

REMARKS:  
 (If message is delayed more than five minutes for routing, the delay must be accounted for.)  
 TOP -  
 OFFICIAL DISPATCH  
 U. S. COAST GUARD

ITASCA-NPM  
 NRUI ITASCA  
 12600 KC  
 (8400)  
 NPM Navy Radio Honolulu  
 13380 KC  
 (7995)  
 24 HOURS

NPM/NRUI SCHEDULES - ZONE PLUS 10 1/2 TIME  
 0300 - 0900 - 1300 - 2200

1715 TO 1900 NO TRANSMITTERS AVAILABLE

NPM/NPU SCHEDULES - ZONE PLUS 10 1/2 TIME

2436 mtr  
 KBKPF 410  
 KKMT 20  
 0200  
 0730 0300  
 0830 0900  
 1000 1100  
 1115  
 1200 1300  
 1330  
 1415  
 1515  
 1600  
 1600-1700 ?  
 1815 1915  
 1915 2015  
 2015 2115  
 2315 2400

NPM - 13380 KCS OR 7995 KCS  
 NPU - 13380 KCS OR 7995 KCS  
 24 HOURS.

IMMEDIATELY AFTER THESE SCHEDULES  
 NPM WILL LISTEN ON 12600 FOR NRUI

3300  
 0300  
 0900  
 1300

USS ONTARIO (NIDX) 355 AND 500 KCS.

PRESS COLLECT TO NPM: ITASCA 1 CENT, NAVY 2 CENTS.

VON Fanning Island Radio 700 KCS may transmit weather by request.

Earhart Plane has a Bendix Model radio direction finder; intermediate and High 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

Henderson RE

More  
 Schedules  
 to  
 be  
 observed

Note  
 Position  
 Broadcast  
 Coast  
 Schedule

Never  
 took  
 a  
 bearing



Hawaiian Section Office,  
Honolulu, T. H.,  
17 June, 1937.

MEMORANDUM TO ITASCA:

Subject - Additional Radio Data.

WEATHER REPORTS FROM FANNING & CHRISTMAS ISLANDS

To be sent by VQN (Fanning Island) at 1200 and 0000 GCT.  
Fanning Island will obtain weather from Christmas Island and  
forward with Fanning Island report.

Report will contain :

Barometer - wind direction and velocity - weather

Fanning Island (VQN) will work ITASCA on 425 k.c. Contact  
can be established on 500 k.c. ITASCA upon receipt of Fanning  
Island weather report will forward same to aerologist at Fleet  
Air Base, Pearl Harbor, radio call "HUNT". Fanning Island will  
commence schedules at 0000 GCT, 21 June, 1937.

ITASCA to send weather reports twice daily from time of  
departure Honolulu, addressed to Fleet Air Base, Pearl Harbor  
(HUNT) and for information Commander, Hawaiian Section. Upon  
arrival at Howland Island, weather reports as above shall be  
continued unless otherwise advised.

Upon arrival at Howland Island make arrangements with shore crew  
to obtain balloon soundings from shore and forward same to Fleet Air  
Base (HUNT).

The USS SWAN will be on position halfway between Howland  
Island and Oahu.

*Read and Initial*  
*cc.*  
*Note, Also <sup>WX</sup> Info NPU*  
*13380*  
H. M. Anthony,  
Radio Electrician.

VQN 0000  
NPM 1200  
NPN 1300  
K6GNW 1200 to 3540 HRS

(OVER)

