getting tired of all those half baked stories that crop up from time to time.

Sincerely,

Thomas J. O'Hare
U.S. COAST GUARD
Chief Radioman (Ret.)

APARTADO # 642
Cuernavaca, Morelos
Mexico

NW 90261

18 March 1970
1920 State St.,
Everett, Wash.

Dear Fred;

Received your letter of 3 Sept.69 but as usual I am a little slow on the return mail. Yes, thats the Ph.D. but I doubt that you would be much interested in his investigation as he is "investigating the flight on a scientific basis". What all that means I dont know but I have assumed that it puts me entirely out of the picture. Frankly I believe that he is coming up with another book with his own ideas as to her fate. As you know I have my own theory. And also I believe it will never conform to your views either.

Townsley has been after me trying to get some information but I am rather reluctant to supply as I am not certain as to his REAL intentions. I had quite a talk with him and he did not impress me as trying to get certain information that would bear directly to the situation. He has me a little in the dark as to his intentions so he gets very little from me in this respect. HOWEVER, I am not offering it to you either!

I have been reviewing most of my papers - logs etc., and am starting to tape a lot of information that I believe should be recorded. It is my intention to make quite a resume regarding the flight and include quite a few (necessary) corrections and that includes your book. There are quite a few descrepancies contained therein. I am not being critical, but you are excused in my "book" as being another author. Considering that AF Capt. that tried to get publicity for his book - Fred Manz - not an author but in that same class - now that screwball that wrote a book - my son sent me an article from San Mateo Paper about her landing at Tonanpag harbor. I believe that is in Saipan - I was so interested I didnt even bother to look it up! I will tell him and anyone else that may be interested - I would offer a reward of $5,000.00 for anyone to prove to me with evidence that she ever landed there.

I know that you really did a good investigative job and was sincere in your work and therefor would exempt from my caustic views on these pot smokers that call themselves authors.

There has been quite a bit information that I have obtained that I'm sure that should be on record. As you know, you never got all the dope that I have - even tho you told me when we were at my sons place that you already HAD the book in print and yet the deal about the crew killing the birds appeared in your book - HOW COME??? Shame on you. (in a nice way of course).

I would like to tell you about it but I just cant do that so I will just have to put it on tape and some day in the future one of my sons will be able to write a book that would just about seal the fate of A.E. as far as supposition is concerned in where she landed.

Dont plan to be down San Mateo way - the kids are expecting to be up here in the fall for hunting so that excuses me. Also, the other kid at Vandenberg is getting transferred so that will relieve me the duty of visiting So. Calif.
I have read Cayce book re- A.E. Didnt know there was anyplace to land that close to Howland. In the present day - I would investigate the Pot situation. Dont really go along with most of these seers but I do believe that there are SOME truth to some of it. Maybe it is chance or guessing - I dont know.

Well Thats about it for now - keep me advises about your new book if that is what your investigating will turn out to be. Yes, I received the autographed book - thanks a lot - You did forget that you promised me TWO books - one for my son - other? when you talked to me. I dont even own one now - Mine went to Australia friend of mine! - Take care -

Regards- m

NW 90261

1920 State St.,
Everett, Washington 98...
25 March, 1970.

Doubleday & co.,
Garden City,
New York.

Dear Sirs;

I have just read chapter VI of the "Hollywood Pilot" by Don Dwiggins and can say that I have never read anything so inaccurate and in some points insulting in my life. May I point out just a few of the errors that are present.

In chapter VI, paragraph 1 - it refers to a loudspeaker - there was none! The Itasca was not five miles off Howland but very close as per orders of the Captain.

Paragraph two - Three perspiring shirtsleeved men - etc., I was not in shirtsleeves - I did not have a shirt on! Carey and Hanzlick was NOT in the radioroom at that time! They were not present and only myself heard that first transmission. "Cloudy and overcast" was not heard.

There are so many discrepancies that I will not attempt to list them as I would have to practically re-write the chapter. However, there are two points that I take as insulting to say the least.

On page 109, near the bottom it states " Further, he (Capt. Thompson) admitted that the Itasca's radio personnel in the beginning were inexperienced". This, I take as a personal insult. For your information myself, and two of my operators were licensed commercial operators with years of communication experience. If we were so inexperienced why were we given a commendation by the admiral?

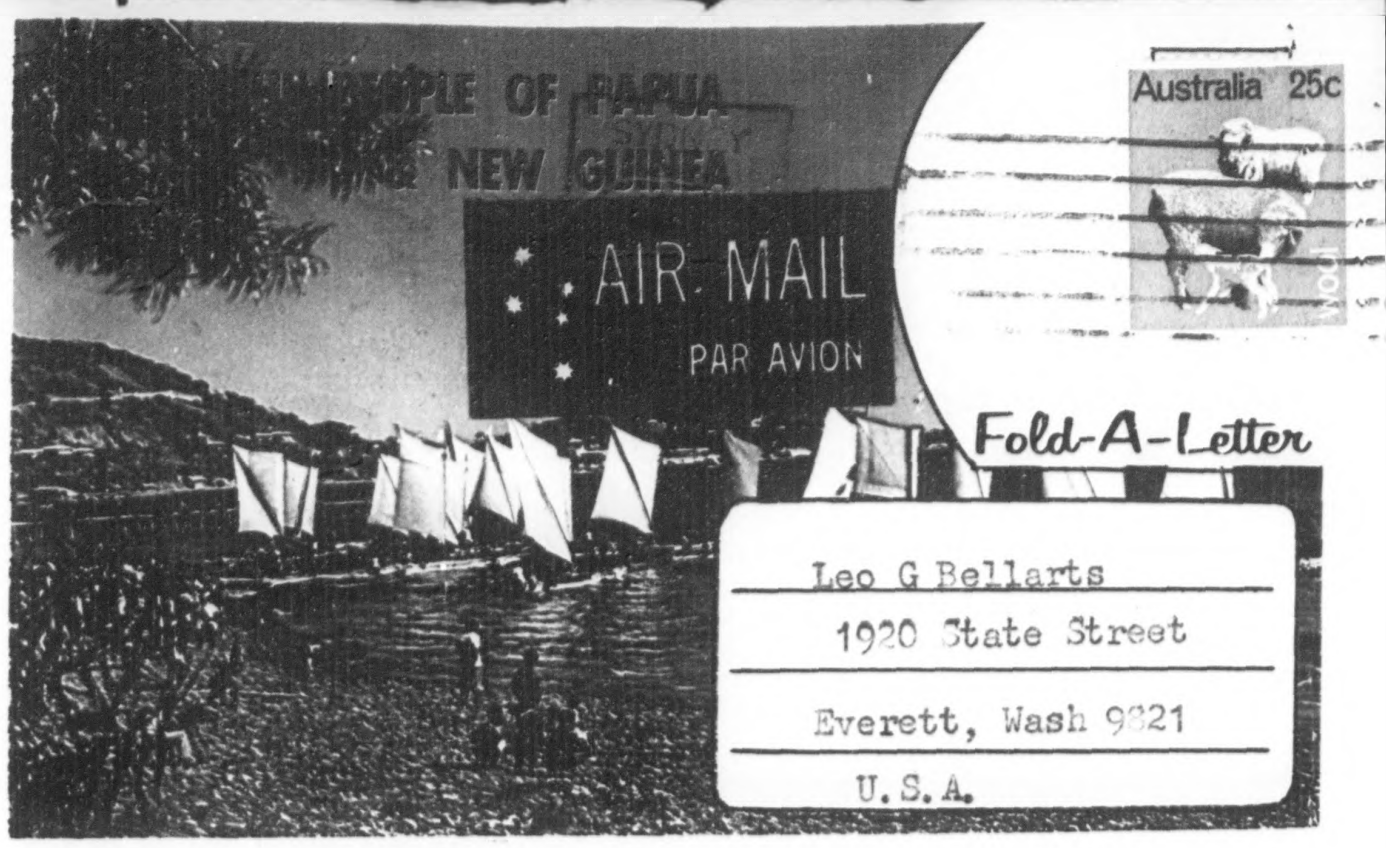
On page 114, it states "But to the radiomen aboard the Itasca, it was little wonder why they sometimes didnt know what time it was." This my dear sirs is an insult. It goes on to state " Discrepancies in the three radio logs kept by the Itasca crewmen have been pointed to as evidence of Skulduggery; " and continues later " neither Cipriani on Howland Island nor Radioman Third Class William Galten aboard the Itasca heard the first contact." How could they have heard the call considering only ONE radio log was made of the Flight communications AND I HAVE THAT COPY MYSELF!!

I suggest that you, gentlemen, read the second paragraph on page 89 which states "From the start, oddly motivated people found a vicarious thrill in identifying with the "Earhart Mystery" - too often for money-and in compounding it to the point of actual meddling". (Underscore mine.)

May I ask where the author arrives at the fact that "The more directional short-wave 500-kilocycle frequency," is a short wave in comparison with the frequencies of 3105 and 6210 Kcs? May I say that he puts the radiomen down as inexperienced!

Sincerely,

Leo G. Bellarts. Lt USCR (Ret)
Former CRM Itasca.



LAKATOIS SET SAIL IN PORT MORESBY

Greetings from **PAPUA & NEW GUINEA**

SING SING IN THE NEW GUINEA HIGHLANDS

PACIFIC ISLANDS REGIMENT PIPE BAND

NW 90261

SING SING IN THE NEW GUINEA HIGHLANDS

PACIFIC ISLANDS REGIMENT PIPE BAND

SUNSET — PORT MORESBY HARBOUR

NW 90261

A-Fold-A-Letter-OF

COLOURFUL PEOPLE OF PAPUA & NEW GUINEA

The Territory of Papua and New Guinea is an area of vast mountain ranges, mighty rivers and dense forests. In this land dwell about one and three-quarter million native people. Some of them still live a very primitive life, but with the coming of Europeans most of them have now ceased cannibalism, fighting and sorcery.

These are, for the most part, a likeable, happy people, particularly those dwelling in coastal areas — people who like to sing, to dance and live a simple life. Their colourful, ceremonial attire with emphasis on their headdresses of Bird-of-Paradise plumes makes a wonderful spectacle when they have a Sing Sing.

Many are taking a vital interest in their country's development and making progress toward eventual self government.

FOR YOUR PERSONAL CORRESPONDENCE

Feb 11th 1970

Dear Leo,

Many thanks for the information you sent me in your letter as I did not know that you had sent out any homing signals for AE . Furthermore I can guarantee that her radio equipment was in good order when she left

One important factor that you ought to know is that she handed me her radio facility book the morning she left plus a lot of papers and her pistol and ammunition and I did not see the takeoff as I was QRL with VJZ Rabaul at the time but made a QSO about ten minutes later and I also sent a 500kc signal for her to check her D/F if she wanted to make sure it was ok. Now inside her facility book was all her radiograms concerning her communication arrangements with the Itasca and suggested frequencies to be used and she could not have remembered all the information that these papers contained perhaps she left them in the facility book by mistake so that would account for her not keeping her schedules with you. I knew that these papers contained all the arrangements she had made because I had station copies of most of them and some as far back as her arrangements with Batavia Radio..

I have a friend who lives not afar from me who was a mechanic for Guinea Airways at that time and he says that she had no special engines and that the engines were the same as our Lockheed. When I inspected the cabin on her plane I could see 2 huge gas tanks but I could not estimate what their capacity would be.

I have just been ashore and the skipper has just told me that we have to leave the wharf and anchor to give another ship our berth , you see wharf space at Lae is at a premium and I have sometimes seen 4 ships at anchor waiting to go alongside so if I dont post this here I will in Sydney or give it to one of the air pilots to post in Sydney which I usually do for my mail to home I bought this souvenir letter to send to England but thought you might like to have it as I can get more and next time I will send you some pictures of the towns of New Guinea .

Should you need any further information on her aircraft you could get in touch with the man who overhauled her aircraft and would know exactly what she carried ect. his name is Herman Hotz and I think that he is still in Singapore with Malayan Airways, he was workshop foreman at the time of AE flight and he could confirm about what fuel load and the type of engines although I couldnt see any difference in her engines to our Lockheed and I still have a photograph of her plane and I cannot see anything different by looking at the photos. Furthermore I couldnt see any cameras in the Aircraft and if there were supposed to be26 of I fail to see where they were hidden and I didnt see even one camera ler alone 26 of them..

I did quite a bit if flying after I left Guiea Airways I joined Qantas Airways as flight Radio Operator on flying boats running Sydney Singapore Rangoon and

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I did quite a bit if flying after I left Guiea Airways I joined Qantas Airways as flight Radio Operator on flying boats running Sydney Singapore Rangoon and Karachi and when the Jap war broke out I was transferred to Western Australia as Fight Operator on Catalinas on the 3600 mile nonstop ~~flight~~ flight from Perth to to Ceylon and then on to Karachi we used to carry six passengers and piority mail the rest of the load was gas in belly tanks.and then after the was back to 4 engine flying boats and then to lockheed Constellations until I quit Qantas..as the fashon of carrying radio operators went out I quit. I have not heard of any book being written about AE flight I would like to get hold of a copy but have not seen anything here.

I am thinking of Quitting the Sea at the end of this year, I dont know how I will feel about it but I will take my holidays in about 2 months time and then will know how it feels as I have 4 months leave due and it will be just about beginning winter here then and I may not like it without a bit of warm weather and I will always have a yen for the tropics .

Well this is all now Leo and hope to hear from you once more

73's

Harry

NW 90261

1920 State Street
Everett, Washington
15 December 1961

Mr. Frederick A. Goerner
News Department
KCBS Radio
San Francisco 5, California

Dear Mr. Goerner:

Your letter of November 30th arrived December 13th, and I wish to thank you for your reply to my letter. I also wish to thank you for the additional papers you forwarded with your letter. They were very interesting.

First, I will attempt to answer your questions and not rely too much on my memory. I have kept a scrap book on the Earhart case and it contains much information. Therefore, I will not have to rely on a memory of twenty odd years. Your letter with enclosures will be an interesting addition to my scrap book.

In answer to your first question regarding people stating that the Earhart radio could not be heard more than 50 to 100 miles, in my opinion this is someone talking about something they know nothing about. This is completely false. I agree with the statement contained in "Facts About the Final Flight" that a 50 watt transmitter airborne will certainly transmit dependably to 500 miles under normal conditions. During night time hours, this distance could be multiplied several times under favorable skip conditions. I did not notice any skip conditions during her flight and believe that her signals were copied "ground wave" as they continually built up to the time of her final transmission when she was very loud and could be easily copied on the ship's loud speaker. THIS WOULD NOT HAVE BEEN TRUE UNDER SKIP CONDITIONS.

At this point I wish to state that we were using a CGR-32-1 type receiver on Earhart's frequency and by present day standards is a poor receiver. I am sure that if present day receivers were then available, we could have read her signals very much better and at an earlier hour.

As to the time and content of all messages changed in the July 5th messages from the contents of the July 2nd messages bewilders me. This point I was completely unaware of. It appears that there was a bit of the "Press Reports" incorporated somewhere along the line. Later in this letter I will give you the authentic receptions from the plane. From that you may draw your own conclusions.

COPY

In regard to the "30 minutes of gas remaining", this will be answered in the listing of messages from the plane in the summation of her last messages.

The people stating that the Earhart radio was not functioning properly make such statements on pure guess work. Amelia never stated that our signals were too weak for a minimum BUT "We received your signals but unable to get a minimum please take a bearing on us" etc. No mention was made of weak signals or the reason she could not obtain a bearing. There are several reasons why she was unable to obtain a radio bearing: Too great a signal, too weak a signal, fading, night effect (which there were none), and other causes. As far as we knew on the ITASCA, Earhart encountered no equipment failure--at least she reported none. Actually, in this case, I believe that our signals were too strong.

Earhart was not alerted to the fact a special D/F had been set up aboard the ITASCA because there was none! No D/F was aboard during her flight that would cover her frequency of 3105 or 6210 KCS. The only D/F was a standard low frequency finder capable of taking bearings of broadcast stations and frequencies below 500 KCS.

There was, however, a high frequency D/F installed on Howland Island for the express purpose of taking bearings on Earhart. This equipment was set up and in operation during her flight, completely aligned and in position. This equipment was NOT ship's property but was borrowed in Honolulu through the efforts of the C.G. District Radio Electrician, Mr. Anthony. I believe this D/F was actually Navy property.

Lt. Cooper of the U. S. Army Air Force was aboard the ITASCA for two reasons that I know of. Mr. Cooper was assigned the duty of surveying the air field and placing the required markers, flags, etc. He was also available for any technical assistance that Earhart might require after landing on Howland. Memory tells me he had two enlisted assistants.

Actually, the USS Swan and USS Ontario were assigned as weather ships. The Itasca never worked either ship and I must rely on my memory for that information because, as you say, there is nothing in the log regarding the Ontario. As for the reason the Ontario didn'thear Earhart, it was very simple. The receivers aboard that ship could not receive on her frequency. The ONTARIO and the SWAN were small tugs and were one radioman ships, maintaining only schedules for weather through Navy radio Samoa or Honolulu. I was not familiar with their schedules. The equipment aboard the ONTARIO was low frequency rigs and could not operate on anything above 500 KCS for transmitting and could not receive above 3000 KCS. The SWAN was somewhat out of the picture, being stationed between Howland and Honolulu.

"Strength of Signal" certainly strengthened my conviction, and that of others who heard her last transmission, that she was very close to Howland Island. I started my radio career in the USCG in 1924 and believe that I can distinguish when a 50 watt transmitter is close aboard or not. Honestly, we in the radio room could actually hear her voice so near the breaking point that at any moment I actually expected her to go into an hysterical scream. Giving her plenty of leeway, she must have been within 200 miles when she crashed. Actually, I believe it was much less.

COPY

The 157-337 message regarding a position of the Earhart plane was taken as a sunline position, of course not complete. Actually, I believe that she became so upset that she failed to send the entire message which would have given the ITASCA something to go on in the search. As a result, we could only assume that she crashed somewhere before arriving at Howland. She certainly did not pass overhead at 1000 feet without seeing the large smoke screen the ITASCA was laying. I have a photo of that which also shows cloud formations.

I have no idea as to the assumptions of the LEXINGTON as to what Earhart's speed was. A copy of the messages later in this letter will give you the correct times, etc. As to the laying out of a search plan, I am sure that this was done as well as could be expected with the scarcity of information at hand.

Yes, I know Bill Galten but I'm afraid there is a misunderstanding as to his rate at the time of the Earhart search. Galten was a very good and reliable radioman THIRD CLASS. Galten actually relieved me for breakfast that fateful morning. He also maintained the radio log from 0718 to 1035 when I assumed radio log and actual watch. From the first time we heard Earhart, to the last time at 0843, I don't believe that I was out of the radio room more than 15 minutes, having heard all of her transmissions. I don't believe that I have seen Galten for over 20 years. However, I believe that he is now a Retired Chief Radioman.

Now, if I may, I would like to make a few comments on portions of your letter and also the enclosure which I appreciate receiving.

On the main matter for conjecture, as you say, "How did Earhart and Noonan reach Saipan?" To me, there is only one answer, if there is an answer. They may have reached Saipan but certainly NOT on the Electra she flew from Lae. The only possibility as far as I'm concerned is that they crashed very close to Howland Island and were fortunate (?) enough to land near a Japanese fishing boat or other Jap vessel which was in that vicinity. To all known information, no Japanese vessels were anywhere near Howland during that time. Considering the strength of her signals, she was certainly not near enough to any Island (except Baker) that she could have possibly landed on. It must have been a sea crash. The Marshalls, Gilberts or Phoenix groups are definitely ruled out in my book.

In quoting Time magazine of July 19, 1937, I would like to quote from an article regarding Earhart. "Several facts made it clear that much more than simple bad luck was involved. Before the hop off, when capable Navigator Noonan inspected what he supposed was an ultra-modern "Flying laboratory", he was dismayed to discover that there was nothing with which to take celestial bearings except an ordinary ship sextant. He remedied that by borrowing a modern bubble octant designed especially for airplane navigation. For estimating wind drift over the sea, he obtained two dozen aluminum powder bombs. For some reason, these bombs were left behind in a storehouse. The Coast Guard cutter ITASCA, which had been dispatched from San Diego to Howland Island solely as a help to the flyers, would have been able to take directional bearings on the Earhart plane if the latter could have tuned its signals to a 500 KC frequency. The plane's transmitter would have been able to send such signals if it had a trailing antenna. Miss Earhart considered all this too much bother; no trailing antenna was taken along." The ITASCA was entirely unaware of this and, as a result, did not know that she was unable to transmit on 500 KCS.

COPY

As to why the LEXINGTON was called into the search, I will quote from the above-mentioned magazine again. "When word that the Earhart plane was lost reached the U.S., Husband Putnam wired an appeal for a Navy search to President Roosevelt. But even before the message reached Washington, Secretary of the Navy Swanson had ordered the Navy to start hunting."

To add a little sidelight to the search, were you aware that the U. S. Battleship USS COLORADO served as an oil barge for the USCGC ITASCA??

Under a New York dateline, December 4, 1961, there appeared a story about a "Mrs. Clara Studer, Rome, Italy, who has spent months here studying records of Miss Earhart's last flight" etc. This same article contains the following: "Mrs. Studer, a writer who collaborated on a book with Miss Earhart's husband, George Putnam, and helped form the women pilots' organization the "ninety-Nines", said Miss Earhart's name and fate "must be cleared" before 1965 when she is eligible for election to the Hall of Fame. Mrs. Studer and other friends of the flier also fear chances of an Amelia Earhart stamp being published next year have been hurt by the story that she was spying on Saipan."

Now that I have answered your questions to the best of my ability, may I ask just what connection has Mrs. Studer with CBS, and also the connection, if there be one, between CBS and Mr. Putnam? If Miss Earhart's name was to be cleared of the spy charge, wouldn't it be a logical conclusion that an intense investigation be made just how Earhart and Noonan arrived at Saipan (if they did)? My contention remains the same; that is, the Electra and its passengers are on the bottom of the sea west of Howland Island, yet very near the Island.

In closing, I would like to add that you are quite the "Quiz Master". However, if there is any doubt in your mind, I see no reason why you should be otherwise. In addition, the enclosure "Facts about the Final Flight" contains several remarks that I would disagree with, but I have never doubted that she crashed very close to Howland Island.

I hope that I have cleared up some points regarding this case. If I can be of any further assistance, don't hesitate to "start quizzing". THE INFORMATION THAT I HAVE GIVEN YOU IS FOR YOUR INFORMATION ONLY AND I DO NOT WISH ANY PUBLICITY ON MY PART.

Sincerely,

LEO G. BELLARTS

COPY

SUMMARY OF TRANSMISSIONS HEARD BY ITASCA FROM KHAQQ (EARHART PLANE).
All times HST. All signals heard were on 3105 KCS.

0245 Earhart plane heard but unreadable thru static.

0345 Earhart plane heard "will listen on hour and half hour on 3105 KCS" Only part of transmission readable.

0453 "Part Cloudy" only words readable from Earhart.

0614 Earhart stated "want bearing on 3105 on hour will whistle in mic".

0615 "About 200 miles out" (Whistling in mic).

0645 Earhart "Please take bearing on us and report in half hour. I will make noise in mic - about 100 miles out".

0742 "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 1000 feet."

0758 "We are circling but cannot hear you go ahead on 7500 with a long count either now or on sked time on half hour" (A3 S5) (Means fone signal from Earhart Loud).

0800 "We received your sigs but unable to get a minimum please take a bearing on us and answer 3105 with voice".

0843 "We are running North and South on the line 157-337 will repeat msg on 6210 KCS WAIT" ---- (Earhart signals A3 S5)

The ITASCA never heard another signal from the plane on 6210 or any other frequency after the final "WAIT".

During the above time, ITASCA sent homing signals on the scheduled times on 7500 KCS and also on 3105 KCS on the above indicated requests. Weather reports were also forwarded twice hourly but never received a Roger from KHAQQ on weather reports or homing signals that were all pre-arranged with Earhart prior to her departure from Lae. At this time I would like to add that Time Magazine, July 19, 1937, issue also stated that "But not one position report was received after the plane left New Guinea. In fact, only seven position reports are known to have been radioed by the flyers during their entire trip."

As to ITASCA's weather conditions:

At 2359 1 July - Wind ENE 12 miles partly cloudy.
At 0158 2 July - Wind ENE 6 miles visability 20 miles partly cloudy.
At 0503 2 July - Wind East 6 miles partly cloudy visability 20 miles, ceiling unlimited.

After the last mentioned weather report, the wind never was greater than 6 miles and ceiling unlimited with easterly wind.

COPY

FREDERICK ALLAN GOERNER
Twenty-four Presidio Terrace
San Francisco, California 94118

March 25, 1970

Mr. Leo G. Bellarts
1920 State Street
Everett, Washington 98201

Dear Leo:

It was good to hear from you. Sorry you won't be coming down this way in the near future.

To make good on my promises regarding autographed copies of THE SEARCH, I'm sending another copy to you under separate cover to replace the one which went to Australia, and if you will send to me the full name and address of your son, I'll see that a copy is sent to him right away. I believe he is Leo Bellarts, Jr., and I recall that he lives in San Bruno. If this is the case, all I need is the address which I may be able to get from the phone directory.

The recent reports from Cleveland apparently have no substance in truth. Remains recovered on Saipan were being identified as those of Miss Earhart's by the presence of a dental bridge. The recollections and records of the four dentists who had Miss Earhart as a patient at various times indicate that Miss Earhart did not have a dental bridge. Of course, the report and Amelia and Fred Noonan landed in Tanapag Harbor, Saipan, are inconceivable as you so thoroughly pointed out to me in 1960.

I think it is fine that you are taping your observations and information with respect to the Earhart matter. They and it should be preserved in the interest of truth and for the edification of future generations. I'm sorry you feel you cannot share them with me, but I am glad to know they will be preserved and will one day be made public.

I am currently working on a update of THE SEARCH which will contain considerable additional information and will attempt to correct a number of errors that appeared in the initial volume. Also I am in the process of producing a television documentary on the subject which will include a voyage to the Pacific. We are going to search out some long-mentioned but seldom seen reefs and sandbars to the south and east of Howland, and we are also going to voyage into the southern Marshall Islands. It should make a most interesting film, and who knows? It is quite possible that Earhart landed somewhere reasonably close to Howland and was picked up by a Japanese fishing boat. Until the aircraft is found, just about anything is possible.

NW 90261

Your comments regarding Townsley, Gervais (THE AIR FORCE MAN) and others were well placed.

Gervais and a man named Klaas have written a book on Earhart and have tried in a dozen ways to scare up some publicity to they could sell it. I understand they hope to have it published next fall, and it supposedly contains some highly sensational revelations. Of course they have not contacted me directly. Sometimes I think many of these people are loathe to match up their suppositions with the known facts.

You are right that Townsley is hell-bent to capitalize if he can on his "scientific basis" research. He became interested through THE SEARCH, and came to my house many times to ask questions and get more leads. During this period he represented himself as a Ph.D. from the University of California. A friend of mine thought he was a little peculiar, and did some checking at U of C. There was no Townsley Ph.D. I asked Townsley about it, and he changed his story that the Ph.D. was from a Christian College in Ohio, and then later changed the story again that he had an honorary Ph.D. So I really don't know if he has a Ph.D. at all. I suspect that it may be of a mail-order variety, but I don't care enough to really find out. Townsley became very abusive at one point to the point that he seemed to be possibly unstable, so I decided to decline any further contact with him.

You mention someone named "Fred Manz". The name doesn't ring a bell with me.

There certainly have been some strange, sometimes wierd, characters attracted to the Earhart mystery. I suppose I'm not the least among them.

THE SEARCH was originally written for McGraw-Hill and slated for publication there. Then they had a completely change of management in the Trade Books Division and they dropped all pending titles. My book was then taken by Doubleday with considerable rewriting involved. That may possibly account for your "shame on you" comment. In any case, if I violated any confidence with respect to our discussions, I herewith now apologize.

My best regards to you, and good health and happiness.

Cordially,

Fred

Fred Goerner

NW 90261

6 April 1970

Dear Fred;

WELL - so Help Me! The ALERT. I have seen that ship many times - as I was attached to one of her sister ships - the Morris, based in Oakland during the rum-running days.

Received the book and also your letter inviting me along on your cruise to Howland and other points. Thank you for the book and very nice autograph contained therin. Your invitation is appreciated but will have to be declined even tho it is rather tempting. I never lost a thing out in the islands except a lot of sleep and doubt if I could find that If I made another trip out there. Thanks anyway and the offer is appreciated.

Strange but along with your letter and book I received a card from that PhD guy in Oakland with more questions. Well I shook him off my back with no comment made on a very short card of my own. Wish he would go along with you and I will furnish the sack - you can get the rocks out there as they will all sink 15,000 feet.

Talked to my son in San Mateo and he thinks I should go along but I dont think along the lines he does. He is quite interested in Scuba diving and I know he wouldnt hessitate a minute to make such a trip, which is out of the question for him too.

Your trip has me very interested - not in solving any questions as to AE but along other lines. I do hope that you will let me know how it all turns out - I mean your own personal reactions etc., something that I dont think you will put in a book. Maybe I shouldnt have said that but there is a little bug in my head that tells me something. Maybe some time in the future we can compare a few (unpublished) notes.....

Thanks again for the book and invitation both appreciated and wont be sent to Australia. The kid was telling me another AE book is on the market - guess thats another bogwash issue from the airforce. Maybe that is the one that you mentioned in your letter.

Its to bad that AE didnt have a bunch of ping pong balls in the wings which would have answered a long list of questions. (but then you too would be out of a job). Hope you have a lot of success on your trip even tho I dont think you will find a thing of a concrete nature to base a story on. At any rate - have a good time and let me know how it all turns out. That sack offer still holds - I'll even send a few rocks I dont need. You did know I was a rock hound.

Best o'luck

NW 90261

1920 State St.,
Everett, Wash.
13 May 1970.

Don Dwiggins
Malabu, Calif.

Dear Mr. Dwiggins;

Thank you for your letter of 5 May 1970 containing the information regarding the source of some of your information.

My personal conclusions as to the fate of A.E. has not changed since the morning of her last flight. Since there are two authors now doing so-called "research" regarding the flight and dropping questions at me I am not going to become involved.

As you say "Funny about you possessing the only radio log- " That is really strange considering the fact that I always thought that my copy was the one and only original radio log of the flight from about 2000 the days of AE take-off to about 1000 the morning of her last transmission. It contains the signatures of both myself and Gelten with every transmission AE made that was heard by Itasca.

Yours truly,

L.G.Bellarts.

NW 90261

DOUBLEDAY & COMPANY, INC. *Publishers*

277 PARK AVENUE, NEW YORK, N.Y. 10017 TEL: 212 TA 6-2000

April 27, 1970

Leo G. Bellarts Lt. USCG (Ret)
Former CRM Itasca
1920 State Street
Everettt, Washington 98201

Dear Lt. Bellarts:

Thank you for your letter regarding HOLLYWOOD PILOT by Don Dwiggins. We apologize for the errors in chapter VI and will contact the author for his comments.

We appreciate your taking the time to point these errors out to us.

Sincerely,

Harold Kuebler

Harold Kuebler
Senior Editor

HK:sn

DOUBLEDAY & COMPANY, INC. *Publishers*

277 PARK AVENUE, NEW YORK, N.Y. 10017 TEL: 212 TA 6-2000

May 8, 1970

Leo G. Bellarts Lt. USCG (Ret)
1920 State Street
Everett, Washington 98201

Dear Lieutenant Bellarts:

Enclosed is a letter from Don Dwiggins, author of HOLLYWOOD PILOT, in response yours of March 25, which he asked us to pass along to you.

Sincerely,

Sissel Bohman

Sissel Bohman
Secretary to Harold Kuebler

enc.

NW 90261

Should be back in Sydney about end of February 73

H Balfour
309/55 Cleveland St
Redfern Sydney
Australia
10-1-1970

Dear Mr Ballard.

I just arrived back in Sydney and received four letters and as I am away for about 6-8 weeks on each voyage I don't keep up the mail unbel I get in port. I am glad to hear from you especially as you were on the "Itasca"

Well what you heard about Amelia and Noonan could have been true but I cannot confirm it, but during her stay at Lae she spent most of her time between my radio room and the engine overhaul shop. and I was asked if I would have liked to go along with her and that was the night before the takeoff.

Noonan did not arrive back in Lae until the morning of the takeoff - and he could not have done any flight planning and also he had been up in the hills at Bulolo all the time hitting the bottle and she also knew that I had a navigators ticket

What I would like to know is did the "Itasca" transmit a homing signal for her at what time local and for how long was it transmitted.

Yes I am still pounding Brass round on the New Guinea run and a cargo/Passenger ship and previous was on Hong Kong/Singapore/Japan run. I was also 7 years with Panamerica Airways in the Caribbean and United Nations in Syria and Lebanon erecting and running Radio Teletype stations for U.N. so I gave it away to life Back at Sea its a bit more Restful and I enjoy the sea life.

I am of the same opinion as you that Amelia bent down out of fuel short of Howland she could not have made it with the adverse winds but had she remained on our agreed frequency instead of going over to 3 mcs we would hear each other quite ok because a very important

NW 90261

TO OPEN SLIT HERE FIRST

SYDNEY

KEEP AUSTRALIA

AUSTRALIA 10c

AEROGRAMME

BY AIR MAIL · PAR AVION

Leo. F. Bellarts.
1920 State Street
Everett
Washington 98201
U.S.A.

COUNTRY OF DESTINATION

SENDER'S NAME AND ADDRESS

H Balfour
309/55 Moreheard St
Sydney N.S.W
Australia POSTCODE 2016

PLEASE DO NOT FORGET TO ADDRESS THIS FORM.

Point is that 2 way communication with ocean Island was good that same morning because he sent me a weather report for her stating adverse winds at 10-12000 feet at which height she was flying. It could not pass any of your terminal on account of static which was maximum on 3 megs so she made a big mistake changing to 3 megs when she did & we always worked our aircraft and weather stations on 7 mcs early morning and pre dawn because there was static free and no fading Hoping to hear from you again

Sincerely yours Harry Balfour

NW 90261

867.602 0t81/278

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NEWSPAPER CLIPPINGS
AMELIA EARHART

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NW 90261

What Really Happened to Amelia Earhart?

THE SEARCH FOR AMELIA EARHART, by Fred Goerner. Doubleday. $5.95.

The mystery shrouding Amelia Earhart and her navigator when they vanished into the Pacific in 1937 turned the tragic saga into a modern legend. But the legend has been endangered by a web of inaccuracies, classified information and conflicting stories.

If Fred Goerner, a San Francisco radio newsman with guts, ambition and curiosity—and financial backing—has his way, a congressional investigation will force an official answer once and for all. His book, he hopes, will be the trigger.

Through the years, bits of intelligence on the disappearance continue to float to the surface. In 1960 a former Saipanese woman living in California, the San Mateo Times reported, told of seeing two American flyers, one a woman, in Japanese custodv at Saipan in 1937. Goerner latched on to this fragment and let it rule his life for six years. Now with The Search for Amelia Earhart, based on his research, beacons of light seem to be cast on this Great Mystery of American aviation.

His search was at times fraught with failure—exhuming human remains which did not prove out, finding aircraft parts similar to but definitely not from Earhart's electra, dead ends in hoped-for and sometimes promised military cooperation.

Yet, story after story supported the same theory: The pair landed in Japanese territory, were picked up and died as prisoners of the Japanese. And he uncovered fascinating incidental information on Japanese war preparations as early as 1923, and in recent years the little known CIA spy school for Nationalist Chinese on Saipan.

Goerner became friend and confidante of the late Adm. Chester Nimitz whose interest spurred him to continue. Said Nimitz:

"I want to tell you Earhart and her navigator DID go down in the Marshalls and WERE picked up by the Japanese."

And when the source to which Nimitz referred Goerner for details clammed up Nimitz added: "The Marine Corps is covering up for something or someone."

An unnamed Navy source said: "You're on to something that will stagger your imagination."

Gen. Lucius Clay admitted: "There's more to the Earhart business than anyone expects. I would like to see it told."

And from a McNamara aid: "There would be possible international repercussions and political overtones for this country."

Amelia Earhart's mother was quoted: "I know she was under verbal orders from the military."

Goerner recounts numerous expeditions to Saipan, Truk and other key points in the Pacific and judges that had the search gone into the Japanese mandated Marshalls, World War II would have been precipitated in 1937 and Roosevelt would have committed political suicide. The search remained classified through the 1944 election and has slipped deeper, deeper into the files.

Here's the way Goerner has it doped out—and whether or not you want to take his word for all of it, it makes tantalizing reading:

Earhart and Noonan were on a "U-2 type" mission, unofficial but vital to the military. Their aircraft had been repowered to allow a detour over the Japanese fleet complex at Truk and still reach Howland at the announced ETA. Lost in bad weather, they were too far from Howland for messages to be received or were avoiding sending them for fear of interception.

By the time messages were heard, too faint for a fix, fuel was out and a landing had to be forced on an atoll. U.S. ships ordered into a search by President Roosevelt could not venture into the Marshalls. The pair was picked up by the Japanese and transfered to each of the places his investigations indicate they were seen — finally Saipan where they died.

Japan doesn't offer official information because, the author reasons, to admit culpability in this matter admits illegal use of the mandated islands prior to World War II—a point which the United States did not press at war's end.

Now, Goerner asks, "What can we do to clear the record . . . remove all aspects of doubt and suspicion from a heroic story the public has a right to know?"

If his book IS the fuse to touch off an investigation, let it be a short fuse, because sources get fewer all the time. Nimitz is dead and other possible witnesses are not getting younger!

JEAN LUNZER

NW 90261

BOOKS

Waves Along the Columbia

WOMEN AT PINE CREEK, by Allis McKay. Macmillan. $5.95.

There is very little wrong with Allis McKay's Women at Pine Creek, and most of that little derives from the title. It sounds like a book for adolescent girls or a dreamy novel written by a fussy old lady. Patrick White, who writes the same kind of book as Miss McKay, uses titles like The Tree of Man; Ken Kesey down in Oregon also writes this kind of book and calls it Sometimes a Great Notion; Conrad Richter, hardly a pretentious writer, gives his books the dignity of The Trees, The Fields, and The Town.

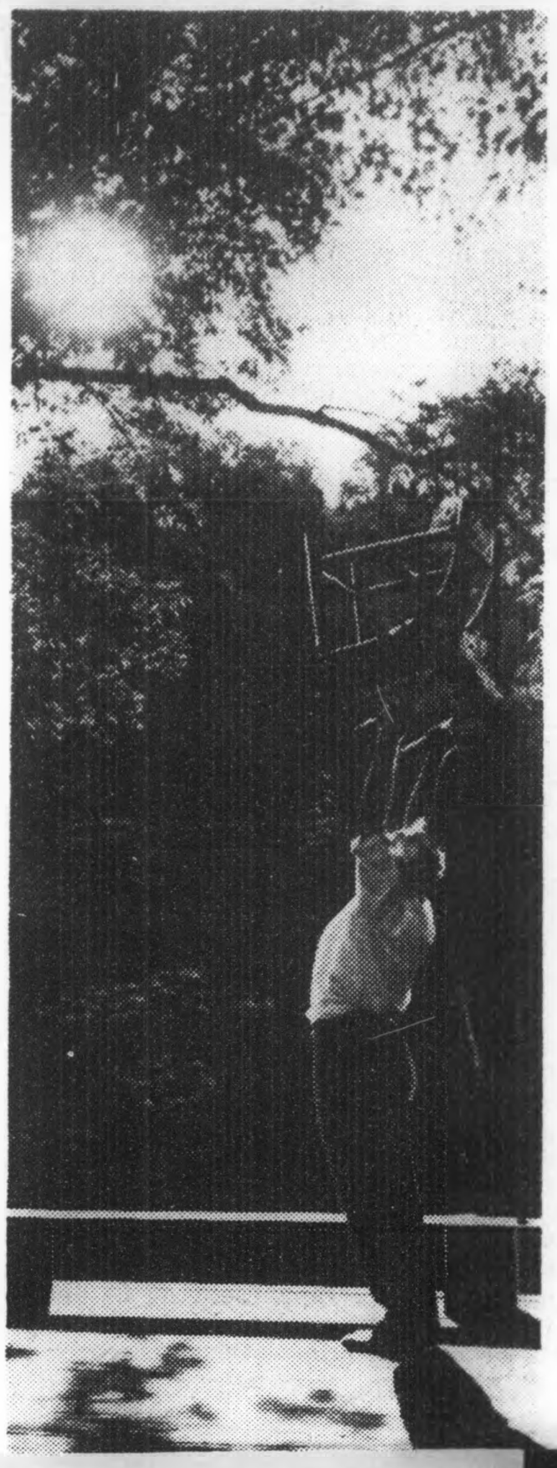
But Women at Pine Creek—how is anyone to tell from that, that it is a fine novel indeed, if not better than the Richter trilogy, at least in that class.

The setting is the Columbia River just north of Wenatchee, and the time is World War I. If the area is rather new to fiction, the plot and the characters are not. The land is just being settled when two Hollister sisters arrive from the east: the elder a spinsterly-seeming Althea, the younger is

If it sounds simple, it is; if it sounds like many other books, it is. Laura Ingalls Wilder might have written some parts, and Mary O'Hara might have written some others. What distinguishes the book is neither plot not characters nor natural description, but Miss McKay's clarity, honesty and intelligence about matters which have made so many others long-winded or sentimental.

She is clear, for instance, that in a moderately successful life the triumphs will be shorter-lived than the sadnesses, but that both need careful and even telling; she sees that Mary's great success as a schoolteacher is both reassuring and irrelevant because it shows she can do something well, yet it can't be something she wants very long. Out of school-teaching Mary falls into marriage without either being really mistaken about what she is doing or really caring about why she is doing it.

Miss McKay's tone is calm and even, wonderful at showing why Mary is excited or depressed at any given moment and also why, in the sweep of her whole life, ... depression matters



Mystery Still Shrouds Amelia Earhart's Fate

(Continued from Page 1)

short, windblown, auburn hair and a freckled face known to millions.

Born in Atchison, Kan., July 24, 1898, she learned to fly by the time she was 20. But it was 10 years later, while doing social service work in Boston, that she went along for the ride with flyers William Stutz and Louis Gordon when they flew the Atlantic June 17, 1928.

She decided to make aviation her career and was encouraged by her husband, the late George Palmer Putnam, a New York publisher whom she married in 1931.

SHE SOLOED the Atlantic in 1932 and the Pacific from Honolulu to Oakland in 1935. Then she began planning the world flight — her last.

Her global flight was originally charted westward from Oakland. Paul Mantz, famed movie stunt flyer who was her technical adviser, said he planned it that way as a safety factor — because of Howland Island.

"If she missed Howland, she would have had enough gas to get back to Honolulu," recalled Mantz, who at 58 now operates a flying service at Santa Ana, Calif.

Mantz made the first leg from Oakland to Honolulu with her and navigator Noonan March 17, 1937. The 2,400 - mile flight took 15 hours, 51½ minutes. Jets now fly it in 4 hours, 45 minutes.

THE NEXT HOP was 1,532 miles over water to Howland.

But they didn't get close to Howland that time. As the plane roared down the Honolulu runway March 20, 1937, a tire blew and the plane cracked up. Miss Earhart and Noonan, 44 and a recent bridegroom, escaped injury.

The plane, a Lockheed 10 low - wing monoplane that cost $80,000 and had a top speed of 205 miles an hour, was repaired for a new start from Oakland, which she regarded as her lucky city.

She and Noonon took off again May 20, 1937. This time they flew in the opposite direction, eastward, to benefit from prevailing tailwinds.

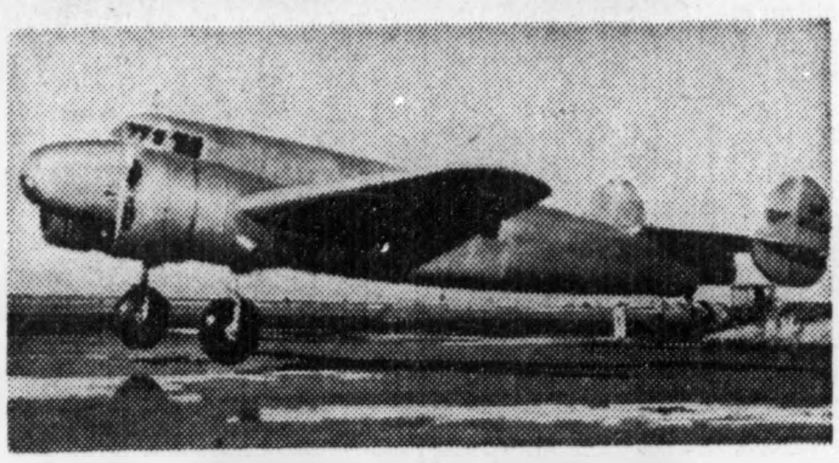
Their progress was reported from faraway places — Dutch Guiana, Natal, Brazil; St. Louis, French Senegal . . . over the jungles and deserts of Africa to Khartoum, to Massawa, across the Red Sea and Arabia to India.

FINALLY, they reached Lae, New Guinea.

Their next stop was to be Howland Island. But this time it would be 2,556 miles over water — and no turning back if gasoline ran low.

From Howland they would fly to Honolulu, then to Oakland and their world flight would end in glorious triumph.

After Miss Earhart took off from Lae, squalls and electrical storms were reported across her flight path.



TAKEOFF FROM OAKLAND
Plane In Which Flyers Vanished

Now, flying at 1,000 feet, she spoke to Howland Island:

"We must be on you but cannot see you."

WHAT HAD gone wrong?

"Miss Earhart was due in about 7 that morning," said Dr. David J. Zaugg, 54, now medical officer of the Merchant Marine Hospital in San Francisco.

"We were on Howland to service her plane when she arrived. It was quite a sunshiny day.

"She was flying right into the rising sun. She might not have seen Howland at all. The Coast Guard cutter Itasca began putting out a big cloud of black smoke to help her see the island.

"We started picking her up quite clearly on our radio. But the difficulty was that she persisted in using her voice when we needed Morse dots and dashes to triangulate her position. I think she just went into the drink."

NO SCRAP of wreckage was ever found, despite one of the greatest air - sea searches ever made by the U.S. Navy.

"The weather was bright and clear during the 10-day search," recalled 73-year-old retired Vice Adm. Donald B. Beary of Coronado, Calif., who was executive officer of the searching battleship Colorado.

"It is my guess that Miss Earhart ran out of fuel, crashed and drowned."

Aboard the Colorado as a civilian guest was the late Dr. M. L. Brittain, then president of Georgia Institute of Technology—Georgia Tech.

DR. BRITTAIN in a newspaper interview before his death some years ago said:

"I knew the Japanese had a mandate over certain Pacific Islands and I also knew of the rumor that they were fortifying and building plane runways on these islands in defiance of treaties.

"I believe there was considerable basis for the idea the Japanese had crippled her plane somehow in Lae or had killed her or taken her prisoner when she reached the mandated islands area.

"I believe there was an understanding on the part of some U.S. government officials with Miss Earhart that she have a look, if possible, at the Japanese mandated islands."

Dr. Brittain's theories never were confirmed or denied. The Japanese, whose ships aided in the search for Miss Earhart and Noonan, denied any knowledge of their fate.

RETIRED REAR ADM. Kenneth M. Hoeffel, 67, of Chevy Chase, Md., gunnery officer aboard the carrier Lexington which launched 100 planes and searched a corridor 800 miles wide and 250 miles long each day, said:

"I've always believed Miss Earhart and Noonan crashed and drowned. I've never accepted the idea that she might have been captured by the Japanese and executed.

"As for her landing on some other island — there just aren't any."

Fred Goerner, 36, a Navy veteran and radio newsman at San Francisco, believes Miss Earhart and Noonan came down safely and were taken to Saipan by the Japanese.

GOERNER MADE two trips to Saipan for the Columbia Broadcasting System in June 1960, and September 1961. He said he had testimony from 19 reputable Saipanese and Caroline Islanders that a white man and white woman were flown to Saipan Island sometime in 1937 or early 1938, that they answered the descriptions of Noonan and Miss Earhart, and that Japanese military police interrogated them as spies.

"The story is," Goerner said, **"that after much questioning they were imprisoned and the woman died of dysentery at some later date, and the man was beheaded a day or so after her death."**

PAUL MANTZ was asked whether he recalled anything about a secret mission.

"I won't say yes or no," he replied. **"It makes a man think — it was so long ago."** Dr. Zaugg said he'd never heard of any such mission.

Mantz said:

"All the plane's gas tanks were tied into a massive vent which I had installed. All she had to do was to pull a lever and all the tanks would have been sealed for flotation. The plane could have floated indefinitely.

"Amelia Earhart had all the survival equipment necessary. I've speculated about what happened to her, naturally. Perhaps she did not have enough gas to find Howland.

"Maybe she landed and disappeared. Maybe she's still alive."

A MEMORIAL — Amelia Earhart light — was built on Howland Island. During World War II the Japanese shot the top off the lonely lighthouse. It has never been restored.

Air Transport

NW 90261

Ann-Margret In 'Birdie' Role

HOLLYWOOD, June 30. — (UPI) — Ann-Margret has started work on the first film under a new multiple-picture contract with Columbia. She is appearing in the Fred Kohlmar - George Sidney screen version of "Bye Bye Birdie."

Ann-Margret co-stars with Janet Leigh, Dick Van Dyke, Bobby Rydell and Jesse Pearson.

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After 25 Years:

Mystery Still Shrouds Amelia Earhart Fate

FRED NOONAN AND 'LADY LINDY'
Are They Alive? Did They Die In Crash?
—(AP Photo)

'Lady Lindy' Vanished On Trans-Pacific Flight

BY M. A. RAISER

OAKLAND, Calif., June 30.—(AP) — **"Gas is running low . . . Been unable to reach you by radio . . . We are circling but cannot see you. . ."**

These last desperate words of aviatrix Amelia Earhart were heard by tense listeners on time Howland Island in the loneliest wastes of the Pacific Ocean 25 years ago, on July 2, 1937.

AFTER THAT—silence. And a clueless mystery that has captivated the imaginations of thousands from that day to this.

Did America's most famous woman flyer and her able navigator, Fred J. Noonan, perish in the sea?

Did Noonan make a navigational error?

Was the end of Miss Earhart's life skein snarled in some eerie way to the sand spit that is Howland Island?

Was she on a secret espionage mission for the United States government?

Did she literally talk herself into disaster, dragging the hapless Noonan with her? Did she have a premonition of death in the far Pacific?

Or did Japanese militarists rescue the two Americans only to take their lives later?

ALL THESE ideas have their advocates. Here is the evidence.

First, who was Amelia Earhart?

She was called "Lady Lindy" because of her supposed resemblance to trans-Atlantic flyer Col. Charles A. Lindbergh. She had a slender, almost lanky figure.

(Continued Page 5, Column 1)

Editor's Repo

Decision

Upside

FEATURE INDEX

NW 90261

AP) — Japanese voters choose per house Sunday. The election rt for Prime Minister Hayato

Ikeda's Liberal- minor conserva- ents, will retain point of interest s can gain. is elected every wmaking powers e is little public

AP World Spotlight

a the election comes while his tional income by 1971 appears

a recent rise in prices, a stock rend in many key industries

in dislocations, says they are

Hector Needed A Direction Finder, Too

SAN FRANCISCO, June 30. —(AP)—A recent visitor at the city zoo gave a startling demonstration on just how modern a modern parent can get.

The woman asked zoo-keepers to help her find her little boy, who had become lost somewhere between the pachyderm palace and the tiger grotto. When the search party finally located the youngster, the woman whipped a walkie-talkie radio out of her coat, pressed down the button and said: **"Daddy, where are you? I found Hector."**

She explained to her husband what had happened and the said: **"Meet me at Monkey Island. Roger and over."** Taking Hector by the hand, she blithely went her way.

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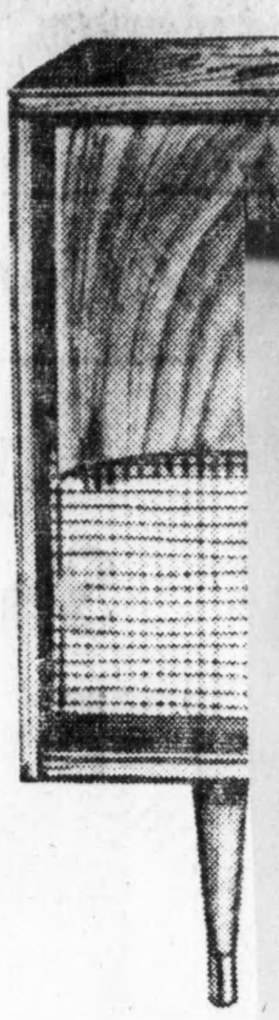

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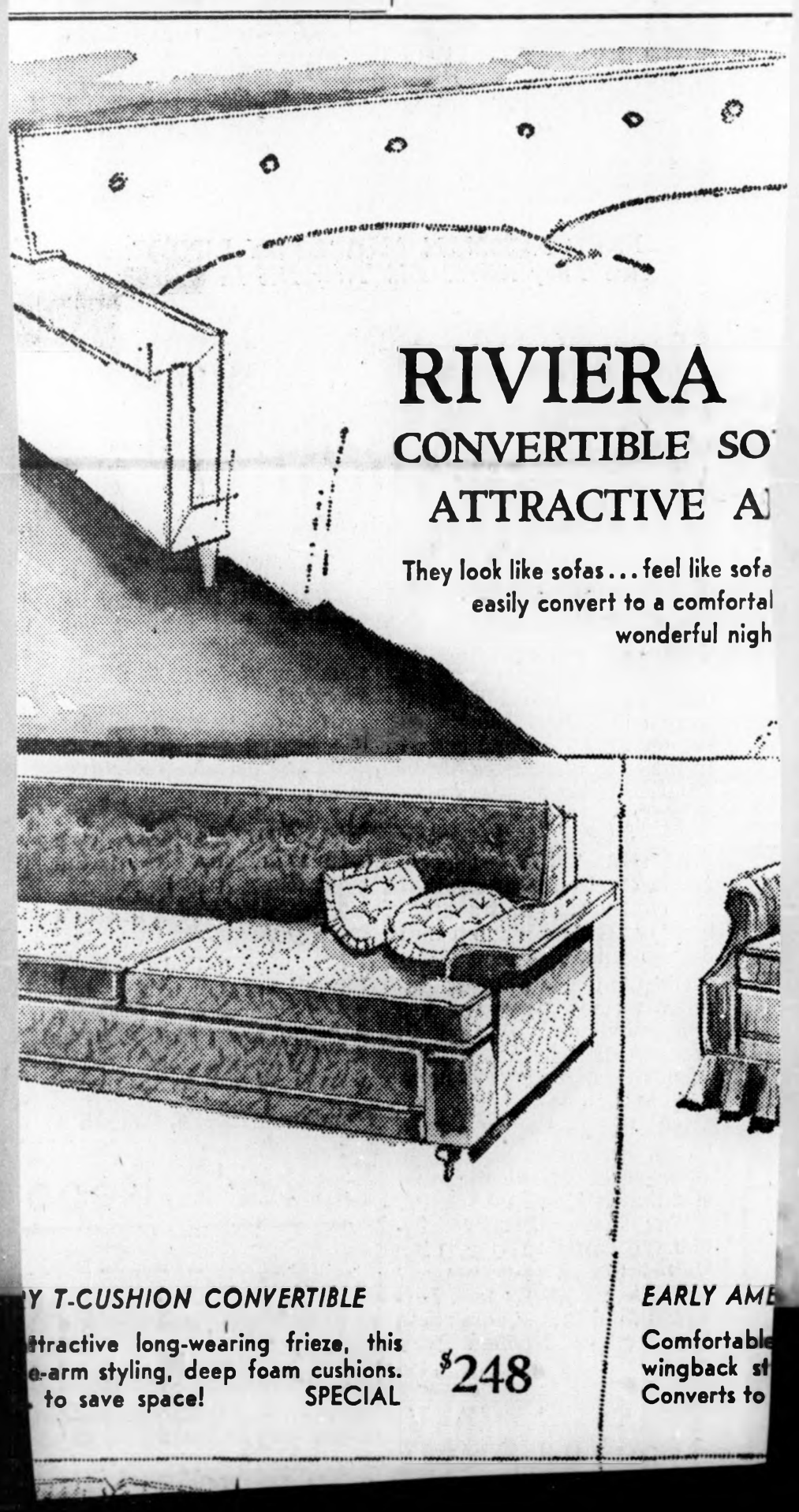

AP Wirephoto

DISPUTES EARHART CRASH STORY
Lee Bellarts, retired Coast Guard radio operator.

Earhart Radio Aide Doubts Saipan Story

EVERETT, WASH., July 8.—(AP)—The man who exchanged the last radio message with Amelia Earhart before she vanished over the Pacific 23 years ago said Friday it was "virtually impossible" that she crashed near Saipan.

Lee Bellarts, a retired Coast Guard lieutenant, was chief radio operator on the cutter Itasca, which served as a radio beacon station in the mid-Pacific for the famed aviatrix' round - the - world flight.

"I'll stake my bottom dollar she went down very close to Howland Island," Bellarts said. Howland is some 1,200 miles southeast of Saipan.

Two Air Force captains reported earlier in the week they have conclusive proof Miss Earhart and her navigator, Fred Noonan, were executed by the Japanese on Saipan after their disappearance July 2, 1937, on a 2,000-mile flight from New Guinea to Howland Island.

FINAL WORD: "WAIT"

Bellarts, now chief radioman for the Snohomish County civil defense office here, kept copies of the Itasca's radio logs for the final six hours in which messages were exchanged with Miss Earhart.

Her last request was for a change of radio frequencies so she could get a "fix" on her position from the cutter.

"Wait," was her final word.

Bellarts said her voice was so strong and clear "even the men on the next deck from the radio shack could hear it," and she could not have been more than 200 miles away.

He said Miss Earhart had messaged about an hour earlier her plane was low on gasoline and she apparently was lost.

Her last desperate attempt to determine her position "was that of a frightened woman in a voice close to breaking," Bellarts said.

The former Coast Guard officer said weather conditions were ideal and prevailing winds easterly toward Howland Island, not Saipan. He contended that for the Earhart plane to have crashed on or near Saipan it would have had to go off course right after leaving New Guinea.

"If she had been near Saipan we could not have received her messages with steadily greater strength," Bellarts said. "She was coming closer to us all the time."

◇ ◇ ◇ ◇ ◇ ◇ ◇

Identification Uncertain, Generator Maker Says

TETERBORO, N. J., July 8.—(UPI)—A generator discovered at the bottom of Saipan Bay would be difficult to identify as the one used in the airplane in which aviatrix Amelia Earhart disappeared 23 years ago, according to the Bendix Corp., which manufactured the generator.

Clark Smith, a company spokesman, said Thursday Bendix is trying to determine if the machinery found last week was the one used in the craft.

The generator was identified by pilot Paul Mantz of Santa Ana, Calif., an air service operator who equipped Miss Earhart's plane for an around-the-world flight. He said the generator was identical to one he ordered for the missing aircraft in 1936 before Miss Earhart took off with her navigator Fred Noonan.

According to Smith, Mantz relayed a series of numbers found on the generator and asked a check of Bendix records to determine if it was the one purchased for the Earhart plane.

Smith said tracing the numbers would be difficult.

"It is not a serial number as we know it," he said. "It is a combination of numbers and letters which so far have meant nothing to anyone."

NW 90261

collected.

Although the "little cabinet" sponsors are more than 11,000 below the necessary number of signatures, "we haven't given up yet," Davoren said. He resigned from his position in the governor's office to head the campaign.

"If we get everything we hope to get back today, we'll make it," Davoren said.

Members of the League of Women Voters, which is endorsing the amendment, Friday were soliciting signatures for the measure on downtown Denver streets and at the Centennial Race Track.

The amendment would remove state department heads from Civil Service protection and place them directly under the governor.

'NOT SURE'

Sponsors of an amendment to legalize gambling in Colorado were vague on whether they would have sufficient signatures to win a ballot spot.

One sponsor, John Paolino, a Canon City restaurant owner, predicted the group would have "more than plenty."

Floyd Marks of Denver, attorney for the backers, was not so sure. Marks said he is uncertain as to how many signatures have been collected on petitions. The petition drive has been strongest in southern Colorado, Marks said.

Two measures already have

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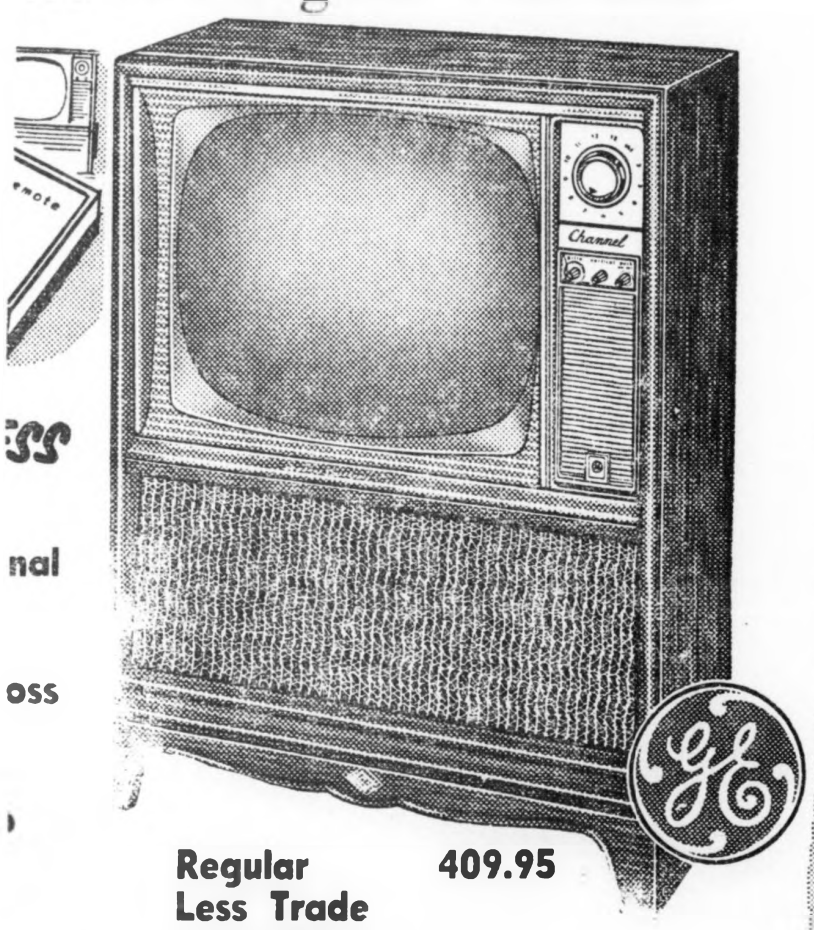

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AY JUST NORTH OF WARDS

The Earhart Mystery

By Fred Goerner

"GO AHEAD with the book, Fred, it should bring them the justice they deserve."

The advice came from Fleet Admiral Chester W. Nimitz. He was referring to Amelia Earhart and Frederick Noonan and my six-year investigation into their mysterious disappearance during a flight across the Pacific Ocean in 1937.

The search had included four expeditions to the Mariana and Marshall Islands, the questioning of hundreds of witnesses and unfriendly confrontations with several high-ranking members of the U.S. military and Government in Washington, D.C.