*and  
More  
Schedule*



RADIO LOG

Date 45<sup>1</sup>/<sub>2</sub>-50 K6GNW, 193

ENTRIES		TIME
<u>1150 on even 12 600 + 8470 (1118 on dial)</u>		
<u>11V. ITASCA SKEDS 2100</u>		
(PST)	(LOCAL)	HRO SETTINGS
<del>0020</del>	<del>2150</del> 2050 NMC	
<del>0030</del>	2200 2100 NPM, K6GNW	K6GNW -- 354
<del>0120</del>	<del>2250</del> 2150 NMC	13380 -- 422
<del>0230</del>	<del>2350</del> 2150 NMC	3105 --- 325-328
<del>0320</del>	<del>0050</del> 0150 NMC K6GNW	6210 -- 354 ?
<del>0400</del>	0130 0030 VQN	
<del>0420</del>	0150 0120 NMC	
<del>0520</del>	<del>0250</del> 0230 NMC	
<del>0530</del>	0300 0200 NPM	
<del>0620</del>	<del>0350</del> 0250 NMC	
<del>0720</del>	0450 0350 NMC	
<del>0820</del>	0550 0450 NMC	
<del>0920</del>	<del>0650</del> 0550 NMC	
<del>1020</del>	0750 0650 NMC	
<del>1120</del>	0850 0750 NMC	
<del>1220</del>	0950 0850 NPM	
<del>1320</del>	1050 0950 NMC	
<del>1420</del>	1150 1050 NMC	
<del>1520</del>	1250 1150 NMC	
<del>1530</del>	1300 1315 NPM K6GNW	
<del>1600</del>	1330 1230 VQN	
<del>1620</del>	1350 1250 NMC	
<del>1720</del>	1450 1350 NMC	
<del>1820</del>	1550 1450 NMC	
<del>1920</del>	1650 1550 NMC	
<del>2020</del>	1750 1650 NMC	
<del>2120</del>	1850 1750 NMC	
<del>2220</del>	1950 1850 NMC	
<del>2320</del>	2050 1950 NMC	
<del>2</del>		

NOTE: NPM SAID AT 1525/19TH THAT HE T OLD NPU TOX LISTEN FOR NRUI ON 12600 AND TRANSMIT ON 13380. IN CASE IT IS AFTER 1900 NPU WILL USE 9050 AND LISTEN ON 8400.

Th  
TO  
V6N 0000  
NPM 1000  
NPN 13380

K6GNW 13380 to 354 MHz

(OVER)

and  
More  
Schedule



RADIO LOG ITASCA

Date 2 JULY 1937, 193

ALL OF THE "TIME" IS COMPUTED IN ZONE PLUS 10 1/2.

F CIPRIANI ON HOWLAND ISLAND STANDING BY TO TAKE BEARINGS ON  
3105 KCS ON EARTH PLANE. ASSUMED WATCH AT ----  
WEAK FONE ON 3105 KCS. UNREADEABLE

TIME  
2200  
2345

3 JULY 1937

WEAK FONE ON 3105 (I AM USING A LONG VERTICAL ANTENNA FOR RECEPTION  
OF SIGNALS ONLY) UNABLE TO GET BEARINGS

0015  
0215  
0630  
0700  
0715  
0717  
0725  
0755

ITASCA TESTING WITH NMC ON FONE 3105  
ITASCA GIVING WEATHER ON FONE TO KHAQQ BLIND 3105  
ITASCA GIVING WEATHER ON FONE TO KHAQQ BLIND 3105  
ITASCA GIVING WEATHER ON FONE TO KHAQQ BLIND 3105

PICKED UP EARTH (USING LONG ANTENNA, S3, HARDLY ANY CARRIER, SEEMED  
OVERMODULATED, SWITCHED OVER TO LOOP FOR BEARING, S1 TO O. SHE STOPPED  
TRANSMISSION) BEARING NIL 3105

WORKED ITASCA (REQUESTING BEARING ON PLANE) NRUI V NRUI2 R  
ITASCA SENDING BLIND TO KHAQQ

(AM USING THE D/F AND RECEIVING SET SPARINGLY DUE TO HEAVY DRAINAGE  
ON BATTERIES) (THE BATTERIES ARE OF LOW AM-HOUR CAPACITY)  
EARTH ON THE AIR, (S4) "GIVE ME A BEARING". EARTH DID NOT TEST  
FOR BEARING. HER TRANSMISSION TOO SHORT FOR BEARING, STATIC (S5)  
HER CARRIER IS COMPLETELY MODULATED. COULD NOT GET A BEARING DUE  
TO ABOVE REASONS. 3105