The search had also brought me the friendship of the legendary Admiral. It was late 1965 and we had been waiting for months for answers to pertinent questions regarding disposition of certain classified material in Washington. The conclusion long ago had been reached that Earhart and Noonan were keys to an incredible series of events which involved both the United States and Japan and the tense years preceding the 1941 Japanese attack at Pearl Harbor.

"It's possible you won't be too popular in some quarters in Washington," Nimitz continued. "But you will gain respect for your research. It's obvious no one wants to accept responsibility for what was done."

High Displeasure

It appears the Admiral will be proven correct. When **"The Search For Amelia Earhart"** is published by Doubleday on September 2, I will probably achieve a high rank on the displeasure charts of the CIA, State Department, Commerce Department, U.S. Navy and U.S. Marine Corps.

Japan will evidence her unhappiness, too. She will not savor being forced to admit the illegal use of the mandated islands of the Pacific prior to World War II, a violation of international law.

The U.S. Marine Corps will be embarrassed as it tries to explain what happened to the human remains recovered from an unmarked grave on Saipan Island in July, 1944, or what happened to the personal effects of Earhart and Noonan recovered by Marines the same year.

The U.S. Navy may attempt to maintain silence when asked why $4 million were spent on an apparently bogus search for Earhart and Noonan in 1937 and why highly secret equipment was made available for their flight. There may also be several coughing fits when questions are posed regarding classified files, especially one labeled "Amelia Earhart, Location of Grave Of."

The U.S. State Department will also have difficulty explaining why it has maintained a classified file on the matter for more than 29 years while denying to the public the existence of such a file.

Mysterious Miller

The U.S. Department of Commerce won't like explaining the activities of a man named William Miller, who was responsible in 1937 for "Aeronautical Survey of the South Pacific Ocean." Miller spent much time with Amelia Earhart and also served Naval Intelligence.

The Central Intelligence Agency will try to avoid comments regarding its activities on Saipan Island from 1952 to '62 and how one of this Nation's best kept post-World War II intelligence secrets blended with the Earhart investigation.

Is the pen mightier than Government's desire to cloak embarrassments of the past?

It is my contention, supported by those who have assisted in "The Search for Amelia Earhart," that Earhart and Noonan were the first casualties of World War II. Their story pales fiction.

The most important fact I learned during six years of research is that American newsmen are still free to pursue answers to questions which involve major departments of Government and even the presidency. As long as that remains true, our basic freedoms are relatively secure.

Fred Goerner of KCBS Radio, San Francisco, is the author of "The Search for Amelia Earhart," billed as "one of the most complete investigations in the history of modern journalism: the quest for a final answer to the mystery of the disappearance of Amelia Earhart." Doubleday & Co. will publish the book next Friday. This work by the former college professor who seven years ago became a newscaster, is the result of a six-year investigation into the disappearance of the famous flyer—and just may become one of the most controversial books of the season.

The Gory Road

By Lenore Glen Offord

PEOPLE who enjoyed **"The Last Known Address"** as much as I did will be glad to hear that Joseph Harrington has done an excellent second novel, **"Blind Spot"** (Lippincott, $3.95). Lieut. F. X. Kerrigan of the N.Y. City Police deals this time with a somewhat bloodier case.

The beautiful girl must have murdered her lover, according to the evidence, but she sticks to denial; Kerrigan, unable to believe in her guilt, "turns stone after stone after stone" to find another killer, making another fine yarn of patient routine detection. The psychiatry bit may seem startling, but there have been cases very like it, and one believes it anyhow.

It's difficult to pick out favorites among the mysteries in a really good anthology, and doubly hard in the case of **"Best Detective Stories of the Year,"** edited by Anthony Boucher (Dutton, $4.50). Is it enough to say that there are 17 stories in the volume, with something for every taste, and that all are exceptionally good? No admirer of the short form can afford to miss it.

There is an understandable rule for the modern Gothic novel; seems that a young woman entering a troubled household must find the master all too attractive. This holds in **"The Marriage Chest"** by Mary Paradise (Coward McCann, $4.50), and the book also runs true to form with a little daughter who needs someone as sensible and spirited as our heroine.

What makes the difference between this and others of the genre is the magnificent grande dame who is Emily's remote cousin, and who has a mysterious past. Set in Granada, there's plenty of opportunity for picturesque background and a local superstition or two to add to the child's nightmare terrors.

NW 90261

Between the Lines

Reviewers vs. Amis

By William Hogan

HORSE RACE: Recently I noted that Kingsley Amis' new comedy of espionage and sex, **"The Anti-Death League"** (Harcourt) is witty in that special British sense that goes back to Aldous Huxley's "Point Counterpoint" and perhaps the early Evelyn Waugh. Yet I found it merely high-toned nonsense.

A Marin reader labels that statement "merely high-toned nonsense." She refers me to a review of the same book by Heywood Hale Broun in Saturday Review which calls it "an exciting development in the career of a most interesting writer;" and to a second review, in The Washington Post, which states that "Amis begins to write undeludely and unshallowly about love as well as pain and death." Why didn't I comprehend this?

I stand by my original reaction (boredom) to this work, which is something for confirmed fans of Amis' brand of humor—"Lucky Jim," "One Fat Englishman" and the rest—and submit that such difference of opinion is what makes horse-racing.

On checking The Washington Post review my correspondent refers to, I detect a certain confusion in ITS man, who also writes: "On the surface (the novel) looks tiresome, but the spy (popular epitome for our secretive, inquisitive helplessness before the fiats of international power-blocs) is not the spy: he is the man pondering life like Galileo or Einstein . . ."

In fairness to Amis (and his fans), I report that the book is getting mixed reviews, some highly eloquent and enthusiastic, others testy and grumbling, like the one by novelist-critic George P. Elliott in The New York Times Book Review. Elliott categorizes Amis' work as one of those books "that looks like a novel and is labeled a novel but is really a film script hurriedly novelized . . ." He concludes his generally negative piece:

"Amis vacillates between the grave and the frivolous. But the movie version of the story can easily fix everything. Nihilism and despair should be no more than the moral desert that the tense, outrageous plot rollicks through, destination nowhere."

That's horse-racing.

WILLIAM COLE, America's most assiduous anthropologist, had a bright idea. Taking a famous line of verse, he adds his own sardonic rhyme to complete the couplet. Thus: "To be, or not to be, that is the question," continues with: "Or has someone an alternate suggestion?" This all-too-small collection of Cole couplets provides space for the reader to try his own. (Taplinger; 95 cents.)

Notes on the Margin

. . . **"Presidential Greatness,"** a study of "the image and the man" from George Washington to the present, will appear from Appleton-Century in October. The author of this "assessment" of Presidents is Thomas A. Bailey, Byrne Professor of American History at Stanford and author of "A Diplomatic History of the American People."

. . . Also due from Appleton in October: **"Encyclopedeia of the Arts,"** a whopping reference volume and survey of Western culture. Sir Herbert Read is the consulting editor. Architecture, ballet, biography, film, graphics, literature, music—on and on. Estensively illustrated and printed in England ($35).

. . . William Mathes, who reviews fiction occasionally in these pages, is the author of a first novel which Delacerte Press has accepted for

See Page 35

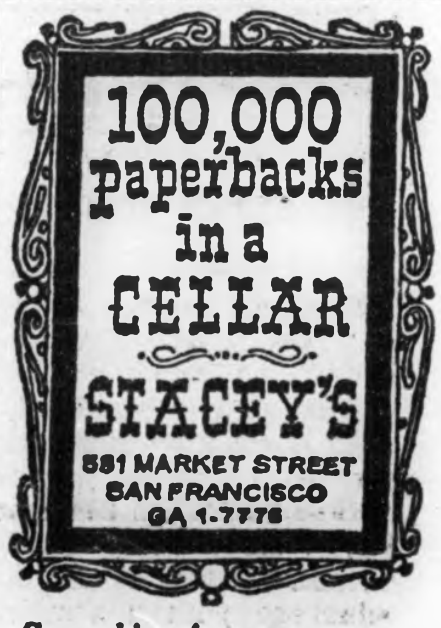
Bay Area Best Sellers

FICTION

(1) The Adventurers. By Harold Robbins
(2) Tai-Pan. By James Clavell
(3) Valley of the Dolls. By Jacqueline Susann
(4) The Detective. By Roderick Thorp
(5) The Kremlin Letter. By Noel Behn

NONFICTION

(1) The Big Spenders. By Lucius Beebe
(2) How to Avoid Probate. By Norman F. Dacey
(3) Two Under the Indian Sun. By Jon and Rumer Godden
(4) Rush to Judgment. By Mark Lane
(5) Papa Hemingway. By A. E. Hotchner



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Mystery Still Shrouds Amelia Earhart's Fate

BY M. A. RAISER

OAKLAND, Calif., June 30.—(AP) — **"Gas is running low . . . Been unable to reach you by radio . . . We are circling but cannot see you. . ."**

These last desperate words of aviatrix Amelia Earhart were heard by tense listeners on tiny Howland Island in the loneliest wastes of the Pacific Ocean 25 years ago, on July 2, 1937.

AMELIA EARHART

FRED NOONAN

AFTER THAT — silence. And a clueless mystery that has captivated the imaginations of thousands from that day to this.

Did America's most famous woman flyer and her able navigator, Fred J. Noonan, perish in the sea?

Did Noonan make a navigational error?

Was the end of Miss Earhart's life skein snarled in some eerie way to the sand spit that is Howland Island?

Was she on a secret espionage mission for the United States government?

Did she literally talk herself into disaster, dragging the hapless Noonan with her? Did she have a premonition of death in the far Pacific?

Or did Japanese militarists rescue the two Americans only to take their lives later?

ALL THESE ideas have their advocates. Here is the evidence.

First, who was Amelia Earhart?

She was called "Lady Lindy" because of her supposed resemblance to trans-Atlantic flyer Col. Charles A. Lindbergh. She had a slender, almost lanky figure, short, windblown, auburn hair and a freckled face known to millions.

Born in Atchison, Kan., July 24, 1898, she learned to fly by the time she was 20. But it was 10 years later, while doing social service work in Boston, that she went along for the ride with flyers William Stutz and Louis Gordon when they flew the Atlantic June 17, 1928.

She decided to make aviation her career and was encouraged by her husband, the late George Palmer Putnam, a New York publisher whom she married in 1931.

SHE SOLOED the Atlantic in 1932 and the Pacific from Honolulu to Oakland in 1935. Then she began planning the world flight — her last.

Her global flight was originally charted westward from Oakland. Paul Mantz, famed movie stunt flyer who was her technical adviser, said he planned it that way as a safety factor — because of Howland Island.

"If she missed Howland, she would have had enough gas to get back to Honolulu," recalled Mantz, who at 58 now operates a flying service at Santa Ana, Calif.

Mantz made the first leg from Oakland to Honolulu with her and navigator Noonan March 17, 1937. The 2,400 - mile flight took 15 hours, 51½ minutes. Jets now fly it in 4 hours, 45 minutes.

THE NEXT HOP was 1,532 miles over water to Howland.

But they didn't get close to Howland that time. As the plane roared down the Honolulu runway March 20, 1937, a tire blew and the plane cracked up. Miss Earhart would be 2,556 miles over water — and no turning back if gasoline ran low.

From Howland they would fly to Honolulu, then to Oakland and their world flight would end in glorious triumph.

After Miss Earhart took off from Lae, squalls and electrical storms were reported across her flight path.

Now, flying at 1,000 feet, she spoke to Howland Island:

"We must be on you but cannot see you."

WHAT HAD gone wrong?

"Miss Earhart was due in about 7 that morning," said Dr. David J. Zaugg, 54, now medical officer of the Merchant Marine Hospital in San Francisco.

"We were on Howland to service her plane when she arrived. It was quite a sunshiny day.

"She was flying right into the rising sun. She might not have seen Howland at all. The Coast Guard cutter Itasca began putting out a big cloud of black smoke to help her see the island.

"We started picking her up quite clearly on our radio. But the difficulty was that she persisted in using her voice when we needed Morse dots and dashes to triangulate her position. I think she just went into the drink."

NO SCRAP of wreckage was ever found, despite one of the greatest air - sea searches ever made by the U.S. Navy.

"The weather was bright and clear during the 10-day search," recalled 73-year-old retired Vice Adm. Donald B. Beary of Coronado, Calif., who was executive officer of the searching battleship Colorado.

"It is my guess that Miss Earhart ran out of fuel, crashed and drowned."

Aboard the Colorado as a civilian guest was the late Dr. M. L. Brittain, then president of Georgia Institute of Technology—Georgia Tech.

DR. BRITTAIN in a newspaper interview before his death some years ago said:

"I knew the Japanese had a mandate over certain Pacific Islands and I also knew of the rumor that they were fortifying and building plane runways on these islands in defiance of treaties.

"I believe there was considerable basis for the idea the Japanese had crippled her plane somehow in Lae or had killed her or taken her prisoner when she reached the mandated islands area.

"I believe there was an understanding on the part of some U.S. government officials with Miss Earhart that she have a look, if possible, at the Japanese mandated islands."

Dr. Brittain's theories never were confirmed or denied. The Japanese, whose ships aided in the search for Miss Earhart and Noonan, denied any knowledge of their fate.

RETIRED REAR ADM. Kenneth M. Hoeffel, 67, of Chevy Chase, Md., gunnery officer aboard the carrier Lexington which launched 100 planes and searched a corridor 800 miles wide and 250 miles long each day, said:

"I've always believed Miss Earhart and Noonan crashed and drowned. I've never accepted the idea that she might have been captured by the Japanese and executed.

"As for her landing on some other island — there just aren't any."

Fred Goerner, 36, a Navy veteran and radio newsman at San Francisco, believes Miss Earhart and Noonan came down safely and were taken to Saipan by the Japanese.

GOERNER MADE two trips to Saipan for the Columbia Broadcasting System in June 1960, and September 1961. He said he had testimony from 19 reputable Saipanese and Caroline Islanders that a white man and white woman were flown to Saipan Island sometime in 1937 or early 1938, that they answered the descriptions of Noonan and Miss Earhart, and that Japanese military police interrogated them as spies.

"The story is," Goerner said, **"that after much questioning they were imprisoned and the woman died of dysentery at some later date, and the man was beheaded a day or so after her death."**

PAUL MANTZ was asked whether he recalled anything about a secret mission.

"I won't say yes or no," he replied. **"It makes a man think — it was so long ago."** Dr. Zaugg said he'd never heard of any such mission.

Mantz said:

"All the plane's gas tanks were tied into a massive vent which I had installed. All she had to do was to pull a lever and all the tanks would have been sealed for flotation. The plane could have floated indefinitely.

"Amelia Earhart had all the survival equipment necessary. I've speculated about what happened to her, naturally. Perhaps she did not have enough gas to find Howland.

"Maybe she landed and disappeared. Maybe she's still alive."

A MEMORIAL — Amelia Earhart light — was built on Howland Island. During World War II the Japanese shot the top off the lonely lighthouse. It has never been restored.

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The plane, a Lockheed 10 low - wing monoplane that cost $80,000 and had a top speed of 205 miles an hour, was repaired for a new start from Oakland, which she regarded as her lucky city.

She and Noonan took off again May 20, 1937. This time they flew in the opposite direction, eastward, to benefit from prevailing tailwinds.

Their progress was reported from faraway places — Dutch Guiana, Natal, Brazil, St. Louis, French Senegal . . . over the jungles and deserts of Africa to Khartoum, to Massawa, across the Red Sea and Arabia to India.

FINALLY, they reached Lae, New Guinea.

Their next stop was to be Howland Island. But this

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'Invests' In U. N.

UNITED NATIONS, N. Y., June 30.—(UPI)—Tunisia has bought a U.N. bond for $485,000, becoming the 12th country to put cash on the line for the emergency issue.

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Seattle Post-Intelligencer
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Anne Frank Star Seeks Divorce

SANTA MONICA, Calif., June 30.—(AP)—Actress Millie Perkins is ending her two-year marriage to actor Dean Stockwell.

Miss Perkins, 22, star of the film "The Diary of Anne Frank," has filed suit for divorce in superior court.

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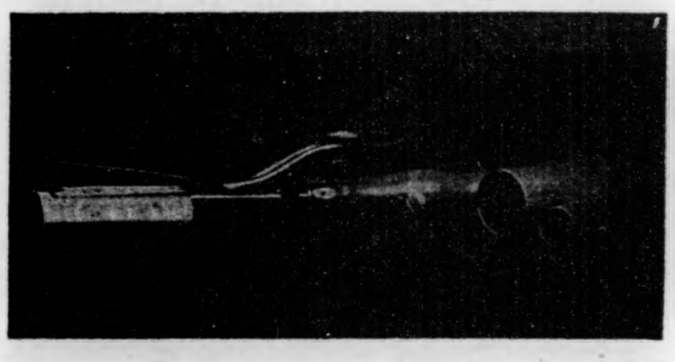

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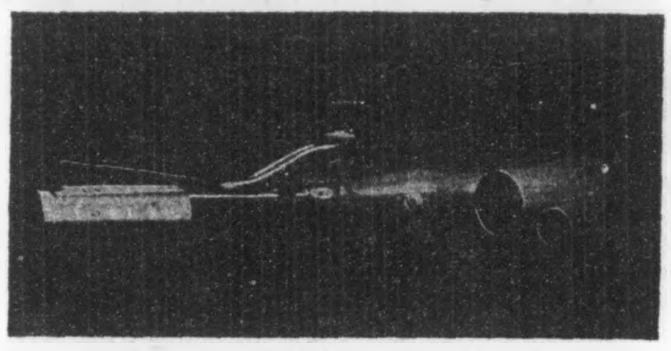

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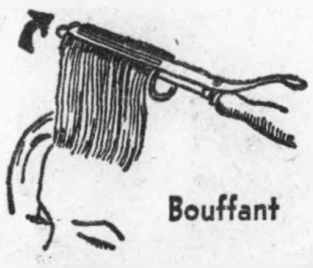

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The Book Station

1971

An Earhart Myth

AMELIA EARHART LIVES, by Joe Klaas, McGraw-Hill, New York, 272 pages, $7.95.

Reviewed by Bruce D. Callander

In the late 1930's, this reviewer and some teenage friends used to visit an elderly eccentric from time to time. The old gentleman had "perfected" a perpetual motion machine which, he would always explain, was down for repairs at the moment, but ran perfectly when in order.

We never saw the machine working, but one day witnessed an equally remarkable achievement. On a unique long-distance "radio" he had built, the inventor contacted Amelia Earhart for us on the Pacific island where she had crashed during her around-the-world flight attempt. We didn't actually hear her, but he assured us he did.

Such was the national concern for the lady flyer who had stirred public admiration for years and then mysteriously flown off to nowhere. While the government mounted a massive search for her, and countless "experts" offered their views on what had happened, every seer, mystic and soothsayer in the country made contact with her, or claimed to or tried to.

If her loss was an intriguing mystery, the myths and legends which grew up around her flight made it a classic international event. The most fascinating explanation...that she purposely lost herself so the Navy could fly reconnaissance over secret Japanese installations while pretending to search for her...gained credence after Pearl Harbor and has been the subject of several works of fact and fiction since.

This latest report on the remarkable Amelia adds little to the basic story. It explores the spy angle and the reports of her death as a Japanese prisoner, and probes the reported finding of her grave, etc., all with little new material to offer.

What is new, or purports to be, is the theory that the young aviatrix did not crash at all, and possibly did not even fly the last leg of the fatal mission; that she has lived to a mature age, admitting only that she was a friend of Amelia's and flew during her younger days.

The idea is intriguing. Unfortunately, the documentation is not.

The author and a friend play with some tidbits of evidence...an alphabet game linking their mystery lady's name with the names of the Pacific islands, some differences in photos of Amelia's aircraft at different places, and the reluctance or inability of official sources to answer some questions. Their most convincing "proof" presumably is that the woman who is supposed to be Earhart also dodges their questions and finally refuses to see them. Since the book was published, she has flatly denied she is Amelia Earhart and said she may take legal action against the author.

All of which makes for a good beginning, an exciting middle, and a flat, frustrating ending to an oft told-tale. The effort to support the title is neither good detective work nor good reporting.

The closing lines are the ultimate letdown. On the last page, after losing track of the suspected Amelia, the author gets a midnight phone call, is told the mystery woman has been found again, and now may talk. So why not keep the manuscript open a few days longer and tell us what she said? Forget it. That's the end.

The story of Amelia Earhart remains one of the great ones; and it should be retold whenever there is anything significant to add. Someday, perhaps, it will all unravel. As for this latest reopening of the case, this reviewer felt closer to the lady at age 13 in the workshop of a small-town eccentric than he did in these pages.

NW 90261

for Blind

Sheppard NCO

Engagements Announced

BAHL-SHARECK — Kathryn Jean Bahl, daughter of Mrs. Anna Bahl of Cascade, Iowa, to Michael W. Shareck III, son of Col. (Ret.) and Mrs. M.W. Shareck of Decatur, Ala. A December 28 wedding is planned.

BARE-JACKSON — Marcia Ann Bare, daughter of Col. (Ret.) and Mrs. Harold F. Bare of McLean, Va., to Hal Gillespie Jackson III, son of Lt.Col. (USA, Ret.) and Mrs. H.G. Jackson of Salisbury, Md. No wedding date has been set.

STOLL-WARE — Susan Stoll, daughter of Col. and Mrs. Albert E. Stoll of Colorado Springs, Colo., to W. James Ware, son of Mr. James P. Ware of Birmingham, Ala., and the late Mrs. Ware. A December wedding is planned.

MEYER-MOORE — Jacquelyn Suzanne Meyer, daughter of Col. (Ret.) and Mrs. Charles R. Meyer of Montgomery, Ala., to Robert Letcher Moore II, son of Mr. and Mrs. Karl Cecil Moore of Harrisonburg, Va. A February 5 wedding is planned in Washington, D.C.

Sembach Units Top $ Goals

SEMBACH AB, Germany — Achieving 640 percent and 180 percent of their assigned resource conservation program goals has earned official recognition for two units of the 601st Tactical Control Wg.

The 601st Tactical Control Maintenance Sq. and Det. 4 of the 601st TCW were commended recently for

Dad's Club Forms

RAF MILDENHALL, England — The newly formed Dad's Club hopes to improve youth activities at RAF Feltwell, Mildenhall, and the Housing area at Shepherds Grove.

The program will be implemented by providing funds for equipment and improvement of facilities and by acting as a central agency for recruiting adult leaders for youth programs.

STAMPS AND COINS

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Authors Reveal Documents on Earhart Flight

LOS ANGELES (UPI)—Documents asserting radio signals and a woman's voice believed be that of Amelia Earhart were heard in the South Pacific after the alleged crash of her plane in 1937 were released here Wednesday.

The documents were displayed by the two authors of a book contending the famed aviatrix was captured by the Japanese and now lives under an assumed identity on the East Coast.

The 10 typed pages bearing no identifying marks purportedly were reports made by communications technicians on Wake and Midway Islands and in Honolulu describing radio signals they picked up July 2, 3, and 4, 1937.

One of the reports by Kenneth C. Ambler described how, at 6:30 a. m. July 5, a message was broadcast on Miss Earhart's frequency asking her to respond if she heard it. Ambler, now 64 and living in Mill Valley, Calif., confirmed the report when contacted by UPI.

Ambler said he did not know the authors, Joe Klaas and Joseph Gervais, but had read of their book in newspapers.

"I thought several times we heard from her plane," he said.

"Our main concern was to ask for the plane to hold down the key in order to get constant signal to locate them. We kept up a 48-hour watch after the craft was reported missing," he added.

Ambler was employed as a section communications supervisor for Pan American Airlines at the time.

His report read:

"0630-KGMB requests Earhart make four dashes in acknowledgement of their broadcast. We covering KGMB and 3105 simultaneously and hear four distinct dashes on 3105 immediately following broadcasts."

The documents indicated the radio signals of voices too weak to be clearly heard came from Hull Island, where Gervais and Klaas believed Miss Earhart was captured.

The documents, according to the authors, were secret Pan American flight records turned over to them several weeks ago by Ellen Belotti, a Las Vegas receptionist and former Pan American secretary. She said she had saved the documents "for sentimental reasons. I knew Amelia Earhart. We were friendly."

Miss Belotti told the authors she had kept the records secret all these years because two men in Navy uniforms had ordered her to destroy all copies and remain silent "under penalty of federal imprisonment."

The authors contend Miss Earhart was on a spy mission for the U. S. government, was captured as a result of a security leak, and lived for eight years in the Japanese Imperial Palace.

They claim she is living in New Jersey under the name of Mrs. Irene Bolam. Mrs. Bolam says she isn't Miss Earhart and that the book is "a poorly-documented hoax."

New Farm Bill Struggle Seen

WASHINGTON (AP) — Senate opponents of an administration-backed farm bill are making approval of a bill more akin to one first passed by the Senate.

The senators point to signs of

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Health Insurance Said Unworkable

WASHINGTON (UPI) —The ntry's top health officer ys a national health insur- e program would not work 7 because there are not ugh doctors and hospitals to ver the required care.

. Roger O. Egeberg said in nterview the nation's health tem does not have the acity to handle a govern- nt-backed national health rance program.

We don't have enough tors, dentists or institutions liver ths health care," said berg, assistant secretary ealth and scientific affairs in the Department of Health, Education and Welfare.

"If we voted some kind of a universal health insurance program right now, we would make the people think that this year or next year, or at the lastest the year after, they are going to get a doctor just by clicking their fingers.

"And it won't happen. Therefore I think the people will be resentful against the government and against the doctors."

Egeberg said the right course of action now is to make preparations for being able to handle such a health plan—"one step at a time."

Austrian Leader Favors

Shoreline Petition Under Way

Dr. Ryle Radke of Everett has been named Snohomish County chairman of the drive to obtain signatures of Initiative 43, the Shorelines Protection Act.

Thomas Wimmer of the Washington Environmental Council announced the appointment and said 8,000 signatures are needed in Snohomish County "in order for the state side petition to be successful." He based the figure on the population density of the county.

Dr. Radke, 4600 Baker Drive, can be contacted for information about the proposed act.

Others in Snohomish County who may be contacted according to Wimmer are: Mike Bachofer, 3430 Tulalip, Everett, telephone 252-9686; Patricia H. Johnson

Detective Mum on Zodiac Killer Notes

RIVERSIDE (UPI) —Homicide detectives met at a closed meeting Wednesday to discuss possible clues in their hunt for the elusive killer who calls himself "Zodiac."

It was disclosed earlier this week that Zodiac wrote three notes in which he bragged about the 1966 slaying of 18-year-old Riverside coed Cheri Jo Bates.

Riverside Detective Captain Irvin Cross had "no comment" when he left the meeting with San Francisco and Napa County officers.

However, the San Francisco Chronicle reported in its Thursday edition that it had learned several investigators at the meeting believed Zodiac had killed the girl "during a time in which he had some close connection to Riverside."

Zodiac has claimed 14 victims in letters to newspapers and police but officers have definitely linked him to five slayings in the San Francisco Bay Area.

Javits Plans to Name Senate's First Girl Page

WASHINGTON (UPI) —Sen. Jacob K. Javits, R-N.Y., intends to name the first girl page in the history of the Senate.

He concedes he's bucking hallowed tradition, but he believes young girls can respond as eagerly and efficiently to the snap of a senatorial Senate chamber waiting to be dispatched."

There are now 26 Senate pages between 14 and 17 who receive $6,960 a year for their part-time job while they attend the Capitol Page School. They are nominated by senior senators and are hired by the Senate sergeant-at-arms.

Noting the Senate's 1964 ban on discrimination solely on the basis of sex, Javits argues that "it would certainly be embarrassing and unjustified for the Senate to violate the very principle we have required of the public generally."

AL'S AUTO SUPPLY
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EVERETT — LYNNWOOD
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The Most Exciting Headache News In Years!

Doctors' Tests In Treating Nervous Tension Headaches Now Made Public

OVER

Following the Mystery of Earhart

"THE SEARCH FOR AMELIA EARHART" by Fred Goerner (Doubleday, 326 pages, $5.95).

"I'm officially retired now," the high-up naval commander told San Francisco's Fred Goerner, "so I'm going to tell you a couple of things. You are on the right track with your Amelia Earhart investigation. Admiral Nimitz wants you to continue and he says

Amelia Earhart

you're onto something that will stagger your imagination."

Goerner never did really find the staggering truth of Amelia Earhart and her navigator Fred Noonan, but he has come about as close as anyone ever will. Admiral Nimitz, who confirmed that Earhart and her navigator did go down in the Marshalls and were picked up by the Japanese, is dead now. (In fact, he died before he was able to reveal any more.) And the retired general in San Diego who possibly knows more about the mystery than any other living person has decided not to talk.

With that frustrating dead end and after six years of unbelievable investigation, Goerner's book ends. But everything that comes before amounts to one of the most exciting and intriguing stories since Sherlock Holmes peered through his magnifying glass.

Goerner is no Arthur Conan Doyle, however. But with a mystery such as the one surrounding the famed woman flyer and Goerner in hot pursuit, who needs elegant prose? The San Francisco radio newsman simply puts down the story of his search, the frustrations, the grudgingly given clues, the people who helped. Finally he reconstructs (and this is only assumption) of what probably happened on that tragic last leg of the around-the-world flight of Amelia Earhart and Fred Noonan in 1937.

Briefly, the conclusion reached is this: Earhart was spying on the Japanese-held Caroline islands, crashed in the Marshalls, was taken prisoner and brought to Saipan by the Japanese. From witnesses Goerner interviewed, she could have lived as long as 18 months on Saipan before dying of dysentery. And from all this Goerner deduces that the military and President Roosevelt both knew what had happened. But nothing could be done short of plunging the U.S. into World War II by searching the Japanese mandated islands. And, claims the author, it would have been political suicide for Roosevelt to admit the abandonment of the two flyers in the face of the coming election.

But all this is actually anticlimactic compared to the fantastic intrique involved in the probing of the deep, dark secrets long held by the U.S. government, military, eye-witnesses and even Japan. There is, for example, the Marine colonel who failed to remember digging up the remains of Earhart and Noonan even though two other marines worked with him and related it to Goerner. There is also the strangely disappearing records in the archives of Washington, D.C., and the conflicting logs of the last radio messages received from the missing plane. Couple this with the almost fiction-like development when Goerner stumbles into a secret $30 million CIA super spy school on Saipan and you have a book that absolutely vibrates with excitement.

But Goerner must be admired for holding back the bitterness in the face of endless blocks thrown by both government and military personnel in an effort to put him off the trail. He has merely recited each happening as it occurred in clear, concise detail. The result is a chilling detective story about the greatest mystery of modern times.

—Tom Stockley

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A Lovely Country Setting, Yet Only Minutes From Any Peninsula Point . . .
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the book mark

by tom stockley

"AT FIRST I was astonished," admitted Fred Goerner amidst the clatter of a lively cocktail party in San Francisco. "Then I was even more astonished. Now I'm absolutely dumbfounded!"

Goerner stood in the middle of the St. Francis Hotel's Olympic Suite exclaiming surprise over the initial local success of his book "The Search for Amelia Earhart." He imbibed in neither drink nor food. He was too busy receiving congratulations and answering questions on his 6½ years of persistent digging into the mystery of the famed aviatrix and her navigator Fred Noonan.

The party, given in honor of Goerner by his publishers, Doubleday, proved none too premature as to the success of the intriguing book. Since them the work has begun to hit the charts locally and Goerner soon will be stirring up further interest all over the country. He's embarking on a 32-city tour, appearing on TV, radio shows and in person. Anywhere to discuss the Earhart mystery which apparently still fascinates millions.

In his book, which more than suggests that Amelia Earhart and her navigator were on a spying mission for the U.S. and captured by the Japanese, Goerner continually remarks how surprised he is at the undying public interest in the 30-year-old incident. He is equally taken aback by the enthusiasm shown his book.

"It's a little early to get excited over the national interest," he says. "I'm known in San Francisco and have a lot of friends down the Peninsula. But we'll just wait and see how things go in other areas."