ITASCA SENDING "A" TO KHAQQ 3105  
ITASCA SENDING "A" TO KHAQQ 3105  
ITASCA CALLING KHAQQ ON FONE 3105  
ITASCA CALLING KHAQQ ON FONE 3105  
KHAQQ KHAQQ DE NRUI NRUI MSG MSG R R AAAAAA ETC 3105

BATTERIES WEAK  
VOICE ON 3105. CAME IN AT END OF TRANSMISSION. 3105

ITASCA CALLING EARTH TO ANSWER ON 500 KCS STEADY TILL ---  
RECEIVED INFORMATION THAT ITASCA BELIEVE EARTH DOWN. LANDING  
PARTY RECALLED BACK TO VESSEL. 0926

ALL BATTERIES ON THE ISLAND ARE DISCHARGED. COMMENCED TO CHARGE  
THEM. 1000

4 JULY 1937

CHARGING BATTERIES ALL DAY

F CIPRIANI RM2C

(OVER)

Radio  
Log  
of  
Howland  
island



U.S. COAST GUARD  
RADIO LOG

5 JULY 1937  
Date 193

F CIPRIANI RM2C ON WATCH

ENTRIES

TIME

MAINTAINING SKED WITH NRUI. (STOPPED BATTERY CHARGE)  
RECEIVED ORDERS FROM ITASCA TO MAINTAIN WATCH ON 3105 AND  
OBTAIN BEARING ON KHAQQ. TO OBTAIN THE CHINESE AMATEUR OPERATORS  
COOPERATION IN MAINTAINING WATCHES. WATCH SET ON 3105 AT  
WEAK CARRIER ON 3105. NO CALL GIVE. NO CALL GIVEN. UNILATERAL  
BEARING IMPOSSIBLE DUE TO NIGHT EFFECT. USING SMALL PACKED COMPASS  
TO DETERMINE RELATIVE DIRECTION. BEARING ONLY APPROXIMATE SSE OR NNW 0035  
CALLING NRUI WITH PP 2870 0040  
NO RESULTS WITH NRUI 0150  
FLASHES SEEN IN SSE DIRECTION. NOT POSITIVE AS TO WHETHER ITS  
LIGHTNING OR FLARES 0157  
SKED WITH K6INF. NO RESULTS 0200  
CALLING ITASCA WITH P 0204  
STOPPED CALLING NRUI IN ORDER TO BE CONSERVATIVE ON BATTERIES. 0210  
ITASCA ON 3105 GIVING INSTRUCTION TO KHAQQ "GIVE US 4 LONG DASHES  
IF YOU HEAR US" ETC. 0211  
ITASCA GIVING INSTRUCTION TO PLANE BLIND 0220  
CALLING NRUI WITH P 0242  
NO RESULTS WITH NRUI 0255  
NPM V NAR AR (NEAR 3105) 0310  
CALLING NRUI WITH P 0312  
NO RESULTS WITH NRUI 0320  
CALLING NRUI WITH P 0400  
NO RESULTS WITH NRUI 0410  
RECEIVED BY YAT FAI LUM (K6GNW) ONE TO GO TO NRUI 0415  
F CIPRIANI RM2C  
CONTINUOUS CARRIER NEAR 3104. NO MODULATION 0422  
WEAK MUSIC ON CARRIER 0443  
WEAK CHIRPY CW SIG. UNREADABLE 0447  
CALLING NRUI ON PORTABLE. 0501  
DISTINCT JAPANESE MUSIC ON 3105 0518  
CONTACTED NRUI ON PORTABLE. NRUI V NRUI2 Z NRUI V NRUI2 P CR46  
8005 AT 0035 HST ESTAINED XX BEARING ON A CONTINUOUS WAVE OF UNKNOWN  
ORIGIN INDICATING SOUTH SOUTH EAST OR NORTH NORTH WEST ON MAGNETIC  
COMPASS PERIOD UNABLE TO OBTAIN UNILATERAL BEARING DUE TO NIGHT EFFECT  
PERIOD NO CALL GIVEN PERIOD FREQUENCY IS SLIGHTLY ABOVE 3105 KCS 0400  
NRUI2 V NRUI R/ (SKED MADE FOR 24 MTRS AT 0900 FOR BOTH) 0550  
TWO WEAK UNDISTINGUISHABLE CW STATIONS 0543  
WOY DE FXZ IMI 0558  
WEAK CW STATION. UNREADABLE 0620  
CALLED K6INF ON PORTABLE. NO RESULTS 0700  
RESUMING CHARGE OF BATTERIES. ONE SKED TO KEEP WITH NRUI AT 0900 0715  
YAT FAI LUM (K6GNW)

(OVER)

Radio  
Log  
of  
Howland  
island



RADIO LOG HOWLAND ISLAND

Date 7 JULY 1937, 193

ENTRIES	TIME
YAT FAI LUM (K6GNW) ON WATCH. BATTERY CHARGE STOPPED AT	3105 1930
CALLING NRUI. NO RESULTS	2670 1930
ITASCA SENDING BLIND TO KHAQQ ON FONE	3105 1936
NRUI CALLING EARTHART	1950
WORKING K6INF ON PORTABLE	2670 1950
NRUI CALLING KHAQQ ON FONE	3105 2006
WEAK CARRIER ON AND OFF ON 3105 (JAP BROADCAST STATION)	3105 2010
NRUI CALLING KHAQQ ON FONE	3105 2022
WEAK CARRIER	3105 2029
WORKING K6INF	2670 2045
WORKING NRUI ON FL. REQUEST BEARING AT 2130 ON 3105. MADE SKED FOR	2670 2101
2200	2670 2110
NRUI CALLING EARTHART	3105 2130
WEAK RADIOFONE SIG. UNREADABLE	3105 2142
WORKING NRUI. GAVE BEARING (WE ARE USING A SMALL PACKET COMPASS TO OBTAIN RELATIVE BEARING. IT IS ONLY APPROXIMATE, BEARING NNW OR SSE, UNABLE TO OBTAIN UNILATERAL DUE TO NIGHT EFFECT) NRUI REQUEST	2002
ANOTHER BEARING AT 2300.	2205
WORKING K6INF	2212
NRUI CALLING EARTHART "WE CAN SEE YOUR FLARES AND ARE PROCEEDING TOWARD YOU"	2238
SAW A GREEN FLARE BEARING ENE AT ABOUT 2200	2249
RADIOFONE SIGS, MANS VOICE VERY WEAK	2255
EARTHART FROM ITASCA GO AHEAD	2301
WEAK CARRIER NO MODULATION	2311
WORKING NRUI TOLD HIM OF FLARES	2330
NO SIGS	2334
ITASCA CALLING EARTHART ON FONE AND CW	2400
WEAK CARRIER TESTING	
WORKING ITASCA ON EL. NEXT SKED AT 0100. RELIEVED BY CIPRIANI RM2C	
YAT FAI LUM (K6GNW)	
6 JULY 1937	
F. CIPRIANI RM2C ON WATCH. ONLY MODULATE JAPANESE BROADCASTING	0030
STATION CLOSE TO 3105	0050
THIS JAPANESE STATION CAUSING WW ON 3105	0100
SKED WITH THE ITASCA MAINTAINED. NO RESULTS	0135
JAP STATION STILL ON 3105	0200
CALLED ITASCA. NO RESULTS	0330
ITASCA CALLING KHAQQ "GIVE US 4 LONG DASHED IF YOU HEAR US"	0400
CALLED ITASCA. NO RESULTS	
RELIEVED BY AH KIN LEONG (K60DC)	
F. CIPRIANI RM2C	0401
WEAK CW CARRIER NEAR 3105	0500
CALLED NRUI. NO RESULTS	0600
HEAVY STATIC ON 3105	
WEAK CW ON 3105	0820
WEAK CW SIGS ON 3105	0840
RESUMING CHARGE OF BATTERIES	0920
AH KIN LEONG (K60DC)	