He may not have to wait long.

★ ★ ★

THE PENINSULA'S LOSING one of its publishers. Although Harcourt, Brace & World did not actually publish here, it nevertheless had its coast headquarters in Burlingame. The outfit has just purchased a large corner building in S.F. (originally the Pierce-Arrow Building) and plans to occupy it by early next year. The building, which will be completely remodeled, was owned by the federal government.

★ ★ ★

IF YOU'VE TRIED to read "Giles Goat-Boy" and given up, don't feel alone. Professional reviewers haven't done so well either. At Doubleday, where the 744-page novel is in its third printing already, the editors are amused to discover that no two critics agree about what author John Barth is saying. "And some of the reviews are harder to read than the book," they claim.

★ ★ ★

JOHN A. HAWGOOD, English-born scholar, teacher, historian and writer, has taken up residence at Villa Montalvo where he is writing a history of San Francisco.

The best part is that his book (does anybody from San Francisco ever write a history of San Francisco?) will skip by the Gold Rush, vigilante committee and such tired topics that have been covered to death in the past. It will concern the social and cultural history of The City between the years 1856 and 1906. Unlike nearly all other books about S.F., Hawgood says his will be devoid of illustrations. It will trace how the crude Gold Rush mushroom town first became a true center of culture and civilization in the late 1850's, 60's and 70's and how these beginnings came to cultural efflorescence in the 80's and 90's.

Hawgood is professor of American history at the University of Birmingham, England, and is considered on both

NW 90261

Food Circus Closing Set Back a Week

Instead of closing this Sunday, as previously announced, the Food Cricus will stay open through Sunday, September 18, Seattle Center officials announced Wednesday.

Reason for the extension is to accommodate the expected crowds who will be on the Center grounds for the Shrine Circus and for a Bon Marche merchandising attraction in Exhibition Hall next week.

Council Unit OKs Traffic Mall

The City Council's Planning Committee and Streets and Sewers Committee indorsed a petition Wednesday from the West Seattle Chamber of Commerce.

The petition proposed building a mall for controlling traffic in the area of 42nd Avenue SW and 44th Avenue SW and SW Edmonds Street and SW Oregon Street.

Amelia Earhart: Her Fate

BY ELEANOR BELL

The secret of the mysterious disappearance of world-famed aviatrix Amelia Earhart and her navigator, Capt. Frederick Noonan, on an around-the-world flight nearly 30 years ago, may lie behind closed doors right in Washington, D.C.

Indication that there may be a congressional investigation was revealed in Seattle Wednesday by Fred Goerner, author of a startling new book, "The Search for Amelia Earhart."

"I've asked Sens. Thomas Kuchel and George Murphy of California to open a congressional investigation," Goerner said, "and I plan to ask Sens. Warren G. Magnuson and Henry M. Jackson of Washington State to lend their support.

"CLASSIFIED FILES in Washington, D.C., of the Navy and State Department, indicate clearly involvement of Miss Earhart and Noonan with the federal government. The flight had intelligence overtones . . . and no one will tell us where their bodies are."

Goerner, a CBS radio announcer and writer, with Station KCBS, began his "search" after checking out a San Mateo, Calif., newspaper story. It was about a woman who reported she had seen two American fliers, a man and a woman, on Saipan Island in the Marianas in 1937, the year of the Earhart-Noonan disappearance.

—Post-Intelligencer Photo.

FRED GOERNER, AUTHOR

On trail of old mystery

He first went to Saipan for CBS in 1960 and in the 6½ years since made three more trips there—trips that led to unmarked graves and almost certain proof that the bodies of Miss Earhart and Noonan had been buried on Saipan, exhumed and reburied somewhere in Washington, D.C.

THE STEP - by - step search is related in detective - story - like detail in Goerner's book, which has just been published by Doubleday and Co., Inc.

"I talked to more than 3,000 natives and obtained 39 eyewitnesses that Miss Earhart and Noonan had been in Japanese custody. They picked out Miss Earhart from among 20 pictures of different women I showed them," the author said. "The man and woman had been brought by the Japanese to a Saipan hotel that had been used for political prisoners, they told me.

"Miss Earhart lived there 8 to 14 months and Noonan was executed after her death."

HE LEARNED from two U. S. Marines that they had helped disinter the pair's graves in 1944, that the bodies had been removed to Washington, D.C., and that a Marine captain in Intelligence had told them to "keep quiet about this."

"FDR (the late President Roosevelt) had to know about this," Goerner said. "It was four months before election time. If they (Earhart and Noonan) had been found on a Japanese-held island, the emotionalsim caused by the news would have elected Tom Dewey president."

Passenger Hurt In Auto Crash

Jacob Lemberg, 63, of 1852-40th Ave. E., suffered a head injury Wednesday in a two-car crash at 18th Avenue and E. Union St. He was admitted to Maynard Hospital.

He was a passenger in a car driven by Michael Lemberg, 22. The other car was driven by Perry Banister, 19, of 14523-132nd Ave. NE.

NW 90261

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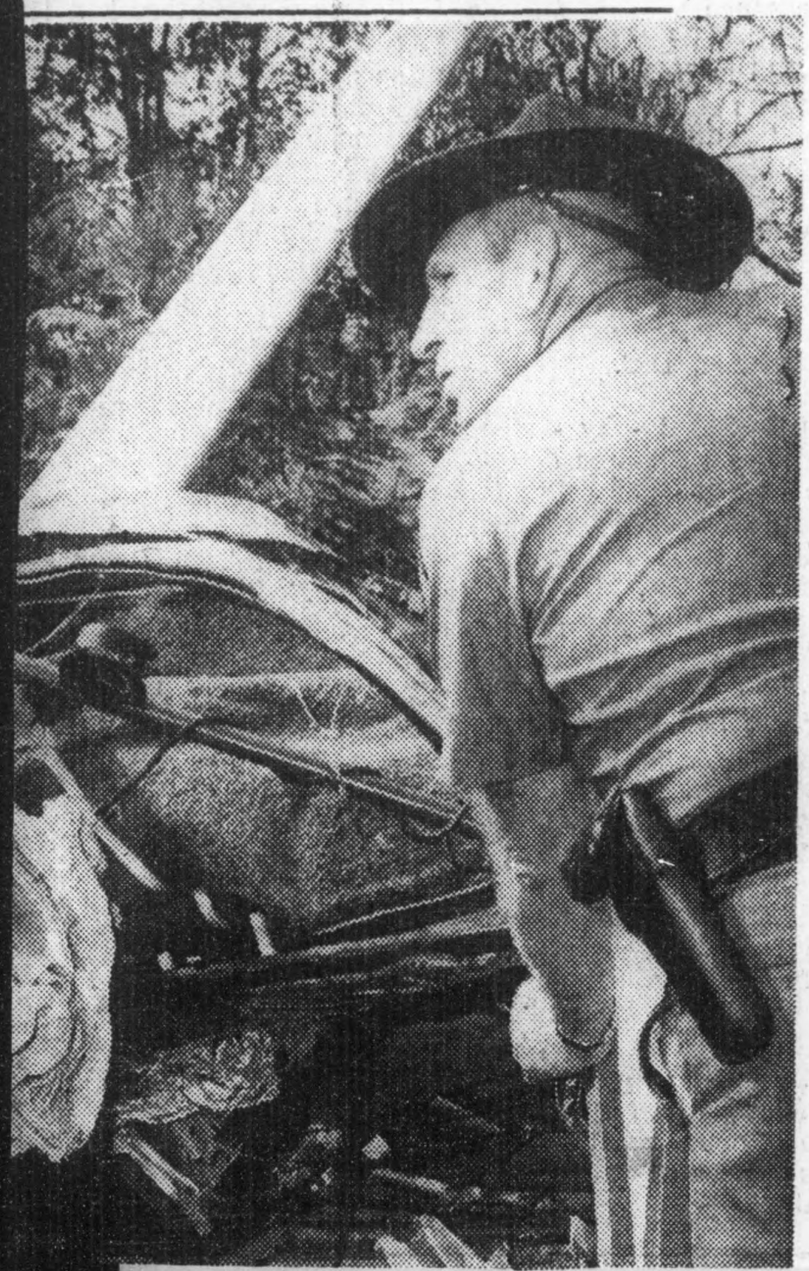
General News
Vitals
Radio, TV
Sports



Airlines Head Bets $6 Million

BY WILLIAM SCHULZE
P-I Aerospace Editor

Lewis W. Dymond, no penny ante poker player, spoke in Seattle Wednesday of a $5½ to $6-million "bet" he has made in the Northwest-Southwest Route Case.

The president of Frontier Airlines said he has told the Civil Aeronautics Board that Frontier will relinquish all federal subsidy within 18 months after it is permitted to serve Seattle and other cities to the Southwest.

These are high stakes in competiton, considering that the C.A.B.'s examiner several months ago recommended that the Northwest-Southwest routes go to three other airlines, Braniff, Continental and Western Air Lines.

"I THINK WE have a very good chance of winning the routes we are seeking," said Dymond, in Seattle to take delivery of Frontier's first Boeing 727 trijet airliner. "We think the examiner's recommendations strength-

Best's Apparel

'Amelia Earhart' Denies It; Calls Book a Hoax

NEW YORK (UPI)—Mrs. Irene Bolam denied Tuesday that she is Amelia Earhart, the world-famed aviatrix who disappeared in the Pacific in 1937.

The white-haired widow called a press conference the day following publication of a book, "Amelia Earhart Lives" by Joe Klaas, which said she was the best candidate to be Miss Earhart if the flyer had survived.

"I am not a mystery woman," said Mrs. Bolam who lives in Leisure Village, a New Jersey retirement community. "I am not Amelia Earhart."

Mrs. Bolam, a former flyer and friend of Miss Earhart's, described the book published by McGraw-Hill as "a poorly documented hoax." She said she would submit to fingerprint tests anytime to prove she was not the woman who disappeared on a round-the-world flight.

The book told quite a story. It alleged that Miss Earhart was captured by the Japanese after she was shot down on Hull Island while on a spy mission. It said she was imprisoned in the Imperial Palace compound in Tokyo and was released secretly at the end of the war in return for Allied retention of Emperor Hirohito on the Japanese throne.

The book showed a picture of a woman bearing a resemblance to Miss Earhart wearing a kimono and said the picture was taken at the Imperial Palace.

"It's a miserable thing to capitalize on Amelia," said Mrs. Bolam. She added that her attorneys were reading the book and "examining the many false innuendos and statements to determine what course should be pursued." She denied any interest in the book financially or otherwise.

Mrs. Bolam said she was born Irene O'Crowley in Newark, N.J., lived in Caldwell, N.J. and went to a Catholic boarding school there. She said she later worked in a Long Island bank and married several times, most recently to Guy Bolam who died six months ago. At the time of his death they lived in Jamesburg, N.J.

"I am a whole person in my own right," she said, adding that the researcher for the book, retired Air Force Major Joseph Gervais became "obsessed with the idea that I might be Amelia" after he met her at an oldtimer flyers' reunion in 1965.

"Any amateur investigator could determine conclusively by independent documentary evidence that I was not Amelia," she said.

Klaas asserted in his book that even the name Bolam was made up from the coded name of the Phoenix Islands where Miss Earhart is believed to have crashed. He said Mrs. Bolam did not get her flying license until the day the aviatrix took off on her trip, hinting that it was to provide a cover for Miss Earhart if her spy trip failed.

The author also said Mrs. Bolam wore several honors which Miss Earhart had—the Distinguished Service Cross and the Oak Leaf Cluster insignia of an honorary major in the Air Force. Mrs. Bolam said at the press conference that she actually wore an Amelia Earhart medal put out by the Medal of the Month Club and a flying cross that had been the gift of her husband.

MRS. IRENE BOLAM
Denies It All

NW 90261

Vietnam AM Radio

(AFVN radio broadcasts news on the hour, news and sports at 3 and 7 a.m., noon, 4, 6 and 10 p.m. daily. The mid-afternoon sports roundup Saturday is at 3 instead of 4 p.m.)

Friday, Nov. 13

12:05—Barbara Randolph
1:05—Orient Express
4:05—Roger Carroll
5:05—Country Corner
6:15—Morning Meditations
6:20—Dawnbuster
9:05—Gene Weed
11:05—Power of Music
12:15—Paul Harvey
12:30—USO Showtime
1:05—Sports
4:10—Town & Country
6:30—Armed Forces Digest
6:55—Service News
7:05—Go
9:05—Love
10:30—Johnny Grant
10:55—Myron J. Bennett
11:05—Young Sound
11:50—Evening Meditations

Saigon FM

Friday, Nov. 13

6:15—Morning Meditations
6:20—Sunrise in Saigon
9:05—Working Together
9:10—FM Stereo
12:15—Paul Harvey
12:30—FM Stereo
11:50—Evening Meditations
Midnight—Network AM simulcast
1:05—Working Together
1:10—FM Stereo

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Marines Save Over $3 Million 'Hitchhiking' Excess Supplies

DA NANG, Vietnam (Special) — Materials once used by the Marine Corps in Vietnam but now no longer needed are being sent back to the U.S. at no cost to the Department of Defense.

Employing amphibious assault ships of the Navy's 7th Fleet, Force Logistic Command (FLC) has shipped home excess supplies at a $3 million savings to the Pentagon.

"Last December, several ships of the 7th Fleet which were returning to the U.S. after a tour of duty in Vietnam were contacted," said M. Sgt. Paul E. Kilfeather, noncommissioned officer in charge of FLC's embarkation section.

"We told them of the surplus building up because of troop redeployment and asked if there was any space aboard the ships to transport excess gear," Kilfeather added.

An appraisal revealed that all of the ships had extra room, some more than others.

"The gear we wanted to get rid of was taken by truck to loading points at Da Nang," Kilfeather said.

Since then, 7th Fleet ships routinely notify III Marine Amphibious Force headquarters if there is any cargo space available on ships returning to the U.S.

"III MAF contacts us," said Kilfeather, "and we get the gear ready to go. Gear sent commercially costs about $200 a ton. By shipping it on the amphibious landing craft, we've saved over $3 million," he explained.

"Sometimes we are contacted only 24 hours before the ship is to leave," said Kilfeather. "Then the working parties must stay up all night to get the gear loaded."

"We've had to load as many as four ships in one day," he said. "This would have been impossible without the cooperation of every FLC unit."

NW 90261

Orlando Sentinel
Saturday, November 25, 1961

At Meeting In London

Macmillan, De Gaulle Talk On Berlin, Market Entry

© New York Times
Dispatch To The Sentinel
By DREW MIDDLETON

Macmillan

De Gaulle

LONDON — Prime Minister Macmillan and Pres. De Gaulle last night opened their talks on the Berlin crisis and Britain's entry into European economic community.

The two statesmen conferred at Birch Grove, Macmillan's thousand-acre estate in Sussex, where Pres. and Madame De Gaulle are staying until Sunday morning.

Taking advantage of the presence at dinner of Edward Heath, who as Lord Privy Seal is conducting the United Kingdom's negotiations with the E.E.C., the British and French leaders discussed in general terms this country's role in the community and the part to be played by a united Europe in the Atlantic community in future.

THE FRENCH president, it is understood, expressed his gratification at Britain's decision to enter the common market. He also showed a sympathetic interest that went beyond ordinary courtesy in Macmillan's desire to cushion the economic shock upon the Commonwealth of British acceptance of a general tariff.

Britain's approach to community, now composed of France, West Germany, Italy, the Netherlands, Belgium and Luxembourg, was the first, but
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Apparently, the resumption in Geneva next Tuesday of talks on a nuclear test ban among the United States, Britain and the Soviet Union has played a part in making him willing to consider the logic of discussions on Berlin.

The British believe that by approaching the Soviet Union on Berlin now, the West can avoid any tacit recognition of the Communist Govt in East Germany that circumstances might force upon it later.

THE SOVIET Union intends to sign a peace treaty with East Germany. Negoti-

Views Vary On Church Unity Push

© New York Times
Dispatch To The Sentinel

NEW DELHI — The Most Rev. Arthur Michael Ramsey, archbishop of Canterbury and primate of all England, last night cautioned eager seekers for a united Christendom to temper their haste with "divine patience."

The archbishop addressed a general session of the third assembly of the World Council of Churches, an international body that embraces 198 Protestant and eastern orthodox churches in 60 countries.

Obituaries

MRS. ADDIE THOMPSON MOCK, 77, 1005 Santa Anita St., died Friday in a local hospital.

Born in Jefferson County, Ga., Mrs. Mock came to this area in 1950 from Georgia and was a former resident of Winter Garden where she attended the Winter Garden Methodist Church.

She is survived by her husband, Martin C.; sons, Bunyan E. Thompson, Eustis, Clarence E., Winter Garden, Tula F., Clermont, John R., Orlando, Gaines R., Marietta, Ga., and Floyd E., Winter Garden; foster son, Tom Zeigler, Winter Garden; daughters, Miss Bunea Thompson, Mrs. Howard Jernigan and Mrs. Dovie Torrez, all of Orlando; 20 grandchildren; and four great grandchildren.

Fairchild Funeral Home is in charge.

MR. EUGENE F. FOERSTER, 40, 5004 Golf Club Pkwy., died Tuesday.

Born in Washington, Mo., Mr. Foerster moved to Orlando seven years ago from Philadelphia, Pa. He was employed by Orange

'Class Against Class'

Reds Would

By DAVID LAWRENCE

WASHINGTON — Vice Pres. Lyndon Johnson talked a few days ago about the way the Communists are seeking to bring about a divided America. He said they are striving desperately to array "class against class." He pointed the finger of blame at extremists and said that "the leader of world communism know that in this ugly business they will find unwitting allies within our own society."

But Mr. Johnson, while criticizing group after group, never said a word about the friction going on inside the labor-union movement in America. A United Press International news dispatch from Nevada now tells of a walkout of about half the employes at a nuclear-testing base there. In a jurisdictional dispute, the operating en-

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© New York Times
Dispatch To The Sentinel

ACCRA — Ghana is going through a phase that from the Western point of view is ominous.

Internally, observers say, the trend is toward totalitarianism. Externally, they add, the country has been moving gradually toward adoption of a pro-Soviet brand of neutralism.

This is the conclusion reached by almost everyone talking politics in Accra.

WHEN PRES. Kwame Nkrumah went to the conference of nonaligned nations in Belgrade, Yugoslavia, he supported Moscow's foreign policy on a wide range of issues from Berlin to nuclear disarmament.

When he returned, he dismissed his British chief of staff, Gen. Henry T. Alexander, and all British officers from army command posts. He then said that Ghana would buy Soviet military equipment to supplement its British arms.

His minister for light and heavy industries has concluded an as yet unpublished agreement for loans and technical assistance with

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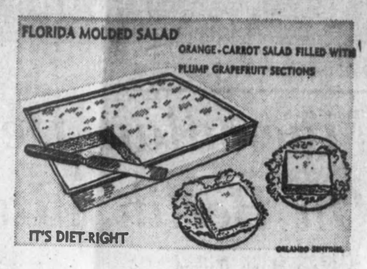
Lamar Tech In Tangerine Bowl...Pg. 1-C

Orlando Sentinel

'Tis a Privilege to Live in Central Florida

77—No. 195 ★ Orlando, Florida, Saturday, November 25, 1961 TELEPHONE GArden 3-4411 10 Cts. 24 Pages



Bones, Teeth From Saipan Returned To U.S. For Anthropologic Study

Amelia Earhart's Grave Found?

Discovery May Yield Remains Of Fred Noonan

SAN FRANCISCO (AP) Bones and teeth found in a shallow jungle grave on Saipan were being flown to San Francisco yesterday to ascertain whether they may be those of Amelia Earhart and her navigator, Fred Noonan.

Miss Earhart, called Lady Lindy for her daring flights, and Noonan vanished July 2, 1937, while crossing the Pacific on a world flight.

FRED GOERNER, 36, a newsman for radio station KCBS, told a news conference yesterday he ound a grave containing bones and 37 human teeth.

"We are not sure these are the remains of Amelia Earhart and Fred Noonan," Goerner said.

"But Dr. Theodore D. McCown, professor of anthropology at the University of California at Berkeley, has agreed to study them."

Goerner said information which

Noonan

Amelia

led him to the jungle grave came from Thomas E. Devine, a businessman of West Haven, Conn.

Goerner related:

HE LEARNED of navy messages concerning Miss Earhart's flight which never had been made public.

Cmdr. Paul Bridwell, Saipan's naval commandant, expressed a theory that Miss Earhart and Noonan were forced down in the Marshalls, then taken to Saipan where they were imprisoned.

(Continued on Pg. 5-A, Col. 1)

SENTINEL WEATHER TODAY: SUNSHINE ★ SENTINEL WEATHER TODAY: SUNSHINE ★ SENTINEL WEATHER TODAY

NW 90261

Nov 25, 61 Orlando, Fla.

Bones May Solve 1937 Air Puzzle

By Star Services

SAN FRANCISCO — Fragments of human bone and 37 human teeth that may be the remains of aviatrix Amelia Earhart and her navigator were locked in a safe today until an anthropologist can examine them.

The remains were found on the island of Saipan by Fred Goerner, a newsman with radio KCBS in San Francisco. They were flown to San Francisco early today.

Goerner said yesterday he believes the teeth and bone fragments are the remains of Miss Earhart and Navigator Fred Noonan, who disappeared July 2, 1937, on a flight from New Guinea to tiny Howland Island as they tried to circle the globe in a twin-engine Lockheed Electra.

☼ ☼ ☼

Their disappearance without a trace set off a huge naval search and resulted in an enduring mystery.

An airline spokesman said the remains would be kept in a company safe until picked up tomorrow by University of California anthropologist, Prof. Theodore McCown, who will examine the contents in hopes of determining whether they are the remains of the fliers.

Noonan

Earhart

Goerner said Saipan natives told of a white woman and man held captive by the Japanese in July 1937. The woman died of dysentery and the man was beheaded, Goerner said.

Devine told Goerner that a native woman said the white couple had been buried at Carapan Cemetery. It was from this grave that Goerner sifted the bone fragments and teeth.

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On July 2, 1937, a terse radio message crackled across Pacific airwaves.

"Have one half-hour fuel and no landfall."

Those were the last words heard from Miss Earhart, the world's most famous woman flier.

What kind of day was July 2, 1937?

Cars were selling for less than $1,000 . . .

A great steel strike was ending in the Middle West and furnaces were again being fired up . . .

The Soviet Union agreed to pull its troops out of islands in the Amur River, the dividing line between Eastern USSR and Manchukuo, averting the threat of war between Russia and Japan . . .

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"ANCIENT AND MODERN"
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HYPNOTISM, DENOUNCED"

Sunday Service and
Sunday School 11:00 A.M.
Wednesday Evening
Testimony Meeting 8:00 P.M.

Science Heals

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9:15 A.M., WDBO - 580 kc
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Nightly Services 7:30

THE EVERETT DAILY HERALD
EVERETT, WASHINGTON, MONDAY, JANUARY 21, 1963

As We See It:

Postage Stamp to Honor America's 'Lady Lindy'

A slender, tousled-haired girl who did much for her sex—and much for aviation—will receive a symbol of the nation's tribute this July 24, her birthday anniversary.

A commemorative eight-cent airmail stamp honoring Amelia Earhart will be issued on that date by the U.S. Post Office Department. Anything other than an airmail stamp would be illogical.

It was sweet, modest Amelia who climbed into a cockpit with Wilbur Stultz and Louis Gordon to become the first woman to fly the Atlantic in 1928 when she was 29 years old.

It was Amelia who flew it alone four years later—the first woman to do so.

She was the first woman to fly from Hawaii to Oakland, Calif., and set another mark by flying non-stop from Mexico City to New York City in 1935.

She shattered all records and made history. Her fame almost equalled that of Charles Lindbergh. She was the first woman to receive the Distinguished Flying Cross. She founded the Ninety-Nines, an association of women pilots which is extremely active today. She was a charter member of Zonta International, which named an airfield and erected a granite monument to her in 1958 at her birthplace, Atchison, Kas.

She died at 38, doing what she liked best, and perhaps in the way she would have chosen.

Her last flight was in the summer of 1937. With a navigator, Fred Noonan, she was on an around-the-world flight. She and Noonan disappeared in the Pacific while flying from New Guinea to Howland Island. One of the greatest searches ever performed by the U. S. Navy failed to reveal a trace of the plane or its occupants and the disappearance is as much a mystery today as it was then.

The stamp honoring Amelia will be the second ever issued honoring a Kansan. An earlier one paid tribute to William Allen White, the late great editor from Emporia.

We are living in an era, a space-age, when daring feats above the earth demand self-sacrifice, self-discipline, modesty and heroism. Another Amelia will come along to demonstrate that women, as well as men, are to play this exciting role. And whoever she is will find an equally daring pioneer — Amelia Earhart —applauding softly from the sidelines.

NW 90261

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Beef Ranch

NORTH OF EVERETT
VIEW! VIEW!

60 beautiful acres. Very rich soil. Mostly cleared. Fenced and cross-fenced. Several year around ponds. Ideal and approved for trout farm. Year around stream. Well kept 4-bedroom home and good outbuildings. Good inventory of machinery. $45,000. Contract terms.

5 Acres

East of Marysville

Brand new rambler. 1260 square feet. 15'x25' living room with circulating fireplace. Large kitchen with eating space. 3 king-size bedrooms, bath and ½. Attached garage with breezeway. All this for $15,250 and good terms.

Snohomish

Spotless, attractive newer home, large living room with fireplace, and separate dining room, 2 large bedrooms, clean, dry basement. Beautiful large yard and double garage. All this on six lots or approximately 1⅓ acres. $17,000, some terms.

"FOR THE FRIENDLIEST SERVICE CALL"

Farm 'n Home

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Margaret Wishon — LO 8-6045
"Van" Mechelen — LO 8-6254
Art DuPuy — AL 2-2383
Lois Jensen — OL 9-3648

CASCADE HIGH

Newly redecorated 3-bedroom home in excellent condition. Wall-to-wall carpeting, separate dining room, kitchen with lots of cabinets and eating area, circulating fireplace. Large yard with view of Cascades. This home is exceptionally well-built for only $13,500.

SOUTH END

LOVELY 3-bedroom home. Master bedroom has MR. and MRS. closets; built-in oven and range in kitchen, SPACIOUS living room with dining room. Beautifully landscaped with back yard PATIO. Garage all sealed and insulated, easily converted into recreation room. $15,700.

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Basement

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$00 Down FHA or GI

A real good 2-bedroom on a CORNER LOT. Fenced back yard. Big living room and dining room combination. Loads of cabinets in kitchen, and breakfast nook. 1½ baths. Plenty of storage. BASEMENT is wired and plumbed for utilities. OIL FURNACE.

NORTH END

4 Bedrooms

$10,950

$00 Down FHA or GI

Nice corner lot. Good living room with fireplace. Some view of the bay and Olympics. Modern kitchen with eating area. Pretty vanity bath with shower over tub. Two good bedrooms down and 2 upstairs. Full basement with piped heat. Drive-in garage. This is a real bargain. Already FHA appraised. Call tonight to see this fine family home.

EASTMONT

RAMBLER

$16,950

FHA - GI

Lovely 3-bedroom home custom built for owners. Nice entry with planter into paneled living room. Beautiful fireplace. Dining room with china closet. Luxurious carpeting in both living room and dining room. Built-in oven and range in convenient kitchen. 1½ baths. Big recreation room. Landscaping is in.

AL Beauchamp

2937 Colby — AL 2-3118

Evenings:
Ed Van Stone — AL 2-7491
Grace Hughes

NW 90261

Airline Received Amelia Earhart's Distress Signal, Claims Researcher

LOS ANGELES (UPI)—A former Pan American Airways employe has made public records indicating that famed aviatrix Amelia Earhart survived a crash landing on Hull Island in the Pacific in 1937 and sent distress calls received by the airlines, it was disclosed today.

Former Air Force Maj. Joseph Gervais, researcher for the controversial book "Amelia Earhart Lives", said in a statement prepared for a press conference that since he completed the book, Ellen Belotti of Las Vegas, Nev., volunteered carbon copies of secret Pan Am radio direction finder reports from Honolulu, Midway and Wake Islands which, he said, proved Miss Earhart and her navigator, Fred Noonan, were not killed in the crash.

Gervais said Miss Belotti said she was ordered to deliver two copies of each of the direction finder reports to two men in Navy officers' uniforms and destroy all other copies and remain silent about the whole incident "under penalty of federal imprisonment." He quoted her as saying:

"I was executive secretary to the superintendent of communications for the Pacific Division of Pan American. We were not about to destroy or give away the last copies of any communications that came over our own system. I kept a carbon copy of everything."

In spite of messages giving a fix of 140 degrees from Wake Island, 175 degrees from Midway, and 210 degrees from Honolulu —bearings which intersected at Hull Island, 420 miles southeast of Miss Earhart's destination on Howland Island —the Navy carried out a widespread search costing $4.5 million without finding Miss Earhart and Noonan, Gervais said. The search was ordered by President Franklin D. Roosevelt.

Miss Earhart's last radio transmission before the crash indicated she was 157 degrees from Howland Island from the north and 337 degrees from the south —the exact location of Hull Island. "Amelia Earhart Lives", on which Gervais collaborated with author Joe Klaas, contends that Miss Earhart was not bound for Howland Island but intended to land on Canton Island in the Phoenix group, which includes Hull.

According to Gervais' theory, Miss Earhart had performed America's first overflight espionage mission to photograph illegal Japanese military construction underway on the Island of Truk. Her "emergency" landing on Canton Island was planned as an excuse for the Navy to fly over other Japanese islands in the Pacific, ostensibly searching for the missing fliers.

Gervais said that as a result of a security leak, the Japanese captured Miss Earhart and Noonan, and took them to Japan.

Miss Belotti lives at 1536 West Charleston Blvd., Las Vegas.

Lacking food bulk?
Try Kellogg's
BRAN BUDS®
the natural way to regularity.

Butter Up

Real butter adds matchless flavor to any dish. Whether you're frying, baking, sauté-ing or seasoning, the melting richness of butter turns something ordinary into a

Dick Nolan

Big Question About Amelia

No reporter in San Francisco ever worked harder on a story than Fred Goerner, of KCBS.

Starting with a gossamer clue in 1960, Fred set out to solve the mystery of Amelia Earhart's disappearance.

Now, even with all the researches between covers in a book ready for sale by Doubleday, Fred's still looking for some answers.

Miss Earhart, the famous "Lady Lindbergh" of aviation's golden age, dropped from sight on a trans-Pacific leg of a pioneer flight around the world in 1937.

She was presumed lost at sea with her navigator, Fred Noonan, in their twin-engined Lockheed aircraft. No trace was found.

★ ★ ★

GOERNER'S PAINSTAKINGLY compiled data have convinced him that:

- Miss Earhart was on a secret spy mission for our government, to penetrate the forbidden areas of Japanese war strength in the Marshall Islands.
- She crash-landed in shallow water at Mili Atoll, within the Japanese security perimeter, where American searchers were not permitted to reach.
- The Japanese reached the downed aircraft first, took Miss Earhart and Noonan prisoner, transported them first to Jaluit, then Kwajalein and finally to Saipan.
- After rigorous questioning by the Japanese, Miss Earhart died of dysentery in a Saipan prison, and Noonan was beheaded. Both were buried in unmarked graves outside a Garapan cemetery.

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IN HIS LONG SEARCH, Goerner was given repeated and tantalizing hints that the whole story was contained in American intelligence files.

He offers testimony that the bodies were recovered by two Marines working at the direction of a Marine intelligence officer, shortly after the Americans captured Saipan.

He quotes the late Fleet Admiral Chester Nimitz, who followed Goerner's work closely, as finally telling him flat out that Miss Earhart and Noonan did crash in the Marshalls, and were taken prisoner by the Japanese. Admiral Nimitz further told him that an old friend, Marine General Harry Schmidt, could fill in the details.

All Washington sources, however, bobbed and weaved. To this day, if there is a file on the Earhart mystery, other than the search reports, it remains closed to public inspection.

The Japanese, those meticulous bookkeepers, have repeatedly denied the entire thesis of crash and capture. If there is a Japanese file, nobody will say whether it's buried in Washington or is among documents returned to Tokyo.

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ONCE I DISCUSSED the Amelia Earhart project at some length with Fred. At the time I was anything but convinced that he had the story. For that matter, he himself still had more questions than answers: every scrap of seeming evidence merely opened new lines of inquiry. Now his book assembles it all, and it is persuasive, and it leaves the big question—"WHY?"

Why, at this late date, no really firm information from our archives and captured Japanese records?

I can report only one current development. Both United States Senators Tom Kuchel and George Murphy are poised to ask official questions. For constituent Goerner and for all of us.

If Miss Earhart was no ordinary heroine on a great adventure, but an extraordinary one on a secret mission, a Congressional Medal of Honor is the least her memory is entitled to.

NW 90261

Teen Dateline

Where Nuts Are Squirrels

By ELE and WALT DULANEY

In a recent interview we said several uncomplimentary things about the "dragsters who endanger lives on the public highway." Wham! The mail deluge from drag racing fans was on. Typical comment:

"DEAR ELE AND WALT: It's obvious you know nothing about the sport of drag racing. The highway nuts you criticized are not 'dragsters' but 'squirrels,' who lack the knowledge, skill and determination to compete on the tracks. The fact that they race on curving highways, when drag racing is all designed for straight away action, shows how far they are from true dragsters. You might just as well say that a kid who endangers the public with a BB gun is a typical 'big-game hunter.' I suggest you learn something more about the real 'dragsters' before you use the term again."

It was obvious we had some studying to do.

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"CALL THEM exhibitionists," a police chief suggested, "but not dragsters. These immature people who race on the streets, are showing off. They think they're Superman because they can steer a car, a task any little old lady from Pasadena can perform. They're the ones who break the exhaust muffler ordinances because they want everyone to hear them coming. The real racer, however, doesn't need to make a big show. He proves himself on the track."

A California psychiatrist seconded the charge. According to his study of highway racers, the great majority were driven by a fear of sexual inadequacy. In general, they were confused and apprehensive about sex and had unresolved emotional problems. They sought to prove their uncertain manhood by defying laws and convention. For them the automobile was a symbol of "masculinity, mastery and power" by which they could boost their self-esteem.

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THE TIME had come to find out more about the real dragsters.

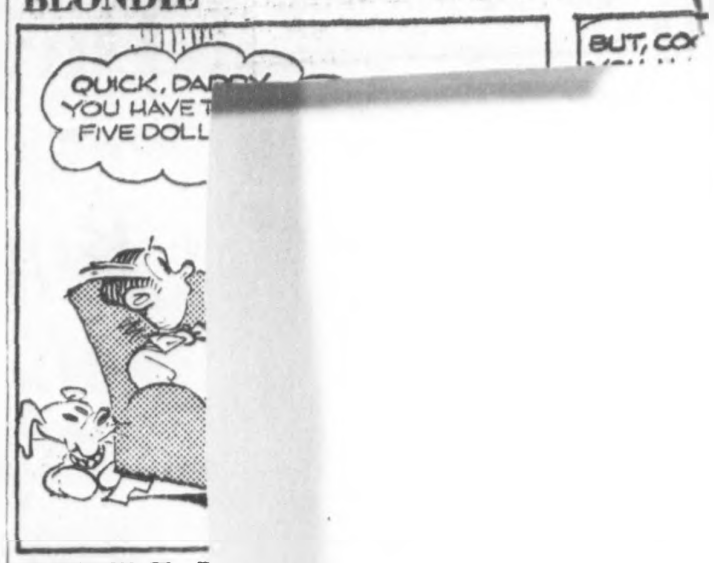
"The majority are gentlemen and sportsmen. Don't be misled by their greasy pit-work clothes," urged a former track announcer. "And talent, well, you can't watch them work week in and week out without developing a healthy admiration for their ability."

"Personally, I don't think speed in itself is bad at all. It's just speed in combination with congestion that is wrong. On a regular highway, N.G.! On a closed track straight away, go to it!"

One man who formerly "went to it" at speeds over 200 m.p.h., now directs Hawaii Raceway Park. He's Stan Adams, a young, personable, junior executive of 24.

"You can sum up the difference in one

BLONDIE



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New Clues In Earhart Mystery

A new development in the Amelia Earhart investigation originally launched by The Times was announced today. A Cleveland, Ohio, trio claimed to have gone last year to Saipan and found a Lockheed 10-E airplane and bones that may have been those of the pioneer aviatrix who vanished over the Pacific in 1937.

The announcement was accompanied by publication today of a book written by a Canton, Ohio, author at the request of the three men, according to United Press International.

Don Kothera, who served with U.S. occupation forces in Saipan in 1956, reported that while searching caves on Saipan at that time for Japanese war souvenirs, he had spotted the plane, covered by brush in a jungle ravine.

He made no mention of it, he said, until he read a book in 1965 on Miss Earhart's disappearance. The book, an account by Fred Goerner, former San Matean, KCBS newsman, of the joint radio-newspaper investigation of the story of Mrs. Josephine Akiyama of San Mateo by Goerner and Lin Day of The Times, discussed the evidence of witnesses that Miss Earhart had ended her around-the-world flight as a prisoner on the island.

Mrs. Akiyama revealed a decade ago that she saw the aviatrix and her navigator, Fred Noonan, on a Saipan beach in 1937, after a plane landed.

Her husband, Maximo Akiyama, joined the unique local news team formed shortly after and flew with Goerner to the island, where he obtained eight hours of recorded testimony from more than a dozen natives, all speaking Chamorro, who told of seeing the aviatrix and even hearing her name used.

Akiyama also assisted in finding a generator, of the type used on a Lockheed plane, but it could not be positively identified as the one installed.

Later Goerner returned to the island seeking the possible grave of the aviatrix, but this could not be located.

New light on the possible fate of the aviatrix came with today's disclosures in Ohio, as Kothera, who said he returned to the island in 1968 accomapnied by Kenneth Matonis and

(Please See Page 2, Column 4)

Pg 1 San Mateo Times 28 Feb 70

USF Leader

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New Clues In Earhart Case

(Continued From Page 1)

John Geschke, also of Cleveland, told of finding charred bones which he believed to be those of Amelia Earhart.

He reported that the bones had been turned over to the Ohio Historical Society.

In the new book, "Amelia Earhart Returns from Saipan," author Joseph Davidson said the bones were recovered from a crematorium by the Cleveland trio, in the jungles of Saipan.

Examination of the bones by Dr. Raymond S. Baby, curator of archeology at the historical society, revealed the remains could be those of Miss Earhart, Davidson said.

According to the three men, Miss Earhart, who disappeared July 2, 1937 crash landed on a beach near Tonapag seaplane base on Japanese-occupied Saipan. She was captured by the Japanese, executed and cremated. The book said her navigator on the flight, Fred Noonan, also was executed.

"We've got 189 bones, Baby said. "All but one of them are incinerated. It is my opinion that the cremated remains are those of a female, probably white, between the anatomical age of 40 to 42 years. Since the age changes are slight, an age of 40 years is probably more correct."

Miss Earhart was 39 years old when she disappeared.

Tooth fillings and a gold dental bridge also were recovered from the island, Davidson said, and given to Baby for study. Baby said the gold caps or crowns on the bridge were "within the range of a female." He said the tooth fillings were amalgam, "the type which was used in the 1930s."

He said the unburned bone was that of an adult male.

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EVERETT HERALD NOV 11 1970

NOT AMELIA—Holding a copy of the book "Amelia Earhart Lives" upside down, Mrs. Irene Bolam tells a press conference that "I am not Amelia Earhart." The book, by Joe Klaas, said she was the best candidate to be Miss Earhart if the flyer had survived. The aviatrix disappeared in the Pacific in 1937. (UPI Telephoto)

Woman Says Book a Hoax; Denies She's Famed Flier

NEW YORK (UPI)—Mrs. Irene Bolam says she is not famed aviatrix Amelia Earhart and a book that made the suggestion is a "poorly documented hoax."

She received support for her denial Tuesday from Miss Earhart's sister, Mrs. Albert Morrisey of West Medford, Mass., who viewed pictures in the book, "Amelia Earhart Lives," and in newspapers of the subjects. "It's not her build, not her smile—it's not Amelia."

Mrs. Bolam, a white-haired widow who was a former friend of Miss Earhart's, made her denial at a news conference Tuesday.

"I am not a mystery woman," said the Monroe, N.J. resident. "I am not Amelia Earhart." Book authors Joe Klaas and Joseph Gervais, former Air Force officers, said Mrs. Bolam was the best candidate to be Miss Earhart, missing 33 years, if she had survived.

"The book is a poorly documented hoax as far as it concerns me," said Mrs. Bolam, whose latest husband, Guy Bolam, died last spring.

"It's a miserable thing to capitalize on Amelia," Mrs. Bolam said. She said her lawyers were reading the book, published by McGraw-Hill, and "examining the many false innuendos and statements to determine what course should be pursued."

The book alleged Miss Earhart was captured by the Japanese after she was shot down on Hull Island while on a spy mission. It said she was imprisoned at the Imperial Palace in Tokyo and was released in 1945 in a deal that allowed Emperor Hirohito to remain on the throne and avoid prosecution as a war criminal.

Mrs. Bolam said Gervais met her at a flying club gathering in 1965 and "became obsessed with the idea I resembled and might be Amelia Earhart."

Mrs. Bolam said she was born Irene Crowley in Newark, N.J., lived in Caldwell, N.J., attended a Catholic boarding school, worked in a Long Island bank and married several times.

"I am a whole person in my own right," she said.

NW 90261

DETROIT (UPI) — General Motors and the United Auto Workers announced tentative agreement today on a new three-year contract which could end an eight-week-old strike and start GM production lines moving again about Dec. 1.

After a marathon session of nearly 25 hours, the two sides announced a tentative agreement covering UAW members in the United States. An agreement for Canadian GM workers still had not been reached. The tentative agreement provided wage increases that could cost GM about $2 billion over three years. It provides also restoration of unlimited cost-of-living allowances pegged to the government cost-of-living index and a compromise on the union demand for a "30 and out" retirement plan.

Exact details of the tentative agreement were not expected to be announced until after union membership action on the tentative agreement.

The UAW negotiators passed on the tentative agreement to the union's International Executive Board for review and the board then was expected to send it to the union's 350-member General Motors Council, which had been ordered to be in Detroit today.

The council has power to accept or reject the tenative agreement, and, if accepted, pass it on for a vote by the rank-and-file membership.

If approved by the membership, GM is expected to resume rolling 1971 cars off its assembly lines by about Dec. 1.

If the membership of the UAW approves, employes at the more than half of the GM plants where local agreements have been reached can be expected to
tain whether workers at other
but there was expected to be a
the next day or two.

Precise details of the settlem
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But there were reports that t
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The tentative settlement also
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"30 and out" retirement plan.

It was reported that the agree
workers to retire after 30 years
the tentative new contract, at a
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Earl Bramblett, chief GM neg
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acceptance of the tentative U.S.

A resumption of full productio
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of 23 assembly plants where the

Agreements have been reach
plants in Canada.

De Gaulle's Farewell Far Fro As Grieving French Pour Int

COLOMBEY - LES - DEUX EGLISES, France (UPI)—His grieving countrymen today overruled Charles de Gaulle's wish for a quiet farewell and, by tens of thousands, descended on this village in last homage to their leader laid out in a $63 white oak coffin.

By dusk 20,000 persons had massed in this tiny village. Police pointed to the jammed roads and trains and said as many as a million were coming to say farewell Thursday to De Gaulle.

President Georges Pompidou and Premier Jacques ChabanDelmas flew by helicopter from Paris and spent 16 minutes beside the coffin in the parlor of De Gaulle's house. They had obeyed De Gaulle's wishes for a private funeral but flew here anyway, overcome by emotion.

In automobiles, special trains that ran every 15 minutes from Paris, on horseback and on foot Frenchmen began making a pilgrimage to this village of 393 residents where De Gaulle lived out his last days in aloof retirement.

In a last letter opened only after his death here Monday night De Gaulle said, "I want no national funeral. Neither president, nor min-

Nixon Bound for France

WASHINGTON (UPI) —President Nixon flew to Paris today to join other leaders from throughout the world in honoring the Gen. Charles de Gaulle —a man Nixon described "as a steadmst ally in war and a true friend in peace."

The President's schedule called for arrival at Orly Airport outside Paris at midnight, with his stay expected to be no more than about 18 hours.

Officials discounted any possibility of summit-like talks with Soviet Premier Alexei Kosygin, who will attend the same memorial service Thursday morning.

The White House stressed that Nixon's trip was designed only to pay his personal respects to de Gaulle. Officials acknowledged however that the President and Kosygin might see each other briefly at some point during the day Thursday.

One of Nixon's guests on the six - hour, 45 - minute flgiht aboard Air Force One was de Gaulle's grandson, also named Charles de Gaulle. Young de Gaulle was in New York studying methods of an American accounting firm preparatory to assuming a position in its Paris office.

Nixon plans to return to Washington Thursday evening.

Reds Launch Moonship

MOSCOW (AP) — Another unmanned Soviet rocket, Luna 17, was on its way to the moon today and expected to arrive Saturday or Sunday. Soviet scientists apparently plan for it to scoop up some of the lunar surface and return to earth with it, as Luna 16 did near-

mission was described only as "continuation of space exploration," a term customarily used for the Cosmos craft.

Luna 17 will test new equipment and "carry on further scientific exploration of the moon and near-moon space," Tass said. "Accord-

launched Tuesday afternoon and set out for the moon from an earth orbit. Its destination on the lunar surface was not announced. Luna 16 brought back 3½ ounces of soil from the Sea of Fertility in September. Russia's first successful attempt at collec-

Air Force Officers Believe Famed Aviatrix, Amelia Earhart, Alive

NEW YORK (AP) — Two former Air Force officers said today a 10-year investigation strongly indicates that Amelia Earhart, who disappeared with her plane over the Pacific in 1937, is alive and living in the United States.

Lt. Col. Joe Klaas and Maj. Joseph Gervais said in a news release they believe a woman calling herself Mrs. Guy Bolam, and claiming to have flown with Miss Earhart, actually is the famed aviatrix herself. They base their belief largely on physical resemblance and Mrs. Bolam's secrecy about her past.

They said their research indicates that Miss Earhart and her navigator, Fred Noonan, were intercepted near Hull Island in the Phoenix group on July 2, 1937, by planes from a Japanese carrier, and that she was held captive in the Imperial Palace in Tokyo throughout World War II.

Klaas said he believes that Emperor Hirohito bartered Miss Earhart's life and "the secrets she knew, which could be embarrassing to the U.S. government," for his own freedom from trial as a war criminal.

The two officers expounded their theory in connection with Klaas' book, "Amelia Earhart Lives: a Trip Through Intrigue to Find America's First Lady of Mystery." The book is published by the McGraw-Hill Book Co.

Gervais, a former bomber and transport pilot and accident investigator for the Air Force, said he first met "Mrs. Bolam" at a Long Island meeting of the Early Fliers of America in 1965, and had located her at various times in various places, including Bedford, N.Y.; Newark, N.J.; Princeton, N.J., and Raleigh, N.C.

A McGraw-Hill spokesman said Mrs. Bolam has given an address at Jamesburg, N.J., and the two officers have written to her inviting her to appear at a Los Angeles meeting Nov. 18, when more details of their findings will be disclosed.

He said she looks very much the way he thinks Miss Earhart would look at the age of 72. He said she denied that she is Miss Earhart and "steadfastly refused to answer questions about her background, birth, schooling or her career in aviation."

Japanese Vice President, Sato Backer, Succumbs

By United Press International

TOKYO (UPI)—Shojiro Kawashima, vice president of the ruling Liberal Democratic party who played a key role in keeping Premier Eisaku Sato in power, died today at the age of 80.

Kawashima, whose political career dates back to prewar days, assumed an influential role in persuading Sato to hold the title of president of the governmental party and thus remaining as prime minister, unprecedented fourth two-year term as party president.

Former Foreign Minister Takeo Miki was the lone opponent at the party convention and was no match for Sato.

Many ranking officials in the party admitted that it was largely because of Kawashima's skillful maneuvering behind the scenes that succeeded in keeping off others from running against Sato.

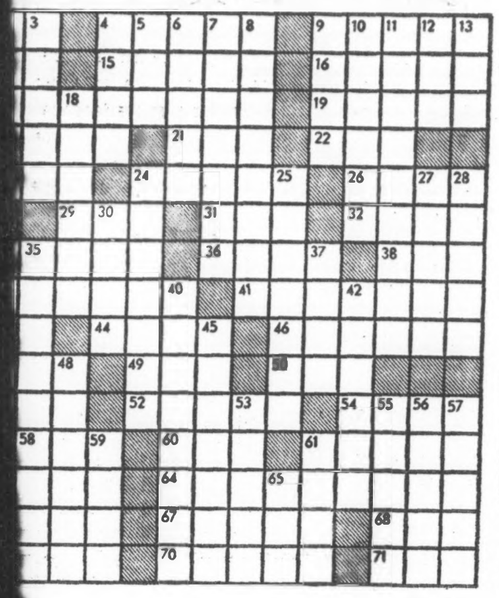
Kawashima was born in Chiba prefecture, outside Tokyo, in 1890 and had been a member of the lower house of representatives since before World War II.

He also was a friend of the late Indonesian President Sukarno and through the Indonesian leader's good offices met with Communist Chinese Premier Chou En-lai in Djakarta during Sukarno's heyday.

Kawashima had also traveled to many countries in his role as chairman of the party's foreign policy deliberation council.

NW 90261

oday's Crossword Puzzle



11/9/70

41 Floundered
43 Good: Fr.
44 Base
46 Mammals
47 Numerical prefix
49 Way
50 Sandpiper
51 Kind of sound
52 Inward
54 Part of a musical arrangement
58 Color

7 Composition
8 Infixes
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10 Elaborately adorned
11 Dentist's concern
12 Bone: Prefix
13 Thing, in law
18 Ape
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25 British navy VIP:

35 Relating to 100 years
37 Surf noise
40 Bad weather attire: 2 words
42 Even -----
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55 Once more
56 Dull surface

Provides Added Income, Employment

New Salmon Processing Center Aids Swinomish Indians

LA CONNER, Wash. (AP) — A new fresh salmon processing center recently established near here by Swinomish Indians is providing added income and a new source of employment for the tribe.

The company, called Swin-Tri-Co., cleans and processes Indian caught salmon and packs it for local and eastern markets.

The plant processses up to 10,000 pounds of salmon a week, according to Manager Claude Wilbur. Fish comes from tribal traps in Skagit Bay, is dressed and ready for local markets within four hours.

Salmon for Eastern markets, where most of Swin-Tri-Co's output now goes, is packed in insulated cartons, preserved in ice and trucked to Seattle-Tacoma International Airport for shipment.

Wilbur says the company is receiving between 20 and 30 cents a pound more for the prepared salmon than Indians took in by selling to canneries.

He said the facility provides jobs for nine persons now, and another 50 persons are enrolled in work training programs designed to supply trained workers if expansion plans are fulfilled. Training is financed by a $703,000 federal grant in conjunction with the Lummi and Tulalip reservations.

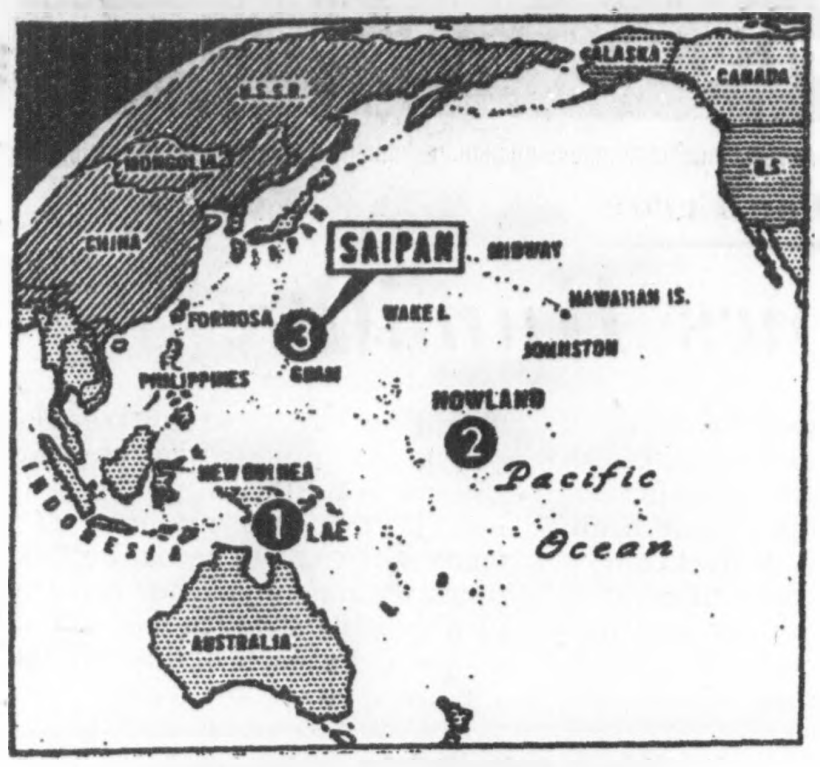
Plans are under way to construct an addition to the steel fabricated building, financed by another federal grant. The new building would be twice the size of the current structure and would allow areas for curing and freezing salmon and warehouse space.

Wilbur said the true Indian style of smoking salmon will be used, producing a product similar to beef jerky. He says the company will also produce mild cure and kipper salmon for more conventional tastes.

With the addition of the curing facilities, the plant will be able to provide year around employment for the Swinomish, upgrading income of tribe members. The plant will give the Indians a chance to work for themselves and not under the rules of the white community, Wilbur says.

Swin-Tri-Co, which stands for Swinomish Tribal Council, is in the center of a planned cultural center which will eventually include a museum, amphitheater and restaurant. Depending on financing, the complex is slated for completion by the end of 1972.

clearance



Ill-Fated Flight

A San Francisco radio newsman has discovered on Saipan Island (No. 3 on map) the remains of what may be the bodies of long-missing aviatrix Amelia Earhart and her navigator Fred Noonan.

Miss Earhart and Noonan began their ill-fated world flight from Miami June 1, 1937, in their twin-engine Electra and made the 22,000-mile flight to Lae, New Guinea (No. 1) without incident. The last 7,000 miles was over a route never flown before.

The destination on July 2 was Howland Island (No. 2). A radio report from Miss Earhart to the coast guard cutter Itasca standing by at Howland estimated the plane was 100 miles from the island. It was the last known radio report from the pair. (UPI Telephoto map to The Sentinel last night)

Remains Of Aviatrix Found In Old Grave?

From Page 1

Devine was a U.S. soldier with a post office unit on Saipan in 1944-45, and had trudged over the island.

Devine said a native woman asked if he was searching for a grave, and then the shallow burial place was pointed out to him. He said he did not connect the grave with the disappearance of the fliers until years later.

GOERNER SAID an expedition he headed came upon the burial site Sept. 21.

"Excavating in the vicinity where the war-destroyed city of Garapan once was," Goerner said, "we found a shallow, unmarked grave containing the remains of a man and woman.

"From teeth uncovered, doctors indicated they were Caucasians and quite possibly those of Miss Earhart and Noonan.

"BUT WE ARE not sure these are the remains."

Dr. McCown agreed to study the bones on condition he not be given any descriptions of Miss Earhart or Noonan.

Goerner resumed:

Bridwell told him: "I think they went down in the Marshalls, close to Howland Island, were captured ,taken to Yap, and then brought to Saipan."

The Marshalls are 500 miles from Saipan.

THE BODIES HAD been buried only two feet deep, in Japanese fashion. He said heavy rains had eroded the earth covering and the bones were brittle.

"Miss Earhart and Noonan may have been kept on Saipan for a year or more," Goerner said. "I was told Miss Earhart died of dysentery and, after her death, Noonan was executed by samurai sword."

There were no dental plates, as such, but the teeth had fillings indicating the work of American dentists.

No one had done a thorough job of checking information on Miss Earhart's last flight, including reports of intercepted messages, presumably from the Japanese, which were never made public.

MISS EARHART'S sister, Mrs. Albert Morrissey of Medford, Mass., expressed little confidence that the remains were those of the flier. She said there was no known dental chart of Miss Earhart.

Goerner said Dr. James Scott of Palm Springs, Calif., might have Noonan's chart.

Goerner went to Saipan in August, 1960, and recovered old plane wreckage from the bottom of a bay.

The wreckage included a generator which turned out, however, to have been from a Japanese plane, and not Miss Earhart's.

PAUL MANTZ OF Los Angeles, an aviation expert who was Miss Earhart's technical adviser, said he hoped the mystery would be solved.

"I would like to see the whole thing cleared up once and for all," Mantz commented.

The remains were due in San Francisco last night but Dr. McCown was on a weekend holiday and may not examine them until early next week.

NW 90261

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It will be suggested by the violent anti-anti-Communist voices that he gave in to hysterical pressure. I am hopeful that the majority of my fellow citizens will recognize this action as a magnificent demonstration of America's strength and one of the supporting aspects of that strength — the freedom of the press.

How do you stand, sir?

Style In Geniuses

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ın Italy, Holland,
England, Austria,
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was 18.

To date she has recorded six albums: A selection of Etudes, the four Chopin Scherzos, Invitation to the Dance by Von Weber, the Rachmaninoff D Minor Piano Concerto and the Chopin F Minor Concerto, the latter with the Vienna State Opera Orchestra, conducted by Sir Eugene Goossens.

Last year Ann made her New York debut at Lewisohn Stadium as piano soloist, and her laurels have been increasing ever since.

Now established as one of the world's great pianists, Ann finds great pleasures in her music, but likes less lofty music also.

"I LOVE TO HEAR good jazz," says she. "I like to dance and have dates and sit around with a whole gang at home, just having fun, maybe even singing college songs. I like to hear folk songs, too, and I like plays and pop songs, if they're well done — and lots of them are.

"I have to practice a lot, of course, any musician does, but that's no great burden. My parents never acted like slave-drivers. They saw that I enjoyed the piano and gave me the opportunity to make the most of it . . . good teachers, good schools, a good piano.

"I've heard a lot about the sacrifices and sufferings of great artists, both painters and musicians, who gave up everything for art. Honest-
-ts, I do nt'seehwTe.yhmeooreen,l
ly, I don't see why. The more you enjoy life, the better artist you can be, in my book."

That's the new model in geniuses.

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Forgot to put this in the envelope - San Mateo Times

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Amelia Case Sabotage Hint

By M. GENE MEARNS

NEW ORLEANS (UPI)—Edna Gardner Whyte, America's senior aviatrix, said today she believed someone may have sabotaged Amelia Earhart's gas gauges of her ill-fated 1937 trans-Pacific flight.

"I think Amelia was photographing the Japanese-held Mandate Islands and the photos she took were not supposed to get back. She apparently was shorted on fuel because her first report was that she was running out of gas," said Mrs. Whyte, a 66-year-old Fort Worth, Tex., grandmother.

Mrs. Whyte recalled having supper at the same airport 32 years ago with Amelia, a pioneer aviatrix; Fred Noonan, Amelia's navigator on her last flight, and George Palmer Putnam, Amelia's publisher-promoter husband.

"Amelia would not have taken off unless her gas gauges were reading full. Her radio report said that she was getting low on gas and she shouldn't have been. There have been two books written about her flight recently, and both of them conflict about what really happened," said Mrs. Whyte.

Mrs. Whyte, who has logged 18,000 hours in the air since 1927, was in New Orleans to take part in the 19th annual $2,500 Angel Derby flight to Managua, Nicaragua.

She is chief pilot for Electro-Coating Corp. and was one of 58 lady pilots flying in the derby. She has been flying professionally and commercially longer than any woman in the U.S.

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I.Q. of the children's ability to learn. The children were given instruction in the use of elaborative ativities. This included envisioning objects when presented their names; naming objects seen, making up sentence description of episodes involving pairs of objects and envisioning these episodes.

The children were trained in squads of two and were seen on each of five days for approximately 20 minutes every day. With this approach, the black children learned at approximately the same rate as the white children. The experiment seemed to indicate that there is no lack in basic learning ability.

I am not suggesting that there be a separate educational system for black children. Eventually they must be able to read books, newspapers and work manuals. What I am suggesting is that better use must be made of the learning ability they bring to the school if they are to be given an equal chance for success in life.

NW 90261

fire.

The struc[illegible]e is one of the two oldest at the Medical Lake hospital.

Everett Man

(Continued from Page One)

clearly by the Coast Guardsmen to report:

"We must be on you but cannot see you. Gas is running low. Been unable to reach you by radio. We are flying at 1,000 feet."

Bellarts said that Itasca radiomen had sent out weather reports to the Earhart plane on a regular schedule and that they had made repeated attempts to get her to acknowledge the messages.

After the first garbled message at 0245, Miss Earhart told the Itasca at 0345 that she would listen for their reports on the half hour schedule.

At 0453 her words again were scrambled by staic but the Coast Guardsmen clearly heard "part cloudy."

At 0614 Miss Earhart — now louder and clearer — asked for a bearing on the hour and said she would whistle into the microphone. At 0615 she said "About 200 miles out" and started to whistle.

"Please take a bearing on us and report in a half-hour," she said at 0645. At 0646 she said "About 100 miles out."

Nearly an hour later she gave the message about running low on gas. At 0758 Miss Earhart radioed "We are circling but cannot hear you. Go ahead on 7500 frequency with a long count either now or on sked in one-half hour."

One minute later she said "We received your signals but unable to get a minimum. Please take a bearing and answer on 3105 with voice."

By now, Bellarts said, Miss Earhart could be heard clearly and with considerable volume. Her last brief message — ending hopefully with "Wait" — was at 0843 and even louder.

"I flipped on the loudspeaker so others in the radio shack could listen," Bellarts said. "It was so loud that men even on the next deck heard it."

Bellarts said that Miss Earhart's final words sounded like those of a frightened woman. They were hurried and her voice was close to breaking.

"I'll never forget her voice on that last transmission," Bellarts said.

The 21-year veteran of Coast Guard service claimed that Miss Earhart's aircraft had continually moved closer to his ship during those six hours. With the strength of her final message — an hour after her "running low on gas" report — he is certain that the plane crashed in the Howland Island vicinity.

Americans

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NW 90261

He Talked to Her

Everett Man Disputes Earhart Death Claims

By BILL LIPSKY
Herald Staff Writer

Claims of proof that aviatrix Amelia Earhart was executed by the Japanese on Saipan in 1937 were disputed here today by a former Coast Guard radio operator who exchanged a last message with the famed flier.

Leo Bellarts, a retired Coast Guard lieutenant, was the chief radio operator on board the USCG Cutter Itasca which had been sent to the mid-Pacific island of Howland to serve as a radio beacon post for the Earhart round-the-world flight.

"I'll stake my bottom dollar that she is very close to Howland Island — but on the bottom," Bellarts said.

Now chief radioman for the Snohomish County Civil Defense office, Bellarts claimed that Miss Earhart's plane crashed into the sea "not more than 200 miles from Howland Island."

Howland Island is some 1,200 miles southeast of Saipan.

Bellarts has kept copies of the Itasca's radio logs since the disappearance of Miss Earhart and her navigator, Fred Noonan, on July 2, 1937. The records contain cryptic notations of the messages received from the Earhart plane during a dramatic six hour watch.

Miss Earhart's last message to the Itasca was a request to change radio frequencies so she could get a "fix" on her position from the ship. She ended that request with a promise to repeat her message on the new frequency.

"Wait" was her final word.

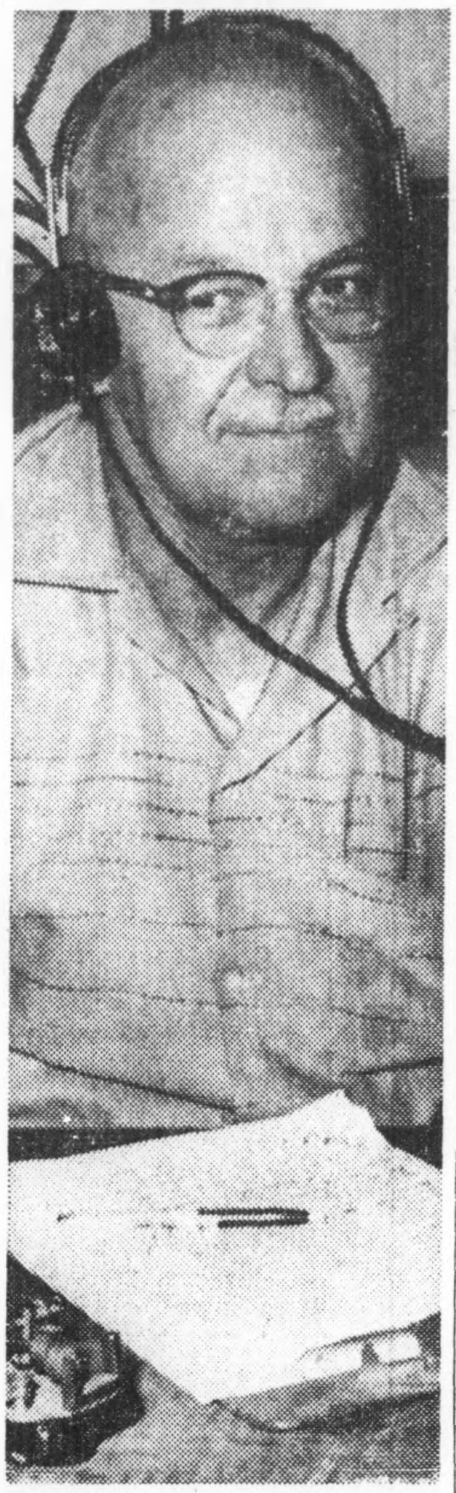
Bellarts said that last message came over his radio receiver so loud that she couldn't have been more than 200 miles distant.

In addition, Bellarts' logs indicated tha weather conditions were perfect for flying and that prevailing winds were easterly, toward Howland Island, not Saipan.

Miss Earhart had taken off from New Guinea for the near 2,000 mile flight along the equator to Howland Island. Bellarts contends that in order for her to have crashed on Saipan she had to fly off course northerly from the beginning. He doubts then if her radio messages would have been heard on his ship.

What is purported to be conclusive evidence that Miss Earhart did crash on Saipan and was executed by the Japanese is being studied by Air Force security officers, it is reported.

An Air Force captain on Saipan said this week that he has obtained photographic evidence of her crash there. He also said he has affidavits from 72 eyewitnesses to her capture and execution.



LEO BELLARTS

A high ranking Japanese naval officer, however, denied that such an execution occurred.

Bellarts said today that Miss Earhart's voice first was heard on board the Itasca at 0245 hours or 2:45 a.m. on July 2. Bellarts and other Itasca radiomen then picked up partial and complete messages from the flier intermittently during the next six hours.

An hour before her final message, Miss Earhart was heard

(Continued on Page 3 Col. 1)

NW 90261

Everett Man Last To Contact Earhart

EVERETT, July 7.—(AP)—The man who exchanged the last radio message with Amelia Earhart before she vanished over the Pacific 23 years ago said today it was "virtually impossible" she crashed near Saipan.

Lee Bellarts, a retired Coast Guard lieutenant, was chief radio operator on the cutter Itasca, which served as a radio beacon station in the mid-Pacific for the famed aviatrix' round-the-world flight.

"I'll stake my bottom dollar she went down very close to Howland Island," Bellarts said.

Howland is some 1,200 miles southeast of Saipan.

TWO AIR FORCE captains reported earlier in the week they have conclusive proof Miss Earhart and her navigator, Fred Noonan, were executed by the Japanese on Saipan after their disappearance July 2, 1937 on a 2,000-mile flight from New Guinea to Howland Island.

Bellarts, now chief radioman for the Snohomish County Civil Defense office here, kept copies of the Itasca's radio logs for the final six hours in which messages were exchanged with Miss Earhart.

Her last request was for a change of radio frequencies so she could get a "fix" on her position from the cutter.

"Wait," was her final word.

BELLARTS SAID her voice was so strong and clear **"even the men on the next deck from the radio shack could hear it."** and she could not have been more than 200 miles away.

He said Miss Earhart had messaged about an hour earlier her plane was low on gasoline and she apparently was lost.

Her last desperate attempt to determine her position **"was that of a frightened woman in a voice close to breaking,"** Bellarts said.

Callas-Onassis Sail To Naples

NAPLES, ITALY, July 7.—

NW 90261

Seattle C

Six LWRC Crews Win; Huskies 3d

SYRACUSE, N. Y., July 7.—(Special)—The nation's rowing experts, assembled here today for the U. S. Olympic Trials, expected the brawny Seattle oarsmen from the Lake Washington Rowing Club to be good.

But not THAT good!

Exceeding even the fondest hopes of their Seattle sponsors and coach Stan Pocock, the Lake Washington oarsmen stroked to impressive victories in six of the seven events they entered in today's preliminary heats of the U. S. Trails. Their feat ranks as one of the finest achievements by a single club in rowing history and more than offset the disappointing finish of the University of Washington eight from Seattle, which finished a poor third in its preliminary heat on Lake Onondaga six seconds behind the Syracuse grads and were three seconds behind the Plebes. The Huskies' clocking of 6:48.9 for the 2,000 meters ranked eighth in the field of 12 crews which competed in the three preliminary heats.

The other heats in the featured, eight-oared competition, were won by IRA champion California, which nosed out Cornell's "A" boat, and by the Navy varsity, which finished less than a second ahead of Cornell's other entry.

"'We didn't do anything right," Leanderson said after the disappointing do-

NW 90261

Trying Times for Historians

Donald Stanley

Thursday in reviewing Fred Goerner's "The Search for Amelia Earhart" I mentioned a similarity between this book and those others published recently which have been harshly critical of the Warren Report on the assassination of President Kennedy.

Although the subjects covered by Goerner on the one hand and by Lane, Weisberg, Epstein, Fox et al on the other were separated by a quarter century of turbulent history one recurrent question nags its way down through the years: How candid should a government be with its citizens when disclosures involve that sensitive but easily distorted thing called "national security?"

In the case of the anti-Report books the reasons why the Warren Commission failed so often to resolve contradictions and to follow leads pointing away from its published conclusions are difficult to assess. And in the light of its failure to answer this criticism one finds oneself drifting toward shadows.

It is possible, for instance, to posit a set of circumstances involving Jack Ruby, the story of Nancy Perrin Rich, the alleged mission to ship arms to anti-Castro Cubans, Mrs. Rich's mysterious uniformed Air Force officer, and—by speculation—the CIA that would at once encompass testimony ignored by the Commission and explain the apparent reluctance to open ALL avenues to public investigation.

★ ★ ★

PUBLIC INVESTIGATION also seems to have been feared by the military and civilian public servants questioned by Goerner in his five-year search for the truth about what happened to Amelia Earhart in 1937. It was a truth that Goerner came to be convinced was far different from the "official version" of her disappearance.

Goerner's story, like so much of recent history, is crisscrossed with undercover agents and sub rosa activities. A leitmotif of spydom appeared early in his investigation when, on Saipan where Miss Earhart's trail had led him, he stumbled upon a super-secret CIA installation training Nationalist Chinese for work as agents on the Communist Chinese mainland.

At first it seemed that the stumbling blocks thrown up by officials before his Earhart sleuthing were all prompted by the government's fear that Saipan would become a prime target for American newsmen, thus blowing the CIA operation there.

The CIA was violating international agreements by running a spy school on Saipan. The island, while U.S. administered, is a United Nations trust territory and as such can not legally be used for military purposes.

The U.S. operation, in fact, closely paralleled Japan's misuse of mandated territories in the Marshalls in the 1930's for military development—a practice that America had always criticized as exemplifying Japan's aggressive intentions.

★ ★ ★

GOERNER RECOGNIZED the embarrassing paradox when asked by a dapper CIA official back in San Francisco to sit on the Saipan story for security reasons. "When and to what extent in a free society should a newsman cooperate with his government?" Goerner was forced to ask himself.

He says he opted for "national security," reasoning that since both Republican and Democratic administrations (Truman, Eisenhower and Kennedy) "with their superior knowledge of what we faced in the world" had decided the Saipan operation was vital "then I should trust their wisdom."

It was making the best of what—for an enterprising reporter in an age whose complexity is both moral and technological—was a bad situation. Nor were the rewards for Goerner's behavior tangible. When the CIA broke camp on Saipan, somebody else broke the story first.

The experience, however, prepared a skeptical bed for Goerner in which the facts of the Earhart flight in 1937 refused to rest easily. If there were spies screened by official denials on Saipan in 1961, maybe there were spies enjoying the same official reticence in 1937. Once bitten, twice wary.

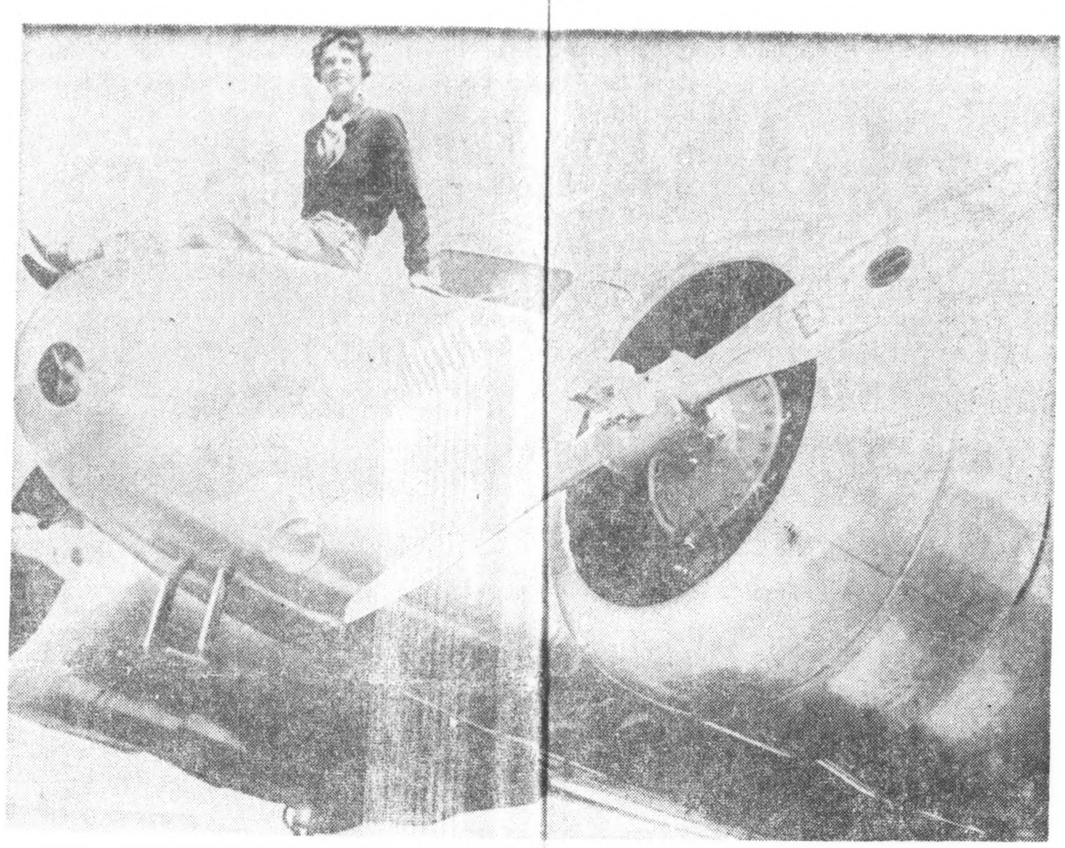
Those stumbling blocks he once thought solely for the protection of the CIA caper now seemed to protect an older secret. "Admiral Nimitz wants you to continue," Goerner was told at one point when frustration was intense, "and he says you're onto something that will stagger your imagination."

★ ★ ★

THE TRANSFORMATION of Japan from a 1937 hostile to a 1966 friendly would seem to make obsolete any secrets turned up by a contemporary investigation into the Earhart disappearance. But maybe secrecy is self-perpetuating. At any rate despite the well wishes of the late Admiral Nimitz, the Earhart story remains provocative and incomplete.

A mechanic in Burbank told Goerner he had installed wing cameras in Earhart's plane before its last flight—then he refused to discuss it further. The engines in the Lockheed turn out to be larger than publicly announced. A last radio message from Earhart is discovered in a classified file; timed two hours later than anything previously revealed, it reports she has spotted land.

There is more. For Goerner, but not from Washington. Thirty years after the event, Earhart seems a matter of "security."



AMELIA EARHART WITH HER LOCKHEED ELECTRA BEFORE A MYSTERIOUS DISAPPEARANCE
30 years later, "national security" is a stumbling block to the truth

SAN FRANCISCO EXAMINER
The Lively Arts
Page 18 Section I ☆☆ Sept. 4, 1966
S. F. Sunday Examiner & Chronicle

Dwight Newton

TV Season Sneaks In

Anchors aweigh, men. This is the week we sail sneakily into the new 1966-67 television season.

Next week should have been Week One, and still is as far as CBS is concerned, but ABC got itchy feet and broke the faith by scheduling "Advance Premieres" for 12 shows. And NBC is giving "Sneak Previews" to three shows.

How can you "sneak preview" widely advertised programs in full view of 40 million viewers beats me. Nevertheless, it will happen. Also on this week's agenda are several specials, to wit:

"Fine Art of Football Watching," with Michigan State coach Duffy Daugherty, Wednesday, 10 p.m., ABC . . . "Wonderful World of Wheels" hosted by Lloyd Bridges, Thursday, 7:30 p.m. CBS . . . AFL Football, New York vs. Miami, Friday 7:30 p.m., CBS . . . "Miss America Pageant" from Atlantic City, Saturday, 7 p.m., NBC . . . "Class of '67" hosted by George Hamilton, Saturday, 9 p.m., NBC.

★ ★ ★

Now down to the brass tacks of the new and returning shows:

. . . . **"The Rounders"** (Tuesday, 8:30 p.m., ABC). An idea snitched from the Henry Fonda-Glenn Ford movie. This time the contemporary Texas cowboys are Ron Hayes and Patrick Wayne. Their wheeler-dealer boss is Chill Wills who had the same role in the movie.

"The Pruitts of Southampton" (Tuesday, 9 p.m.). Here we have Phyllis Diller as the matriarch of a deadbroke Long Island society family. Cast regulars include Gypsy Rose Lee, Reginald Gardiner and Pamela Freeman.

"Love on a Rooftop" (Tuesday, 9:30 p.m., ABC). Judy Crane and Peter Deuel as newlyweds in a windowless top floor apartment in San Francisco. David meets Judy when his liverwurst sandwich falls from a scaffolding into her tote bag. Bong.

. . **"The Monroes"** (Wednesday, 8 p.m., ABC). Story of five orphans striving to hold their own in the Wyoming wilderness of the 1870's. The leads are Michael Anderson, Jr., Barbara Hershey and Liam Sullivan.

. . **"The Man Who Never Was"** (Wednesday, 9 p.m.

NW 90261

Editor's Report

A Man of the Mines

(Continued from Page 1)

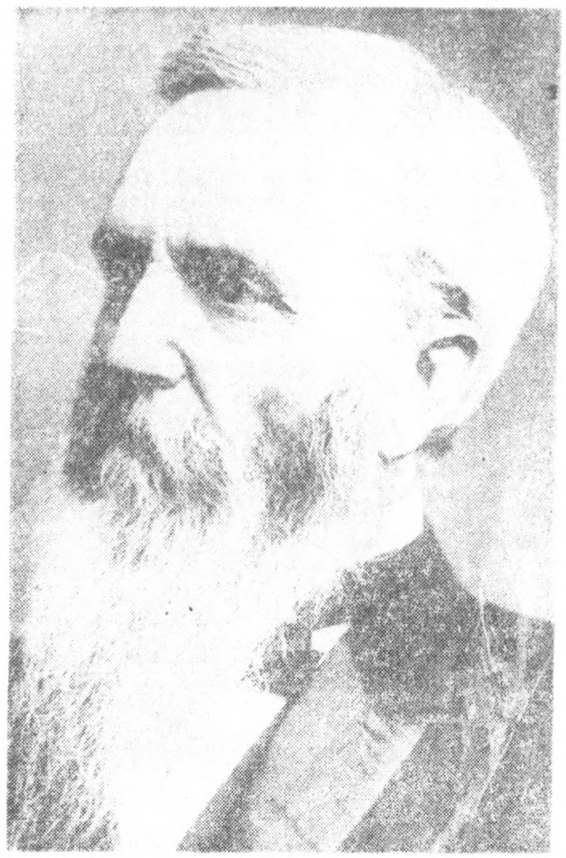
ad been getting a lot of letters from Mineral Hill, Utah) and finally I went out, more as an expert than ything else. When I got over there and looked at the ines I wrote back to San Francisco to these fellows to et some money as I had made a trade for them. It was 400,000 to be paid down, and $600,000 afterwards. e, that is I and my partner, got $80,000 a piece out of This was known as the Eureka Mine. I got this mine m a lot of Irishmen, and bought it for myself, Bill ompson, George Roberts and some others. I borwed $40,000 for my part from Haggin. Then those tside got to quarreling and said we were stealing d I got mad and sold out.

I then went to Pioche but did not do much. Just cked around a little. Got in with some men who l a set of Pioche mines, sunk a shaft down, struck a of ore, got into a big lawsuit over it, got out of t, making some $250,000. From there I went back to reka, knocked around there a little and then went alt Lake. I lay around there but did not see much I could do; so I went back home and there found legram awaiting me about the biggest mine in the d. There was great excitement. I said I would go and look at it. Several others looked at it too but it was a failure.

Beginning of Ontario Mine

In the meantime I saw Marcus Daly, who told me ad been out there and that the mine was of no act; but that there was a little mine a fellow was ng into, a little hole of about four feet, he said. eople did not like it but he thought I would. It bout half a mile out of the way. We went to look I found there a hole about as deep as your der and about six feet long. It was sunk round de of a vein. I looked at it and dug away a little a fellow who was standing on the bank said can tear that down all you want to" so I dug a while. He then said "I had a chance to make a stake and go home three times since I came here and I must get some money out of this thing now. I am going to sell." Three of them owned the mine, a Canadian, a Missourian and another fellow. I asked him how much he wanted and he said $25,000. All that there was there was just this hole about six feet long. "Well," he

Phoebe Apperson Hearst with grandsons, the late John Hearst (left) and William Randolph Hearst Jr. Her personality was quite different from that of her husband. She was small, slight and, having been a school teacher, realized the need for educating the young wherever she lived. In San Francisco, at the Homestake Mine and in Washington, D.C., she started kindergartens, and on a national scale was co-founder of the Parent-Teacher Association. Phoebe was some 20 years younger than George and lived about 30 years after he died. He left everything he had to her, appreciating her administrative ability and love and concern for their only son, the founder of a publishing empire.



Senator George Hearst, an expert in western mining, and the personification of a miner of that period—tall, strong, with not a great deal of formal education—a straight talking man of action. He was, to use a mining phrase, a nugget in the rough.

grandpa seems to be advocating child labor—and that later his son would be in the forefront of those attacking the use of child labor. What Sen. George Hearst is talking about here is getting children into the healthy outdoors of the West, not into the sweatshops of the East.)

my consent and while I believe that there is something in the great future, I do not know what it is.

I see no reason why we should not exist hereafter as well as here, or why there is not just as much reason for a future world, as there is for our present one.

I believe that the Great Being which made me has got some place prepared; but how, or where, I know not.

•

As to the state of our society in our days I do not see that it is much changed in the morals of the people, from my young days, and I really don't believe that there is nearly as much bad in the world as people make out and that people in talking about badness make a great deal more out of it than there is in it and I certainly don't think that they tend to do much good. My opinion is, that the world can pretty well take care of itself. I believe that it is a question of averages, and that when the world gets bad, there is a reaction toward good, and vice versa. I believe that there is a certain equilibrium always kept up.

•

here, I don't think there is

Newspaper Venture

Aviatrix Charges Sabotage

By M. GENE MEARNS

NEW ORLEANS (UPI) — Edna Gardner Whyte, America's senior aviatrix, said today she believed someone may have sabotaged Amelia Earhart's gas gauges on her ill-fated 1937 trans-Pacific flight.

"I think Amelia was photographing the Japanese-held Mandate Islands and the photos she took were not supposed to get back. She apparently was shorted on fuel because her first report was that she was running out of gas," said Mrs. Whyte, a 66-year-old Fort Worth, Tex., grandmother.

Mrs. Whyte recalled having supper at the same airport 32 years ago with Amelia, a pioneer aviatrix; Fred Noonan, Amelia's navigator on her last flight; and George Palmer Putnam, Amelia's publisher-promoter husband.

"Amelia would not have taken off unless her gas gauges were reading full. Her radio report said that she was getting low on gas and she shouldn't have been. There have been two books written about her flight recently, and both of them conflict about what really happened," said Mrs. Whyte.

Mrs. Whyte, who has logged 18,000 hours in the air since 1927, was in New Orleans to take part in the 19th annual $2,500 Angel Derby flight to Managua, Nicaragua.

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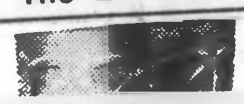
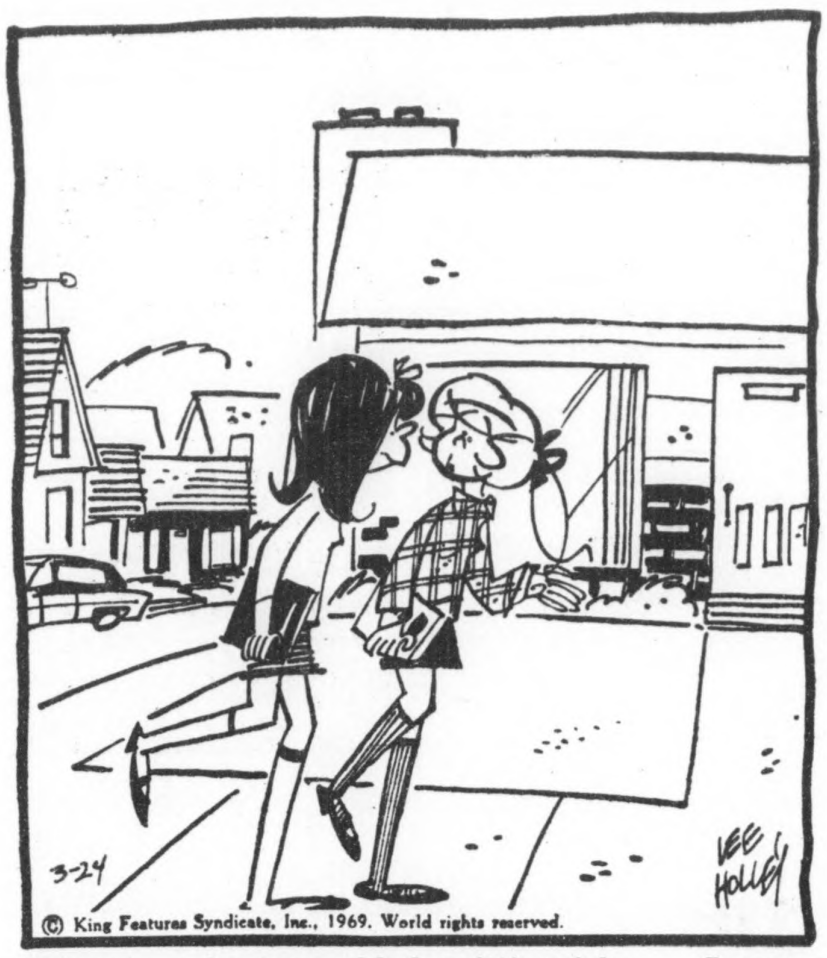
Monday, March 24, 1969
8A The Everett Herald





"There's a shortage of baby-sitting jobs . . . I guess the population just didn't explode around here!"

GALLON DONO

for Leo →

MARMADUKE By Anderson & Leeming

I never should have brought you with me!

WEATHER REPORT

OFFICIAL

LOCAL TEMPERATURES — Friday's maximum and minimum temperatures at Southern California points, as reported to the Los Angeles office of the U.S. Weather Bureau, were as follows:

Station—	Max	Min.
Los Angeles	79	61
L.A. Airport	72	62
Avalon Harbor	66	59
Bakersfield	93	64
Beaumont	93	50
Big Bear Lake	77	34
Bishop	95	57
Blythe	109	81
Burbank	81	58
Campo	90	42
Culver City	73	59
Daggett	100	65
El Centro	107	73
Fresno	93	60
Lake Arrowhead	88	44
Long Beach	75	59
Montebello	85	60
Mt. Baldy Notch	80	48
Mt. Wilson	77	58
Needles	104	75
Newport	67	60
Northridge	85	57
Ontario	85	54
Northridge	85	57
Palmdale	97	56
Palm Springs	108	66
Pasadena	83	58
Paso Robles	84	50
Riverside	91	53
Sandberg	77	56
San Bernardino	90	53
San Diego	72	61
San Gabriel	84	58
San Pedro	70	57
Santa Ana	76	57
Santa Barbara	71	57
Santa Maria	66	53
Santa Monica Pier	65	59
Thermal	105	71
Torrance	73	59
Twentynine Palms	104	70
Victorville	91	61
Warner Springs	90	43
Wrightwood	84	50

TEMPERATURES AND PRECIPITATION OVER THE NATION FRIDAY

Station—	Max.	Min.	Precipitation
Albany, N.Y.	89	61	..
Albuquerque	90	61	.18
Amarillo	89	67	..
Asheville	82	57	.01
Atlanta	81	64	....
Billings	88	57	....
Birmingham	85	68	....
Bismarck	83	52	....
Boise	90	58	....
Boston	90	62	....
Brownsville	89	77	....
Buffalo	84	57	....
Casper	82	53	....
Charleston, S.C.	84	67	....
Charleston, W.Va.	..	60	....
Chicago	92	74	....
Cincinnati	89	61	....
Cleveland	89	63	....
Columbus, O.	87	62	....
Denver	88	57	.24
Des Moines	86	68	....
Detroit	90	66	....
Duluth	80	60	.93
El Paso	98	70	....
Eureka	58	52	....
Flagstaff	74	50	.20
Ft. Worth	87	73	.09
Galveston	86	76	1.16
Grand Junction	86	69	T
Helena	86	46	....
Indianapolis	91	66	....
Jackson, Miss.	84	69	.08
Jacksonville	86	70	....
Kansas City	91	71	....
Las Vegas	101	75	....
Little Rock	84	73	.29
Louisville	85	63	....
Medford, Ore.	93	53	....
Memphis	86	72	T
Miami Beach	88	78	....
Midland, Tex.	90	68	....
Milwaukee	92	63	.05
Minneapolis-St. Paul	84	64	.58
New Orleans	81	72	.75
New York City	85	62	....
North Platte	85	65	....
Oklahoma City	85	70	.07
Omaha	83	68	.17
Philadelphia	80	57	....
Phoenix	102	77	....
Pittsburgh	88	64	....
Portland, Me.	86	58	....
Portland, Ore.	79	60	....
Raleigh	74	59	....
Rapid City	85	59	....
Red Bluff	86	58	....
Reno	87	44	....
Richmond	76	59	....
Sacramento	79	54	....
St. Louis	89	68	....
Salt Lake City	87	65	T.
San Antonio	92	74	....
San Francisco	62	55	....
Sault Ste. Marie	78	58	....
Seattle	78	60	....
Spokane	89	51	....
Tampa	89	73	1.38
Tucson	95	71	....
Washington, D.C.	80	62	....
Wichita	89	72	....
Winslow	87	62	.03
Yellowstone	86	34	....
Yuma	108	76	....
CANADIAN STATIONS			
Calgary	83	43	....
Edmonton	77	50	.10
Montreal	83	64	....
Ottawa	86	57	....
Regina	76	50	....
Toronto	89	56	....
Winnipeg	78	58	....
Vancouver	76	54	....
ALASKAN STATIONS			
Anchorage	66	43	....
Fairbanks	71	47	....
Juneau	58	53	.05
HAWAIIAN STATION			
Honolulu	85	73	T.

FOREIGN CITIES

Foreign temperatures and weather conditions based on observations taken at 10 a.m. PDT Friday.

Station—	Weather	Temp.
Aberdeen	Clear	59
Ankara	Partly cloudy	81
Athens	Cloudy	81
Berlin	Cloudy	55
Bermuda	Cloudy	71
Cairo	Clear	86
Casablanca	Partly cloudy	73
Copenhagen	Partly cloudy	63

L.A. Judges Going to Bar Session

Superior Judges McIntyre Faries, Roger Alton Pfaff and Philbrick McCoy will participate in sessions for trial judges at the American Bar Assn.'s annual convention in August in San Francisco.

In other sessions, Judge Pfaff will attend the family law section as a council member and Judge McCoy will participate in the National Conference of State Trial Judges.

Judge Faries, who presides over Superior Courts here, will discuss court administration with other judges.

Armies of Ants Ravage Egypt

CAIRO (UPI) — Armies of huge white ants, gorging themselves on a diet of mud and wood, have attacked four Nile River Delta villages and forced many of the 6,000 residents to flee from their homes, government sources said.

The ants, each about three fourths of an inch long, ravaged the walls and ceilings of the mud houses in the villages.

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Amelia Earhart Case Unsolved After 25 Yrs.

Disappearance of Aircraft in Pacific Still Raises Lots of Questions, but No Answers

OAKLAND, Cal. (AP) — "Gas is running low . . . Been unable to reach you by radio . . . We are circling but cannot see you . . ."

These last desperate words of aviatrix Amelia Earhart were heard by tense listeners on tiny Howland Island in the loneliest wastes of the Pacific Ocean 25 years ago, on July 2, 1937.

After that — silence. And a clueless mystery that has captivated the imaginations of thousands from that day to this.

Did America's most famous woman flier and her able navigator, Fred J. Noonan, lose their way and blunder to their deaths in the sea?

Did Noonan make a navigational error of more than 90 degs. and fly northwest toward Saipan Island?

Was the end of Miss Earhart's life skein snarled in some eerie way to the sand pit that is Howland Island?

Was she on a secret espionage mission for the United States government?

Execution Feared

Did she literally talk herself into disaster, dragging the hapless Noonan with her? Did she have a premonition of death in the Far Pacific?

Or did Japanese militarists rescue the two Americans only to take their lives later?

All these ideas have their advocates. Here is the evidence.

First, who was Amelia Earhart?

She was called "lady Lindy" because of her supposed resemblance to transatlantic flier Col. Charles A. Lindbergh.

She had a slender, almost lanky figure, short windblown auburn hair and a freckled face known to millions.

Born in Atchison, Kan., July 24, 1898, she learned to fly by the time she was 20.

But it was 10 years later, while doing social service work in Boston, that she went along for the ride with fliers William Stutz and Louis Gordon when they flew the Atlantic June 17, 1928.

She decided to make aviation her career and was encouraged by her husband, the late George Palmer Putnam, a New York publisher to whom she was married in 1931.

She soloed the Atlantic in 1932 and the Pacific from Honolulu to Oakland in 1935. Then she began planning the world flight — her last.

Husband Questions Flight

"Why this 'round the world flight?" her husband asked her shortly before she took off in 1937.

Miss Earhart smiled.

"Because I want to. Pilots are always dreaming dreams. But if the flight is successful I hope it will increase women's interest in flying.

"I realize the danger of the world flight. But I just must try. With it behind me, life will be fuller and richer. I can be content. Afterward, it will be fun to grow old."

But she also once said, prophetically, "I think probably I'll not live to be old."

Her global flight was originally charted westward from Oakland.

Paul Mantz, famed movie stunt flier who was her technical adviser, said he planned it that way as a safety factor — because of Howland Island.

fit from prevailing tailwinds.

Their progress was reported from faraway places — Dutch Guiana, Natal, Brazil; St. Louis, French Senegal . . . over the jungles and deserts of Africa to Khartoum, to Massawa, across the Red Sea and Arabia to India.

Finally, they reached Lae, New Guinea.

Their next stop was to be Howland Island. But this time it would be 2,556 miles over water—and no turning back if gasoline ran low.

From Howland they would fly to Honolulu, then to Oakland and their world flight would end in glorious triumph.

After Miss Earhart took off from Lae, squalls and electrical storms were reported across her flight path.

Island Invisible

Now, flying at 1,000 feet, she spoke to Howland Island:

"We must be on you but cannot see you."

What had gone wrong?

"Miss Earhart was due in about 7 a.m. that morning," said Dr. David J. Zaugg, 54 now medical officer of the Merchant Marine hospital in San Francisco.

"We were on Howland to service her plane when she arrived. It was quite a sunshiny day.

"She was flying right into the rising sun. She might not have seen Howland at all.

"The Coast Guard cutter Itasca began putting out a big cloud of black smoke to help her see the island.

"We started picking her up quite clearly on our radio. But the difficulty was that she persisted in using her voice when we needed Morse dots and dashes to triangulate her position. I think she just went into the drink."

No scrap of wreckage was ever found, despite one of the greatest air-sea searches ever made by the U.S. Navy.

"The weather was bright and clear during the 10-day search," recalled 73-year-old retired Vice Adm. Donald B. Beary of Coronado, Cal., who was executive officer of the searching battleship Colorado.

"It is my guess that Miss Earhart ran out of fuel, crashed and drowned."

Japanese Interference

Aboard the Colorado as a civilian guest was the late Dr. M. L. Brittain, then president of Georgia Institute of Technology—Georgia Tech.

Dr. Brittain in a newspaper interview before his death some years ago said of Miss Earhart:

"I knew her in Atlanta as an extremely careful and experienced flier . . .

"I knew the Japanese had a mandate over certain Pacific Islands and I also knew of the rumor that they were fortifying and building plane runways on these islands in defiance of treaties.

"I believe there was considerable basis for the idea the Japanese had crippled her plane somehow in Lae or had killed her or taken her prisoner when she reached the mandated islands area.

"I believe there was an understanding on the part of some U.S. government officials with Miss Earhart that she have a look, if possible, at the Japanese mandated islands."

Dr. Brittain's theories never were confirmed

Broadcasting System in June, 1960, and September, 1961.

He said he had testimony from 19 reputable Saipanese and Caroline Islanders that a white man and white woman were flown to Saipan Island sometime in 1937 or early 1938, that they answered the descriptions of Noonan and Miss Earhart, and that Japanese military police interrogated them as spies.

"he story is," Goerner said, "that after much questioning they were imprisoned and the woman died of dysentery at some later date, and the man was beheaded a day or so after her death."

Goerner dived in Saipan harbor and recovered a generator from a plane. But it was Japanese. He also recovered bones and teeth from a grave on Saipan, but they proved to be those of natives.

Goerner said he still hopes eventually to ascertain what happened to Miss Earhart and Noonan.

"I never put any credence in the statements by the natives of Saipan," said Dr. Zaugg. "It seemed highly improbable that the fliers could have reached that area."

Memorial Erected

Paul Mantz was asked whether he recalled anything about a secret mission.

"I won't say yes or no," he replied. "It makes a man think — it was so long ago." Dr. Zaugg said he's never heard of any such mission.

Mantz said:

"All the plane's gas tanks were tied into a massive vent which I had installed. All she had to do was to pull a lever and all the tanks would have been sealed for flotation.

"The plane could have floated indefinitely.

"Amelia Earhart had all the survival equipment necessary. It included a rubber life raft, two-way radiophone, voice transmitter, radio direction finder.

"I don't know why, but at the last minute she left some equipment behind. She left a hand generator and some other things — I can't remember just what.

"I've speculated about what happened to her, naturally. Perhaps she didn't have enough gas to find Howland.

"Maybe she landed and disappeared. Maybe she's still alive."

A memorial — Amelia Earhart Light — was built on Howland Island.

During World War II the Japanese shot the top off the lonely lighthouse. It has never been restored.

Once a year a Coast Guard cutter visits Howland, a U.S. trust territory.

Last March crewmen from the cutter Buttonwood painted the lighthouse foundation white as a marker for day navigation bearings.

On the foundation is a plaque inscribed simply:

AMELIA EARHART

Busy Agenda Due for Governors

HERSHEY Pa. (AP) —The nation's governors will discuss medical care for the aged, civil rights, cutback in the National Guard and civil defense at their annual conference here this week.

Among the 54 resolutions submitted for possible action at the 54th annual Governors' Conference, those themes predominate.

Five Midwest Democratic governors have a resolution endorsing the King-Anderson bill, the Social Security-financed medical care approach that has the backing of the Kennedy Administration. These governors are John B. Swainson of Michigan, Michael V. Disalle of Ohio, Otto Kerner of Illinois, Gaylord Nelson, of Wisconsin and Matthew E. Welsh of Indiana.

NW 90261

Grand Junction	86	69	T.
Helena	86	46	....
Indianapolis	91	66	....
Jackson, Miss.	84	69	.08
Jacksonville	86	70	....
Kansas City	91	71	....
Las Vegas	101	75	....
Little Rock	84	73	.29
Louisville	85	63	....
Medford, Ore.	93	53	....
Memphis	86	72	T
Miami Beach	88	78	....
Midland, Tex.	90	68	....
Milwaukee	92	63	.05
Minneapolis-St. Paul	84	64	.58
New Orleans	81	72	.75
New York City	85	62	....
North Platte	85	65	....
Oklahoma City	85	70	.07
Omaha	83	68	.17
Philadelphia	80	57	....
Phoenix	102	77	....
Pittsburgh	88	64	....
Portland, Me.	86	58	....
Portland, Ore.	79	60	....
Raleigh	74	59	....
Rapid City	85	59	....
Red Bluff	86	58	....
Reno	87	44	....
Richmond	76	59	....
Sacramento	79	54	....
St. Louis	89	68	....
Salt Lake City	87	65	T.
San Antonio	92	74	....
San Francisco	62	55	....
Sault Ste. Marie	78	58	....
Seattle	78	60	....
Spokane	89	51	....
Tampa	89	73	1.38
Tucson	95	71	....
Washington, D.C.	80	62	....
Wichita	89	72	....
Winslow	87	62	.03
Yellowstone	86	34	....
Yuma	108	76	....
CANADIAN STATIONS			
Calgary	83	43	....
Edmonton	77	50	.10
Montreal	83	44	....
Ottawa	86	57	....
Regina	76	50	....
Toronto	89	56	....
Winnipeg	78	58	....
Vancouver	76	54	....
ALASKAN STATIONS			
Anchorage	66	43	....
Fairbanks	71	47	....
Juneau	58	53	.05
HAWAIIAN STATION			
Honolulu	85	73	T.

FOREIGN CITIES

Foreign temperatures and weather conditions based on observations taken at 10 a.m. PDT Friday.

Station—	Weather	Temp.
Aberdeen	Clear	59
Ankara	Partly cloudy	81
Athens	Cloudy	81
Berlin	Cloudy	55
Bermuda	Cloudy	71
Cairo	Clear	86
Casablanca	Partly cloudy	73
Copenhagen	Partly cloudy	63
Dublin	Cloudy	59
Geneva	Partly cloudy	70
Havana	Partly cloudy	88
Kingston	Partly cloudy	89
London	Cloudy	64
Madrid	Cloudy	84
Mexico City	Cloudy	60
Moscow	Cloudy	54
Nassau	Cloudy	84
Oslo	Partly cloudy	66
Paris	Cloudy	59

VITAL RECORD

Deaths

Funeral Announcements

BISIGNANO, Salvatore C., loving husband of Theresa J., father of Salvatore J. Bursey, Flavio F. Bisignano, Anna Hurley and Grace Coghlin, brother of Frank and Carmelo Bisignano and Bartola Palano; also survived by 11 grandchildren.

Recitation of the Rosary Sunday, 7 p.m., at St. Kevin Church, 4072 Beverly Blvd. Requiem Mass Monday, 9 a.m., at the church. **Utter-McKinley's Wilshire,** directors.

REYNOLDS, James L., beloved husband of Madelyn A. Reynolds, stepfather of Madeline Grimes and Margaret Moore.

Services Monday, 1:30 p.m., at **Mater Mortuary,** 3120 W. Main St., Alhambra.

STERLING, Harold T., beloved husband of Glaydis W. Sterling, father of Hugh and Calvin Sterling and Mrs. Alberta L. Guy, brother of Maurice Sterling and Mrs. Eva Vaughan; also survived by 6 grandchildren.

Services at 10 a.m. Monday, Church of the Hills, Forest Lawn Memorial-Park, Hollywood Hills.

Forest Lawn Mortuary in charge.

VAN DEUSEN, Donald Lincoln, of 141 No. Gage Ave., Los Angeles, passed away June 28; loving husband of Dolores, father of Mrs. Charlene Keys.

Services 11 a.m. Monday at Chapel of Ivy, **McCormick Westchester Mortuary,** 7366 Osage, Los Angeles. Interment Inglewood Park Cemetery.

WILSON, Ella B. Payne, beloved wife of Howard; also survived by 6 nieces and 2 nephews.

Private services will be held Monday at Chapel of the Chimes, Inglewood. **Gates, Kingsley & Gates, Westwood, directors.**

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• CEMETERY Lots-Crypts

Forest Lawn—Hollywood Hills. 1 space, Hillside Section. Reasonable. Owner. 1357 E. Ave. R2, Palmdale.

Forest Lawn Memorial Park—Glendale. Niche-Vase, Columborium of Security. $325. Pr. pty. CI. 2-5596.

Forest Lawn. 2 level lots nr. Court of David. Owner must sell. OI. 1-3154. Br.

3 lots, Vail of Memory Section, Forest Lawn, Glendale. GA. 4-5294.

Inglewood Park, Acacia Slope. 3 lots. Sacrifice price. DA. 3-3541.

4 Rose Hills Burial Lots, good loc. Sell each below cost. OX. 5-2104.

Interment space, Forest Lawn Vale of Memory Section. FRontier 2-8587.

Rose Hills Cem. 2 choice sps. nr. church. Must Sacr. OL. 1-3154. Br.

as Gordon, when they saw the Atlantic June 17, 1928.

She decided to make aviation her career and was encouraged by her husband, the late George Palmer Putnam, a New York publisher to whom she was married in 1931.

She soloed the Atlantic in 1932 and the Pacific from Honolulu to Oakland in 1935. Then she began planning the world flight — her last.

Husband Questions Flight

"Why this 'round the world flight?" her husband asked her shortly before she took off in 1937.

Miss Earhart smiled.

"Because I want to. Pilots are always dreaming dreams. But if the flight is successful I hope it will increase women's interest in flying.

"I realize the danger of the world flight. But I just must try. With it behind me, life will be fuller and richer. I can be content. Afterward, it will be fun to grow old."

But she also once said, prophetically, "I think probably I'll not live to be old."

Her global flight was originally charted westward from Oakland.

Paul Mantz, famed movie stunt flier who was her technical adviser, said he planned it that way as a safety factor — because of Howland Island.

"If she missed Howland, she would have had enough gas to get back to Honolulu," recalled Mantz, who at 58 now operates a flying service at Santa Ana, Cal.

Mantz made the first leg from Oakland to Honolulu with her and navigator Noonan March 17, 1937.

The 2,400-mile flight took 15 hrs., 51½ min. Jets now fly it in 4 hrs., 45 min.

The next hop was 1,532 miles overwater to Howland.

Tire Blows Out

But they didn't get close to Howland that time. As the plane roared down the Honolulu runway March 20, 1937, a tire blew and the plane cracked up. Miss Earhart and Noonan, 44 and a recent bridegroom, escaped injury.

The plane, a Lockheed 10 low - wing monoplane that cost $80,000 and had a top speed of 205 miles an hour, was repaired for a new start from Oakland, which she regarded as her lucky city.

She and Noonan took off again May 20, 1937. This time they flew in the opposite direction, eastward, to bene-

Beary of Coronado, Cal., who was executive officer of the searching battleship Colorado.

"It is my guess that Miss Earhart ran out of fuel, crashed and drowned."

Japanese Interference

Aboard the Colorado as a civilian guest was the late Dr. M. L. Brittain, then president of Georgia Institute of Technology—Georgia Tech.

Dr. Brittain in a newspaper interview before his death some years ago said of Miss Earhart:

"I knew her in Atlanta as an extremely careful and experienced flier . . .

"I knew the Japanese had a mandate over certain Pacific Islands and I also knew of the rumor that they were fortifying and building plane runways on these islands in defiance of treaties.

"I believe there was considerable basis for the idea the Japanese had crippled her plane somehow in Lae or had killed her or taken her prisoner when she reached the mandated islands area.

"I believe there was an understanding on the part of some U.S. government officials with Miss Earhart that she have a look, if possible, at the Japanese mandated islands."

Dr. Brittain's theories never were confirmed or denied.

The Japanese, whose ships aided in the search for Miss Earhart and Noonan, denied any knowledge of their fate.

Retired Rear Adm. Kenneth M. Hoeffel, 67, of Chevy Chase, Md., gunnery officer obard the carrier Lexington which launched 100 planes and searched a corridor 800 miles wide and 250 miles long each day, said:

"I've always believed Miss Earhart and Noonan crashed and drowned. I've never accepted the idea that she might have been captured by the Japanese and executed.

"As for her landing on some other island — there just aren't any."

'White Man, Woman'

Saipan Island in the Marianas is 1,500 miles north of Lae, Miss Earhart's final hopping off place.

Fred Goerner, 36, a Navy veteran and radio newsman (KCBS) at San Francisco, believes Miss Earhart and Noonan came down safely and were taken to Saipan by the Japanese.

Goerner made two trips to Saipan for the Columbia

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Amelia Earhart Believed Held As Spy on Island

NAPA, Calif. (AP) — Amelia Earhart, the aviatrix whose mysterious disappearance in the South Pacific gained her a place in American folk history, died as a U.S. spy on a Japanese-held island, according to a copyright newspaper story.

The Napa Register said Monday that the pioneer woman flier was captured by the Japanese on Saipan in 1937 while she completed an intelligence mission to inspect and photograph fortifications on Pacific islands.

Her body and that of navigator Frederick Noonan were secretly returned to the United States in 1944, according to the report. The newspaper said Miss Earhart died of dysentery and Noonan was beheaded.

A State Department spokesman in Washington said its files showed no evidence Miss Earhart was on an intelligence mission or that she was captured by the Japanese.

The official version of Miss Earhart's disappearance is that her plane apparently went down someplace between Lae, New Guinea, and Howland Island, on the first leg of a flight to Honolulu and Oakland, Calif.

The Register said it based its conclusion that Miss Earhart was on an espionage mission upon scrutiny of "classified files in the Department of the Navy and the Department of State."

The report cited "scores of natives" on the island who told newsman Frederick Goerner of radio station KCBS in San Francisco of a white man and woman being held captive by the Japanese. Goerner launched the investigation in 1960 and was joined by the Register three years ago.

One woman was quoted as saying: "The woman the Japanese called the flier died of dysentery. She could not be helped. The man who came to the island with her was executed several days after her death. The Japanese beheaded him with a Samurai sword."

According to the Register, two former U.S. Marines, Everett Henson Jr. of Sacramento, Calif., and Billy Burks, now living in Texas, found the remains of two bodies on the island in 1944.

When they asked a supervising officer "what are we looking for," the newspaper said, he replied, "Have you ever heard of Amelia Earhart?"

Annual Mormon Pageant

NW 90261

Daley, the Rev. Martin Luther King and Police Superintendent O.W. Wilson.)

By JACK V. FOX
United Press International

CHICAGO (UPI) —The fire hydrant at the corner of Roosevelt Road and Troop avenue was wide open and water was gushing into the street and no one paid any attention. It was the very same corner where an argument over police closing off the hydrant had led a week before to Chicago's Negro riot.

"Look at that," said the Negro taxicab driver, Hubert Norton. "It just doesn't makes sense."

There isn't too much that does make sense about the violence that led to soldiers with bayonetted rifles patrolling the streets of the nation's second largest city.

One out of every four of Chicago's 3.6 million residents is Negro. Most of them live in ghettos on the west side or the south side and conditions are miserable these hot July nights.

Poverty is at the base of Negro unrest. But in Chicago, economic conditions for the Negro are better than perhaps any other American city.

The Bell Telephone Co. sponsors commercials on television seeking employes. They underline that hiring is non-discriminatory.

Two Chicago Negro police officers ride their motorcycles down Michigan Avenue. On the rear are placards calling for young men to join the police force.

There is such a shortage of taxi drivers that in one week in

again to help him implement these and other existing programs and to suggest other approaches on jobs, housing, health and improvement of Negro conditions. Daley says Dr. King evades cooperation.

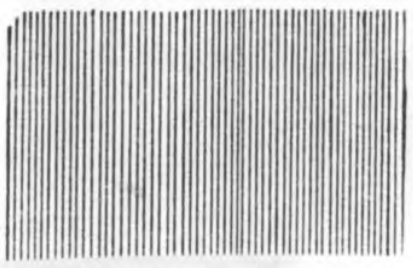
King replies that these moves are only tokenism, do not begin to get at the heart of the Negro problem and are carried out with the worst possible timing — as if a reward for the riot.

The Nobel Prize winning head of the Southern Christian Leadership Conference says that what Chicago needs are "structural changes" which will reshape the fundamental condition of the Negro in all areas.

Dr. King plans to continue his campaign. He says he has talked with the gang leaders and that they have agreed to "try" non-violence as a tactical maneuver.

No one disagrees with Dr. King that the plight of the Negro in Chicago is deplorable and the sight of the hundreds and hundreds of colored children under the age of 12 on the streets is the most depressing of all.

U.P.'S E



dropped.

Navy Opens Its File On Earhart

WASHINGTON (AP) — The Navy has made public its investigation file on the disappearance of aviatrix Amelia Earhart 30 years ago.

Miss Earhart and her navigator, Fred Noonan, vanished while flying across the Pacific, and there has been much speculation they were on a spying mission for the United States, were captured by the Japanese, and were executed or died in prison.

The Navy files conclude that after leaving Lae, New Guinea, they missed their destination, Howland Island, ran out of fuel and crashed into the sea.

The files contain a letter dated Jan. 18, 1945, from FBI Director J. Edgar Hoover regarding a report from a serviceman of "unknown reliability" who reported he had overheard a conversation in English between two Japanese officers saying Miss Earthart was alive and being held in Tokyo. The serviceman said the conversation had occurred in a hotel in the Philippines before World War II.

Spacecraft indicate that the magnetosphere, which shields man from high-energy solar particles, extends about 3.5 million miles from the earth.

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SEATTLE PI JAN 31-71

Amelia Earhart Called 'Original Flying Nun'

BY DICK YOUNG

Was Amelia Earhart the original Flying Nun?

Joe Klaas thinks so. He also believes the famed female flyer of the 1930s who disappeared over the Pacific in 1937 is alive and well today in the United States.

Klaas, a former Seattleite and University of Washington journalism graduate, states his case in a book, "Amelia Earhart Lives," a bizarre but "maybe so" account of international intrigue involving the most famous people of the 1930s.

His claim that Amelia Earhart is alive today in Monroe, N.J., and goes by the name of Irene Bolam, has been hotly disputed by Mrs. Bolam and Amelia's sister, Muriel Morrissey. But their protests have only spurred Klaas onward in his effort to prove this "mystery woman" is the missing aviatrix.

JOE KLAAS

A bizarre account

In Seattle to promote his book, Klaas said he will take "about 15" people with him on a trip to the South Pacific this summer so others can talk to natives who he says saw Amelia alive after the plane disappeared.

Then there is his attempt to find Amelia's fingerprints.

Klaas shows a letter signed by J. Edgar Hoover which says she was never fingerprinted. He thinks he may have a lead on an "unofficial hand print" that could prove Mrs. Bolam is, in fact, Amelia Earhart.

The book is selling well, Klaas says. But there are two things he wants to prove his point conclusively.

"I'd like to have Amelia Earhart come out and confess she is Amelia Earhart," Klaas says, referring, of course, to Mrs. Bolam.

Klaas says she was brought back from Japan disguised as a nun. And he is working on some tips he thinks will prove this point.

Hunger Strike

At Youth Fair

No one seems to be suffering from depression, economic or otherwise, at the 1971 Junior Achievement trade fair at Northgate.

The shopping center mall is lined from end to end with booths at which the Seattle area's junior businessmen and women are displaying and selling a wide range of products.

About 50 small businesses, each run by young people under the counseling of a major company, are represented at the fair.

The products are as varied as the trade names of their makers:

Shurshot Enterprises (beer-bottle glasses), Creations Unlimited (auto safety kit), Cosmos Factory ("mini-steps"), Hang Ups (kiddie coat hangers), Constant Changes (monogrammed T-shirts), Creative Enterprises (litter bags), and Woodstock Wamix (candlestick holders).

Junior Achievement teenagers design, manufacture, package, advertise, and sell their own products.

It's one promising measure of Seattle's business future.

The trade fair will run through 5 p.m. this afternoon.

Freshmen Solons

sides. Stretch str
in 32-36A, 32-38
look, lightly pc
and straps, al
eige, in 32-36A

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Sou
The Bon Marche Budget
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Street
City
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item size
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Radio log

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ORIGINAL RADIO LOG FROM USCGC ITASCA
FOR 1-2 JULY 1937 RECORDING LAST
TRANSMISSIONS FROM AMELIA EARHART

ORIGINAL RADIO LOG
USCGC ITASCA 1-2 July 37

ORIGINAL RADIO LOG FROM USCGC ITASCA
FOR 1-2 JULY 1937 RECORDING LAST
TRANSMISSIONS FROM AMELIA EARHART

ORIGINAL RADIO LOG
USCGC ITASCA 1-2 July 37

NW 90261

Form 2614 A—Revised Oct. 1933
TREASURY DEPARTMENT
U. S. COAST GUARD

RADIO LOG ITASCA **Date** 2 JULY, 1937

ENTRIES	TIME
W L GALTEN, RM3C ON - CGR-32-1	
KHAQQ DE NRUI GA 500 WID DASHES ON 500 K / UNANSWD	0805-8
KHAQQ FM ITASCA DID U GET TT XMISION ON 7.5 MEGS GA ON 500 KCS SO TT WE MAY BE ABLE TO TAKE A BEARING ON U IMPOSSIBLE TO TAKE A BEARING ON 3105 - PLS ACKNWLDGE THIS XMISION WID A3 ON 3105 GA / UNANSWD	11
KHAQQ DE NRUI RPTING ABVE INFO ON 7500 / NO ANSWR	12-14
KHAQQ FM ITASCA DO U HR MY SIGS ON 7500 KCS OR 3105 KCS PLS ACKNWLDGE WID RECEIPT ON 3105 KCS WID A3 GA / UNANSWD	15
KHAQQ DE NRUI REPTED ABVE DPE ON 7500 GA 3105 A3 AR / UNANSWD	16-7
KHAQQ FM ITASCA WL U PLS Y OUR SIGS ON 7500 OR 3105 GA WID 3105 A3	18
KHAQQ UNANSWD	19
KHAQQ DE NRUI GA 3105 A3 KCS WID REPORT OUR SIGS	20-3
KHAQQ DE NRUI GA 3105 KCS WID A3 ES XMIT POSN REPT ES QSA ON OUR SIGS	24-6
ITASCA TO EARHART WE XMITING CONSTANTLY ON 7.5 MEGS DO U HR US KINDLY CFM RECEIPT ON 3105 WE ARE STANDING BY, A3/3105	27
KHAQQ DE NRUI ANS 3105 A3 K / UNANSWD	28-9
KHAQQ DE NRUI ANS 3105 KCS WITH REPORT ES POSN, 7500 / UNANSWD	30-1
EARHART FM ITASCA WL U PLS CUM IN AND ANS ON 3105 WE ARE XMITING CONSTANTLY ON 7500 KCS WE DO NOT HR U ON 3105 PLS AND 3105 GA / UNANSWD	33
KHAQQ DE NRUI ANS 3105 KCS WID A3 HW OUR SIG QSA? GA / UNANSWD	34-41
LSNIN 3105 / NIL - CRM TUNIN UP T16 FER XMISION TO NMC	42
NMC V NRUI P AR, 12600 / UNANSWD	43
KHAQQ TO ITASCA WE ARE ON THE LINE 157 337 WL REPT MSG WE WL REPT N ES S THIS ON 6210 KCS WAIT, 3105/A3 S5 (?/KHAQQ XMISION WE ARE RUNNING ON LINE	43
LSNIN 6210 KCS / KHAQQ DE NRUI HRD U OK ON 3105 KCS, 7500	44-6
KHAQQ DE NRUI PLS STAY ON 3105 KCS DO NOT HR U ON 6210 MAINTAIN QSO ON 3105, 7500 / UNANSWD	47
NIL ON 3105 OR 6210 FM KHAQQ / KHAQQ DE NRUI ANS 3105 KCS	48
KHAQQ DE NRUI ANS 3105 KCS A3 / UNANSWD	49-53
KHAQQ DE NRUI UR SIGS OK ON 3105 GO AHEAD WITH POSN ON 3105 OR 500 KCS / UNANSWD	54-0907
LSNIN 3105 AND 6210/500 KCS / NIL	08
KHAQQ DE NRUI ANS 3105 OR 500 UR SIGS OK ON 3105 GA WID POSN, 7500	09-13
LSNIN 6210 ES 3105 - NIL / 500 NIL	14
LSNIN 3105, 6210, 500 AND 500 D/F - NIL	15-33
NRUI2 V NRUI - PER TO, REF HI FREQUENCY D/F, 7500	34
KHAQQ DE NRUI GA ON 3105 KCS, 7500 / UNANSWD	35
NIL FROM KHAQQ / 3105, 6210, 500 OR 500 D/F	36-41
KHAQQ DE NRUI: XMITING DPE ON ANSWING FREQS / WE CAN HEAR U FINE ON 3105 PLS GA ON 3105, 7500 / UNANSWD	42-6
NIL FROM KHAQQ	49
NIL FROM KHAQQ / 3105, 6210, 500 OR 500 D/F	52-9
NRUI2 V NRUI: - PER TO / GET THE RDO COMPASS WRKING NOW, 7500	1002-2
KHAQQ DE NRUI WE HEARD YOU ON 3105 KCS, ETC - 7500	03-5
NPM NPU V NRUI V-S ZME / NPM V NRUI INT ZCT KHAQQ INT ZCY KHAQQ AR	08-10
NRUI V NPM ZZA INT FREQ AR / 3105 / R ZOZ AR / DID U HERE KHAQQ AT ALL AR / ZZA /R THAT T TO NPU / R (NPM/NRUI - 12600/13380) - PER TO	12
NRUI V NPM AR / NPM V NRUI RK / B NR3 B NR3 / R AS	14
TO ENGAGED NPM: XMITING P MSGS, 12600	15-26
DC ENGAGED NPM: RECVING P , 12600 / LSNIN 3105 CONSTANTLY, NIL / BG	27-30
BG OFF TO DC//	35
WGEN WGEN DE NRUI NRUI QRU IMI	38
WGEN WGEN DE NRUI QRU 600 K	39

(OVER)

NW 90261

Form 2614 A—Revised Oct. 1933
TREASURY DEPARTMENT
U. S. COAST GUARD

RADIO LOG USCGC ITASCA *Date* 1 JULY 1937, *193*

ENTRIES	TIME
L.G.BELLARTS CRM ON WATCH// 3105 KCS	
WATCH STARTED AT// SIGNALS HEARD LOGGED ONLY//	1900
VERY WEAK SIGS ON 3105 / UNREADABLE AND SEEMED SHIFT ABOUT	1917
NO SIGS ON DURING PERIOD	1945/48
WATCH RELD BY GE THOMPSON RM3C LG BELLARTS CRM	50
NO SIGS ON 3105	2015-18
KHAQQ DE NRUI A A A A A NRUI HOWLAND ISLAND A A A A A	2030-35
UNREADABLE FONE SIGS ON OR ABT 3105	35-40
SENT WEA TO KHAQQ ON 7500	55-58
KHAQQ DE NRUI A A A A A NRUI HOWLAND ISLAND A A A A A A	2100-05
LISTENED FOR KHAQQ ON 3105 ND	15-18
SENT WEA 7500	55-58
SENT WEA 3105/ KHAQQ DE NRUI AAAAA NRUI HOWLAND AAAAAAA	2130-33
UNREADABLE FONE SIGS ON OR ABT 3105	41-43
LISTENED FOR KHAQQ - SEVERAL CARRIERS BUT UNREADABLE	45-48
GAVE WX TO KHAQQ 7500	55-58
KHAQQ DE NRUI A A AAAAAA NRUI HOWLAND ISLAND AAAAAAA	2200-03
SEVERAL UNREADABLE CARRIERS ON OR ABT 3105	03-07
PLANE UNHEARD	15-18
KHAQQ DE NRUI SENT WEA 7500	20-28
KHAQQ DE NRUI AAAAAAA NRUI HOWLAND AAAAAAAAAA	30-33
LISTENED FER KHAQQ - SEVERAL UNREADABLE FONES BUT CANT MAKE OUT	45-48
GAVE WX TO KHAQQ ON 7500	25-28
KHAQQ DE NRUI AAAAAAAAAA NRUI HOWLAND AAAAAAAAAAAA	30-34
LISTENED FER KHAQQ BUT ND	45-48
~~SENT WEA TO KHAQQ~~ SENT WEA TO KHAQQ	55-59
KHAQQ DE NRUI AAAAAAA NRUI HOWLAND AAAAAAAAA	2300-03
LISTENED FER KHAQQ BUT ND	15-18
SENT WEA TO KHAQQ ON 7500	25-28
KHAQQ DE NRUI AAAAAAAAAA NRUI HOWLAND AAAAAAAAA	30-33
LISTENED FER KHAQQ ON 3105 ND QRM FONES ES UNREADABLE	45-48
KHAQQ DE NRUI (GAVE HER OUR WEA ON 7500)	55-58
KHAQQ DE NRUI AAAAA NRUI HOWLAND AAAA PSE GA 3105 NOW K (UNHRD)	0000-04
KHAQQ UNHRD	15-18
SENT WX TO KHAQQ ON 7500	25-28
KHAQQ DE NRUI AAAAAAA NRUI HOWLAND AAAAA PSE ANS 3105 (UNHRD)	30-34
KHAQQ UNHRD	45-48
SENT WEA TO KHAQQ	55-58
KHAQQ DE NRUI AAAAAAAAA NRUI HOWLAND AAAAAAAAAA	0100-04
KHAQQ UNHRD	15-18
SENT WEA TO KHAQQ	25-28
KHAQQ DE NRUI AAAAAAA NRUI HOWLAND AAAAAAAAA	30-34
KHAQQ UNHRD	45-48
SENT WEA TO KHAQQ ON 7500	55-58
KHAQQ DE NRUI AAAAAAAA NRUI HOWLAND AAAAAAAAA	0200-04
WATCH RELD BY LG BELLARTS CRM GE THOMPSON RM3C	05
NOTHING HEARD ON 3105 KCS	0215-20
SENT WEA ON 7500	28
AAAAAAAAA - AAAA NRUI HOWLAND	30-35
ITASCA TO EARHART / FONE 3105//	36
HEARD EARHART PLANE / BUT UNREADABLE THRU STATIC	45/48
SENT WEATHER TO KHAQQ -	0300
AAA AAA AAA ETC ETC TO KHAQQ/HOWLAND DE NRUI	04

(OVER)

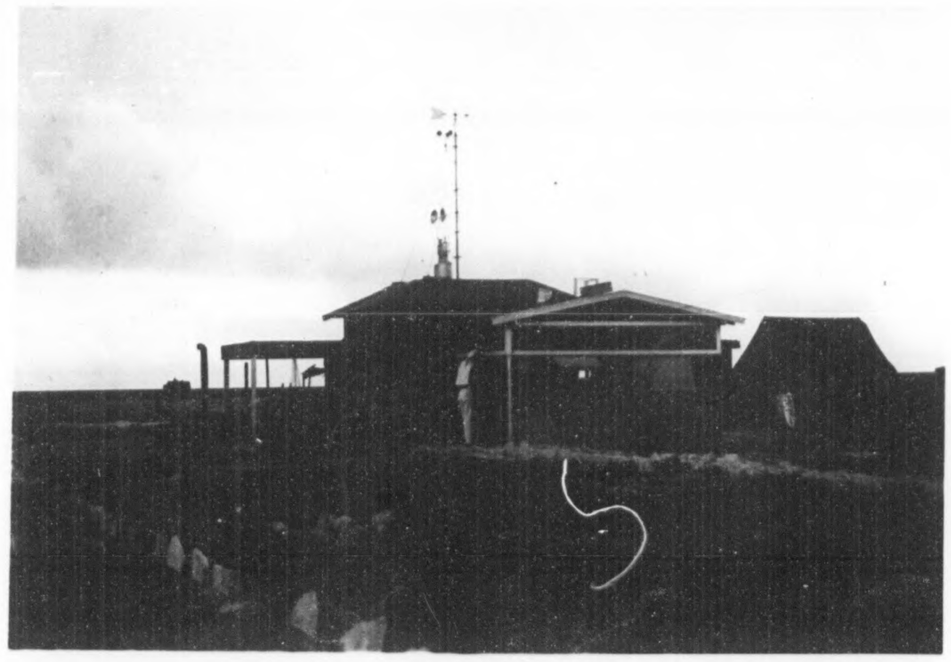
ENTRIES	TIME
REPEATED WX ON FONE//	030
NOTHING HEARD FROM EARHART//	15, 18
SENT WX AT	30
A A A A A A DE NRUI / HOWLAND	34/
REPEAT WEATHER ON FONE 3105//	35
EARHART HEARD FONE/ WILL LISSEN ON HOUR AND HALF ON 3105-SEZ SHE	45/4--
BROADCAST WEATHER FONE 3105//	0400
REPEATED WEA ON KEY/ 3105 KCS/	02
EARHART UNHEARD//	15/18
BRDSCT WX ON KEY AND FONE//	30/35
SENT WEATHER /CODE/FONE/ 3105 KCS--(HEARD EARHART -(PART-GLDY)----	53
-- - - - - - - - - - - - - - - - - - - -	0500
EARHART UNHEARD//	15/18
SENT WX AT- FONE KEY- 3105	30/35
AAAAAAAAAANRUI TO 7500 KCS//	40
NO HEAR DURING ((SETTING ON 3105 ALL TIMES//	45/50
SENT WEATHER / CODE AND KEY 3105 KCS/	0600-05
WANTS BEARING ON 3105 KCS// ON HOUR// WILL WHISTLE IN MIC	14//
ABOUT TWO HUNDRED MILES OUT// APPX// WHISTLING// NW	15
AAAAAAAANRUI (7500)-(LISTENING THRU ON 3105)	30-
AAAAA NRUI --	35
CALLED EARHART ON 3105 VOICE//	36
AAAAAAAAAA NRUI NRUI TO //PSE ACKN 3105	41
PSE TAKE BEARING ON US AND REPORT IN HALF HOUR--	45
I WILL MAKE MOISE IN MIC -ABT 100 MILES OUT	46
AAAAAAAAAAA 7500	0705/
AAAAAAAAA - 3105	08/12
AAAAA NRUI ETC// 7500	12-14
AAAAAAA NRUI 7500 3105	14-16
FONE TO EARHART/ CANNOT TAKE BEARING ON 3105 VY GOOD/ PLESE SEND ON 500 OR DU WISH TAKE BEARING ON US / GA PSE// NO ANSWER	18
KHAQQ DE NRUI A-S GA 3105 / UNANSWD	19-24
KHAQQ FM ITASCA PLS GA ON 3105 KCS / UNANSWD / CRM/DC NOW ON THE	25
KHAQQ DE NRUI A-S GA 3105 / UNANSWD / NRUI'S MAIN D/F 500 KCS	26-9
KHAQQ FM ITASCA PLS Y OUR SIGS ON KEY PLS / UNANSWD	30
KHAQQ DE NRUI A-S	31-4
KHAQQ DE NRUI A-S, 7500 KCS	35-40
KHAQQ DE NRUI A-S, 3105 KCS	41
KHAQQ CLNG ITASCA WE MUST ON YOU BUT CANNOT SEE U BUT GAS IS RUNNING LOW BEEN UNABLE TO REACH YOU BY RADIO WE ARE FLYING AT A 1000 FEET	42
KHAQQ DE NRUI R MSG R QSA 5 R A-S (500 ES 3105) GA / UNANSWD	43-6
KHAQQ DE NRUI R MSG R QSA5 R A-S (3105)	47-8
KHAQQ FM ITASCA UR MSG OK PLS Y WID A3, A3/3105 / A-S FM NRUI A2	49-50-57
KHAQQ CLNG ITASCA WE ARE CIRCLING BUT CANNOT HR U GA ON 7500 WID A LNG COUNT EITHER NW OR ON THE SKD TIME ON ½ HOUR (KHAQQ S5 A3)	58
KHAQQ DE NRUI A-S, 7500 / GA 3105	
KHAQQ CLNG ITASCA WE RECD UR SIGS BUT UNABLE TO GET A MINIMUM PSE TAKE BEARING ON US AND ANS 3105 WID VOICE / NRUI DE KHAQQ LNG DASHES ON 3105 / NRUI2 DE NRUI P AR	0800-3
NRUI2 GIVING TO DPE TT NO SIGS ON 3105 ES IMPOSSIBLE TO WRK ITA / R	04
KHAQQ FM ITASCA UR SIGS RECD OK WE ARE UNABLE TO HEAR U TO TAKE A BEARING IT IMPRACTICAL TO TAKE A BEARING ON 3105 UR VOICE HW DO U GET TT GA / UNANWD, 3105	05
KHAQQ DE NRUI GA ON 3105 OR 500 K, 7500	06

The Amelia Earhart Story.
Flight from Lae N.G. to
Vicinity of Howland Is. 2 July
1937

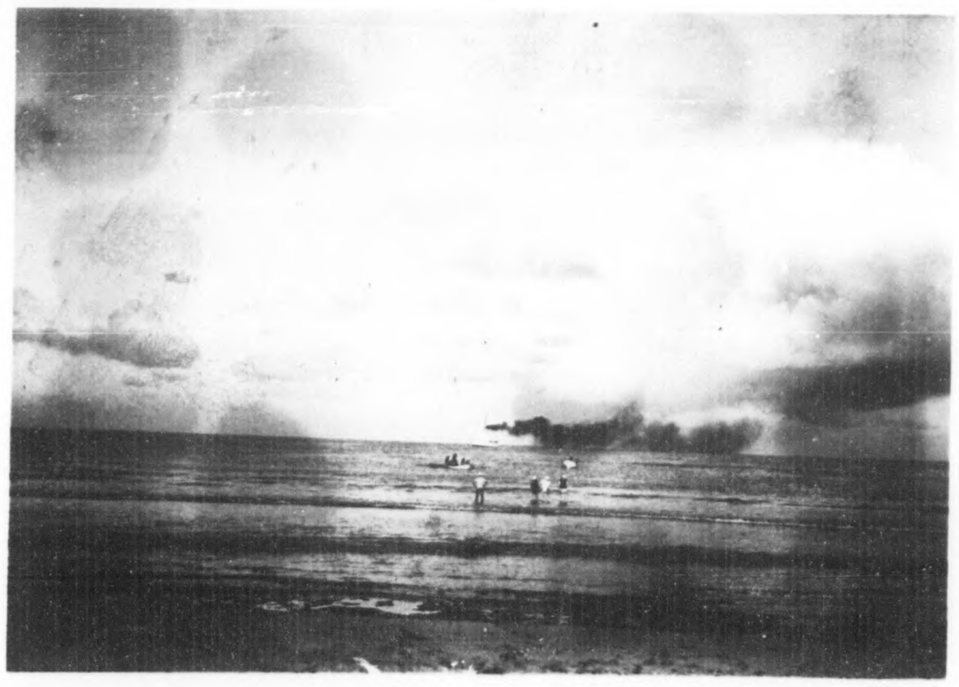
L.G. Bellarts

NW 90261

Howland Island

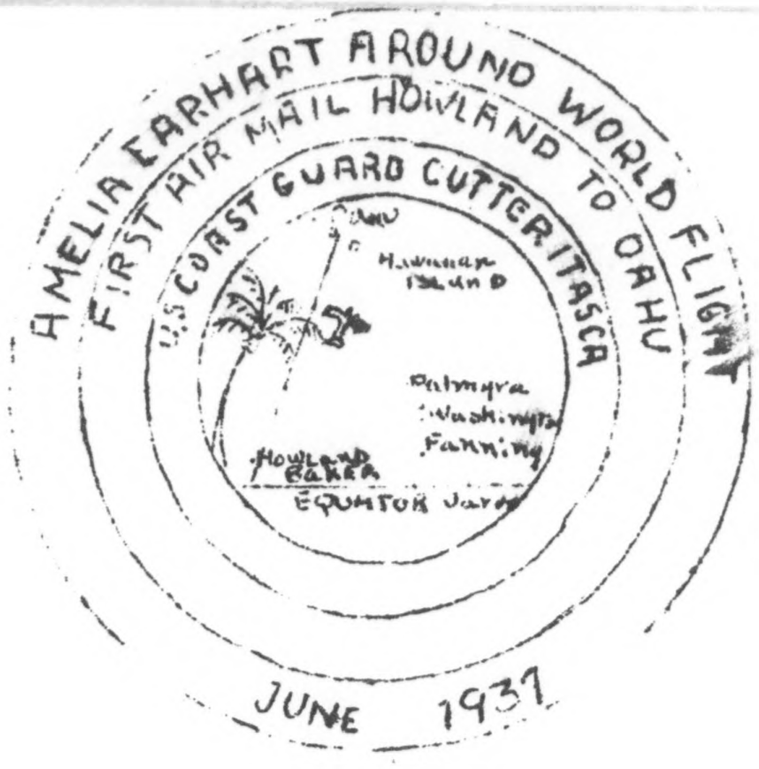


Itasca making Smoke



0700 - 2 july '37

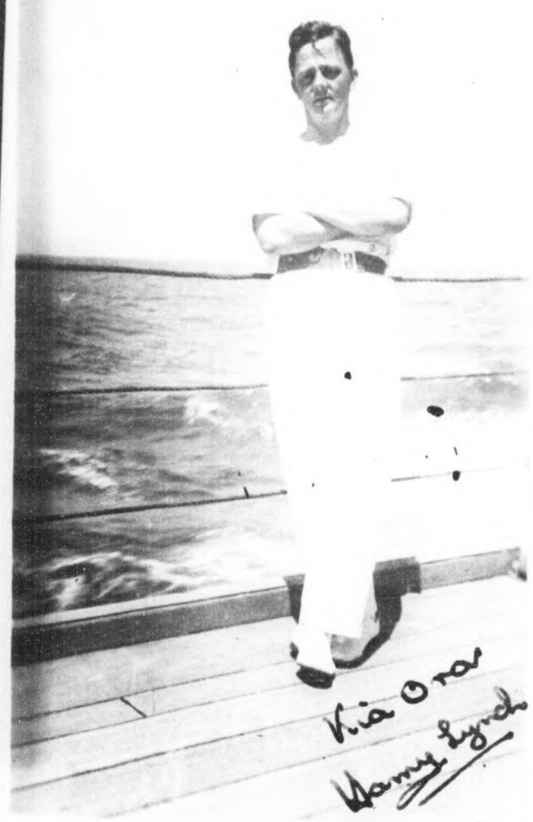
the Gilbert Islands



Never Used

NEW ZEALAND STATION.

HMS Achilles



Radio Officer
HMS Achilles

Never Used

Heartiest Good Wishes
for
Christmas and the New Year
from
Henry Leach
and
Staff

HMS Achilles

Radio Officer
HMS Achilles

ORGANIZATION OF RADIO PERSONNEL
DURING FORTHCOMING FLIGHT

Duties of Radio-men Earhart flight.

1. This organization will be followed at all times while Amelia Earhart's plane is in the air.

BELLARTS CRM -- Handle all plane communications, and log the same. Keep all interested parties informed of the position of the plane and all pertinent data connected with the flight,(the Commanding Officer and the Officer of the Deck, the latter will plot the plane positions) In the event of a casualty in either take-off or landing make proper steps to assure the Itasca, handles all information relative to the casualty, and allow no other station to assume responsibilities of communications or dissemination of information, if necessary use the proper transmitter to block out any superfluous transmission from any unauthorized sources. Prepare a message for action to Headquarters, information to Com fran Div and ComHawsec giving the extent of the casualty and requesting action to be taken , this message to go in Code A.

CIPRIANTI Man high frequency direction finder ashore, keeping in direct contact with the ship by means of the portable transmitter as to what time, and on what frequency to take bearings, keep a log as to the time and bearing received from the plane. Familiarize self withoperation and calibration of direction finder previous to flight.

O'HARE Take over watch and handle all incoming and outgoing messages to NPU,NPM and NMC in such a manner as not to interfere with plane traffic. Keep Swan, Ontario, Com Fourteen, Comfan Div and ComHawsec informed.

GALTEN When plane comes within a 1000 miles of Howland Island Man the ship's direction finder and listen in on five hundred k.c. for the plane and when it is heard take a bearing record same with the proper time in a suitable log.

THOMPSON Relief operator, ~~also send out all homing in signals on the frequency as requested by the plane.~~

NC
BG
PO

W. L. SUTTER

T-10-Calib:-
3125

MO-Sut	MO	PA	ant Sut.	ant Cap.
8	103	185	2	118

16940

NW 90261

MESSAGES (COPIES) PERTAINING TO AMELIA EARHART PUTNAM'S ROUND THE WORLD FLIGHT IN MARCH 1937.

- - - - - - - - - - -

MARCH : FROM : COMFRANDIV. TO: SHOSHONE AND COMHAWSEC

8Ø17 YOUR 6Ø17 Ø944 MISS EARHART TOOK OFF INTO 14 MILE WIND USING 1897 FEET. TIME OF TAKEOFF 25 SECONDS 1725

- - - - - - - - - -

FROM : SHOSHONE TO: COMHAWSEC

8Ø18 FOLLOWING FOR WILLIAM COGSWELL PAC PAC PRESSHONOLULU PHONE 5573 FOLLOWING FOR AMELIA EARHART PUTNAM QUOTE PORTABLE RADIOPHONE (T-22) ON HOWLAND 267Ø KCS STOP CAMPBELL WILL STANDBY TO ANSWER ANY QUESTIONS ON RUNWAYS AS YOU COME OVER ISLAND_____

- - - - - - - - - - - -

MARCH : FROM: COMFRANDIV TO: SHOSHONE - COMHAWSEC.
INFORMATION: COMDT 14TH NAVDIST - COMFLTAIRBASE P.H.

8Ø13 AMELIA EARHART PLANE RADIO CALL KHAQQ WILL TRANSMIT ON 5ØØ, 31Ø5, AND 621Ø KCS USING CW TELEGRAPHY AND VOICE. PLANE HAS DIRECTION FINDER COVERING 2ØØ TO 143Ø KCS WITH ALLWAVE RECEIVER FOR TELEGRAPHY. SHOSHONE WORKS PLANE ON 5ØØ, 31Ø5, AND 621Ø KCS IF POSSIBLE OTHERWISE NOTIFY PLANE OF SHIFT TO 267Ø KCS. PLANE SUGGESTS DIRECTION FINDER BE SET UP ON ISLAND IF PRACTICABLE. IN MAILING MO FOR BEARING ON 5ØØ KCS TRANSMIT LONG DASHES NO REPEAT NO AMATEUR CONTACTS WILL BE MADE AND ALL TRANSMISSIONS WILL BE ON FREQUENCIES LISTED PERIOD. SHOSHONE CONTACT WITH COAST COMMERCIAL STATIONS WILL BE ON 8455 OR 126ØØ KCS ON SCHEDULE TO BE ARRANGED LATER. SPEED OF TRANSMISSIONS TO PLANE NOT TO EXCEED 15 WORDS PER MINUTE ARRANGEMENTS FOR RADIO AT NEW GUIANEA WILL BE MADE AT HONOLULU. SHOSHONE REPORT WHEN TRAMSMITTERS ARE READY ON PLANE FREQUENCIES. DISTRIBUTION; CAPTAIN MANNING AND MR. MILLER 132Ø.

- - - - - - - - - - - - - -

MARCH : FROM: COMFRANDIV TO: SHOSHONE INFO: COMHAWSEC

8Ø13 FOLLOWING FROM MISS EARHART QUOTE FOR CUTTER AT HOWLAND ISLAND SIX HOURS AFTER DEPARTURE OF PLANE FROM HONOLULU CUTTER PLEASE CALL THE PLANE FROM 1 TO 6 MINUTES PAST THE HOUR AND THE FIRST 2 MINUTES ON 31Ø5 KCS THE 2ND 2 MINUTES ON 621Ø AND THE 3RD 2 MINUTES ON 5ØØ KCS UNTIL CONTACT IS ESTABLISHED PERIOD IF NO CONTACT MADE AFTER 3 HOURS CUTTER SHOULD TRANSMIT MO LONG DASHES ON 375 KCS FOLLOWED BY CALL LETTERS FOR PLANE TO TAKE BEARINGS PERIOD THIS TRANSMISSION SHOULD BE SENT EVERY TEN MINUTES COMMENCING ON THE EVEN HOUR LASTING 4 MINUTES ATTEMPTS WILL BE MADE BY THE PLANE TO CONTACT THE NEAR SHIP AFTER THE MO TRANSMISSION IS FINISHED IN THE MANNER DESCRIBED ABOVE. SHIP TO SHOW SEARCHLIGHT AS PLANE APPROACHES ISLAND DURING DARKNESS AND MAKE SMOKE DURING DAYLIGHT Ø9Ø5.

Info relative to prior planned flight for Info Itasca

Itasca replaced Shoshone as target Ship

MARCH FROM : COMFRANDIV TO: SHOSHONE
INFO: COMHAWSEC.

8013 FOLLOWING RECEIVED FOR YOUR INFORMATION CONCERNING MISS EARHARTS FLIGHT QUOTE REQUEST MONITORY SERVICE AT SANFRANCISCO BE MAINTAINED ON PLANE FURING ENTIRE FLIGHT ATTEMPTS TO COMMUNICATE WITH THE C.G. STATION AT SANFRANCISCO WILL BE MADE AT 31 TO 36 MINUTES PAST THE HOUR PERIOD AFTER 7 HOURS OF FLIGHT FROM ALAMEDA NO ATTEMPT TO COMMUNICATE WITH S.F. STATION WILL BE MADE UNLESS NECESSARY THE PLANE WILL CALL FIRST 2 MINUTES ON 3105 2ND 2 MINUTES ON 6210 KCS AND 3RD 2 MINUTES ON 500 KCS. T IS SAME SCHEDULE WILL NOT APPLY TO THE HONOLULU STATION BUT IT IS INTENDED TO REPEAT ABOVE SCHEDULE 31 TO 46 MINUTES PAST THE HOUR PERIOD THE PLANE WILL ONLY CALL WHEN NECESSARY DEMANDS ALL TIMES GCT CALL IS KHAQQ UNQUOTE SOUTHSIDE GUARDS ALL FREQUENCIES CONTINUALLY UNTIL ALL SIGNALS GO OUT PEROD PAN-AMERICAN AIRWAYS AT HONOLULU AND S.F. HANDLING ALL TRAFFIC AND DIRECTIONFINDER BEARINGS ANSWERING PLANE ON 2986 KCS USING CW 0926

- - - - - - - - - - - -

FROM: LIGHTHOUSE SERVICE WASHINGTON D.C.
TO: COAST GUARD FOR INFORMATION

RETEL 12TH MAKAPUU RADIO BEACON OPERATION THE EARHART FLIGHT YOU ARE AUTHORIZED OPERATE AS FOR FOG DURING PERIOD REQUIRED NO APPARENT ADVANTAGE IN VARYING FROM THE PRESENT OPERATING MINUTES WITH POSSIBILITY OF INTERFERENCE WITH KILAUEA SIGNED KING, LIGHTHOUSE SERVICE WASHN.

- - - - - - - - - - - - - - -

FROM: GOVERNOR OF SAMOA
TO : SHOSHONE

0013 YOUR 8013 0100 ONTARIO IS ORDERED TO OBTAIN WEATHER FROM PORT MORSBY NEW GUIANEA AND RARAUL NEW BRITAIN AS SOON AS THESE STATIONS CAN BE HEARD PERIOD TULAGI SOLOMN ISLANDS IS INCLUDED IN SUVA WEATHER REPORTS. SEE OPNAV 1319 1048 OF FEBRUARY 0950

- - - - - - - - - - - - - - -

FROM: W.T.MILLER, DEPARTMENT OF INTERIOR
TO : RICHARD B BLACK " " " REP IN HONOLULU

SUGGEST LT. TRUE CONTACT SAMOA NAVAL RADIO AND REQUEST WEATHER INFORMATION FROM AUSTRALIA AND NEW GUIANEA STOP IF THERE IS A FINANCIAL CHARGE FOR OBTAINING WEATHER INFORMATION THE COST WILL BE PAID BY MR. PUTMAN STOP NO ARRANGEMENTS HAVE BEEN MADE OTHER THAN REQUESTING GOVERNOR AMERICAN SAMOA TO OBTAIN ALL POSSIBLE WEATHER INFORMATION IN THE ANTIPODES STOP. ANSWERS TO INQUIRIES IN YOUR RADIO MARCH 11TH AND FINAL DATA PERTAINING TO MISS EARHART FLIGHT BEING TRANSMITTED THIS DATE STOP FOLLOWING FOR CAMPBELL HOWLAND ISLAND REQUEST ANY HAZARDOUS AREA ON RUNWAYS BE FLAGGED OFF STOP NO CHANGE IN FLIGHT SCHEDULE TO DATE STOP WILL ADVISE ANY CHANGE ALSO TIME MISS EARHARTS DEPARTURE FROM OAKLAND STOP PERIOD DASH W T MILLER.

Info relative to prior planned flight for Info Itasca

Itasca replaced Shoshone as target Ship

RADIO COMMUNICATIONS - SHOSHONE

1. Tutuila (NPU) will transmit weather reports at 0015 and 0105 GCT on 13575 kc and at 0845 and 0925 GCT on 9050 kc. If SHOSHONE is unable to copy Tutuila, Tutuila will send reports to Honolulu (NPM) who will relay same to SHOSHONE at above times or shortly after, and on same frequencies. These weather réports will be furnished to the plane as required.

2. The U.S.S. ONTARIO (NIDX) will attempt to establish communication with SHOSHONE and forward weather reports. The ONTARIO is not equipped to transmit on high frequencies and it is expected that she will communicate with SHOSHONE on 355 kc. She can receive on the intermediate fréquencies and up to 3000 kc, on the medium high frequencie.

3. Under present plans, the ONTARIO is scheduled to leave Pago Pago on the morning of 10 March and has sufficient fuel to remain on station until 20 March.

4; The SHOSHONE will handle press for press representatives on board, in connection with the flight, and transmit same to Navy Radio, Honolulu (NPM).

5. The Earhart plane, call letters KHAQQ, will transmit on 3105 kc and 6210 kc. The frequencies on which the SHOSHONE will transmit to plane will be designated later.

6. Fanning Island (VQN) will transmit weather reports at 0700 GCT on 700 meters (428 kc) to SHOSHONE and other stations. SHOSHONE will answer on 425 kc.

7. The SHOSHONE will transmit to Tutuila (NPU) and Honolulu (NPM) on 12600, 8400 or 355 kc.

8. A continuous radio guard will be maintained on the plane, KHAQQ on 3105 and 6210 kc, depending on frequency employed.

Info relative to prior planned flight for Info Itasca

Itasca replaced Shoshone as target ship

NW 90261

TEXT

USS SWAN PLANE GUARD VICINITY 11 DEG. 25 MIN NORTH AND 167 DEG 15 MIN WEST WILL BE ON POSITION ASSIGNED PRIOR TO 1800 TWENTYFOURTH JUNE AND WILL REMAIN ON STATION UNTIL ARRIVAL OF PLANE IN HONOLULU PERIOD RADIO WILL LISTEN FREQUENTLY FOR ITS RADIO CALL ON 355, 4235, 12705 AND 13380 AND WILL TRANSMIT ON SAME FREQUENCIES THE FOREGOING IS FOR YOUR INFORMATION

USS Swan Stationed between Honolulu and Howland for flight.

NOTE: THE "TIME" IN REFERENCE OF, IS COMPUTED IN ZONE PLUS 11½.
THE TEMPORARY SKEDS (ON FL) AS WELL AS THE PERMANENT SKEDS (ON 8105) WITH K6GNW INCLUDED.

TIME	STATION	FREQUENCY	N NATURE OF SKED
0015	K6GNW	8150/12600	WX
0030	VQN	425/500	WX
0100	(NPM-NPU)	13380	NPM-NPU SKED
0200	NPM	13380/12600	ROUTINE
0630	(NPM-NPU)	13380	NPM-NPU SKED
0730	" "	" "	" "
0800	K6GNW//NPM	FL/FL//13380/FZ	WX // ROUTINE
0900	(NPM-NPU)	13380	NPM-NPU SKED
1015	" "	" "	" "
1100	" "	" "	" "
1200	NPM	13380/12600	ROUTINE
1200	K6GNW	FL/FL	ROUTINE
1215	K6GNW	8150/12600	WX
1230	VQN	425/500	WX
1230	(NPM-NPU)	13380	NPM-NPU SKED
1315	" "	" "	" "
1415	" "	" "	" "
1500	" "	" "	" "
1600	" "	" "	" "
1600	K6GNW	FL/FL	ROUTINE
1815	(NPM-NPU)	13380	NPM-NPU SKED
1915	" "	" "	" "
2015	" "	" "	" "
2030// 2100	K6GNW// NPM	FL/FL//13380/FZ	WX// ROUTINE
2215	(NPM-NPU)	13380	NPM-NPU SKED

ENTRIES

Radio schedules maintained by Itasca

Japan

Possible Schedules to Honolulu

RADIO CIRCUITS, DISTRICT CONTROL STATION,
FOURTEENTH NAVAL DISTRICT,
Wailupe, Oahu, T.H.

JUNE, 1937

TIME	STATION	TRANSMITTING	LISTENING FREQUENCY
Continuous	NPO	5965, 11580, 16150	5865, 11475, 16225
Continuous	NPO	8090, 12135, 16180	4525, ~~[illegible]~~, ~~[illegible]~~, ~~[illegible]~~ series
Continuous	SHIPS IN THE PACIFIC	42[illegible] ~~[illegible]~~ ~~[illegible]~~ series	4235, ~~[illegible]~~, ~~[illegible]~~, ~~[illegible]~~ series
Continuous	SHIPS	106, 355, 500	106, 355, 500
Continuous	SHIPS #	2716	2716
Continuous	SHIPS ##	2716	355
0000-Clear	FLEET	4265S	4265S
0200-Clear	NPU	7995, 13380	7995, 13380
0330-Clear	F5Q	8300	8300
0348-Clear	NPG	Weather	42.8,113, ~~[illegible]~~, ~~8470~~ ~~12605~~ 9090 12540
0430-Clear	NPG	Weather	42.8,113, ~~[illegible]~~, ~~8470~~, ~~12605~~
0525-0530	TIME*	113, ~~8090~~ 9090	5865, 11475
0530-Clear	WX1, HYDRO	113, ~~8090~~ 9090	
0700-Clear	NPH	106, 355	106, 355
0730-Clear	NPU	13380	13380
0830-Clear	NPU	13380	13380
0900-Clear	NPH	106, 355	106, 355
0925-0930	TIME	113, ~~8090~~ 9090	11475, 16225
0930-Clear	WX 3,4	113	
1000-Clear	NPU	13380	13380
1000-Clear	NPH	106, 355	106, 355
1115-Clear	NPU	13380	13380
1200-Clear	WX 4, HYDRO	113	
1200-Clear	NPU	13380	13380
1330-Clear	NERM***	26.1	F Method
1330-Clear	NPU	13380	13380
1415-Clear	NPU	13380	13380
1430-Clear	NPH	106, 355	106, 355
1515-Clear	NPU	13380	13380
1530-Clear	WX 4** HYDRO	113	
1530-Clear	RADIO RELAY - NSS TO NPO	16180	11475
1548-Clear	NPG	Weather	42.8,113, ~~8470~~, ~~12605~~ 9090 12540
1600-Clear	NPU	13380	13380
1600-Clear	NPH	106, 355	106, 355
1630-Clear	NPG	Weather	42.8,113, ~~8470~~ ~~12605~~ 9090 12540
1700-Clear	NPU	13380	13380
1725-1730	TIME*	113, ~~8090~~ 9090 ~~16180~~ 12540	11475
1730-Clear	WX 1, HYDRO	113, ~~8090~~ ~~16180~~	
1915-Clear	NPU	13380	13380
1930-Clear	NSS	5965, 8090, 11580	8030
2000-Clear	WX 4	113	
2015-Clear	NPU	13380	13380
2030-Clear	OSY	13380	13308
2115-Clear	NPU	13380	13380
2130-Clear	RADIO RELAY - NPO TO NSS	11580	18100, 22625
2130-Clear	NPP	13380	13308
2315-Clear	NPU	7995, 13380	7995, 13380

Harbor circuit guarded upon request.
During fall, Wailupe will work guardship at Pearl Harbor on [illegible] listening on 355 kcs.
Northeast of San Francisco [illegible].
** Fridays, Sundays and Holidays.
*** Temporarily discontinued.
WX 1 Major Weather WX 2 Warning Storm or Hurricane [illegible]
WX 3 Weather Forecasts WX 4 [illegible]

Rdo Oahu guards ship shore series using loud speaker as follows:
2300-0200 4235, 0200-0700 8470 0700-1100 12705
1100-1600 16940, 1600-2000 12705 2000-2300 8470.

NW 90261

Form 2654
TREASURY DEPARTMENT
U. S. COAST GUARD
July 1935

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT DATE June 10 1937

INCOMING HEADING

TEXT

EARHART SCHEDULES present flight

WILL BROADCAST POSITIONS 15 AND ~~54~~ 45 MINUTES AFTER EACH HOUR. 6210 AND 3105 KCS. HER RECEIVER USED MOST OF TIME FOR TAKING RADIO BEARINGS.

More Schedules to be observed

Note Position Broadcast Schedule

Never took a bearing.

OPERATOR'S RECORD

TOR — 50

(IF RELAYED, SERVICE ON REVERSE) INITIALS OF "ACTION" OFFICER

FROM

TO (FOR ACTION)		ACKNOWLEDGE
		PRIORITY
		ROUTINE
		NITE
TO (FOR INFORMATION)		ACKNOWLEDGE
		PRIORITY
		ROUTINE
		NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE 2—7870

frequencies. 200 to 1430 KCS.

Ontario, Navy tug on station for previous flight in 03:05 South Latitude
165 : 00 East Longitude

KHAQQ - Earhart Plane

Hernandez RC