(OVER)

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RADIO LOG

HOWLAND ISLAND

Date

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6 JULY 1937

ENTRIES

TIME

Y F LUM (K6GNW ON WATCH) STOPPED BATTERY CHARGE	3105	2015
WEAK CW SIGS		2029
WEAK CW SIGS		2031
WEAK CW SIGS		2035
WORKING K6INF		2056
WORKING SKED WITH HONOLULU		2101
CALLED NRUI ON FL NO RESULTS		2201
WEAK CARRIER		2227
WORKED NRUI ON FL. SENT MSG TO BLACK. SKED EVERY HOUR. NEXT SKED AT		
2400		2301
WEAK CARRIER		2335
ROUGH CARRIER NO MODULATION		2337
RELIEVED BY LAU K6GAS	Y F LUM K6GNW	2400
<u>JULY 7, 1937</u>		
TWO LONG DASHES (CARRIER) WITH WEAK VOICE IN BACK GROUND	3105	0055
WORKED NRUI	2670	0115
WEAK CARRIER WITH MODULATION ABOUT R1 TO R2.	3105	0150
CALLED NRUI ON PORTABLE. NO RESULTS	2670	0200
WEAK CW SIGS	3105	0215
CALLED NRUI. NO RESULTS	2670	0300
WEAK CW SIGS BBT R3 TO 4 STATIC BAD		0345
WORKED ITASCA. NO RESULTS		0400
RELIEVED BY AH KIN LEONG K6ODC.		
	K6GAS	
WEAK CW STATION CALLING CQ. QRN BAD(STATIC)		0422
CALLED ITASCA. NO RESULTS		0501
RESUMING BATTERY CHARGES. AH KIN LEONG. K6ODC		0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. Y F LUM K6GNW ON WATCH		2331
CALLED NRUI NO RESULTS	2670	2032
WEAK CW SIGS	3105	2040
WEAK RADIOPHONE SIGS. TALK OF EARHART	3105	2048
WORKING K6INF (BAKER ISLAND) TO CK ON EARHART SIGS	24	2103
SKED WITH K6KFF	24	2115
CALLED NRUI ON FL. NO RESULTS	2670	2200
WORKED K6INF BAKER ISLAND	24	2205
WEAK CARRIER	3105	2233
CALLED NRUI NO RESULTS	2670	2305
WEAK CARRIER	3105	2310
CALLED NRUI. NO RESULTS	FL	2400
RELIEVED BY F CIPRIANI RM2C.	Y F LUM K6GNW	2400
<u>8 JULY 1937</u>		
F CIPRIANI RM2C ON WATCH	3105	0000
WEAK JAPANESE STATION	3105	0200
CALLED NRUI. NO RESULTS	FL	0300
CALLED NRUI. NO RESULTS	FL	0330
CALLED NRUI. NO RESULTS	FL	0400
RELIEVED BY LAU K6GAS.	F CIPRIANI RM2C	0405
CALLED NRUI. NO RESULTS.	FL	0415
NO SIGS. RESUMED BATTERY CHARGE	(OVER)	0700

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Y F LUM K6GNW RESUMING WATCH	3105	2055
WORKED K6INF BAKER. NO NEWS	24	2100
CALLED NRUI. NO RESULTS	FL	2105
SKED WITH K6KPF. HONOLULU	24	2115
CALLED NRUI. NO RESULTS	FL	2200
WEAK CARRIER.	3105	2210
CW SIGS		2222
WEAK CARRIER	3105	2238
CALLED NRUI. NO RESULTS	FL	2302
CALLED NRUI. NO RESULTS	E	2400
RELIEVED BY LAU K6GAS. Y F LUM K6GNW		
10 JULY 1937		
CALLED NRUI	FL	0200
MUSIC FROM JAPANESE STATION ON 3105	3105	0245
RELIEVED BY AH KIN LEONG K6DDC. LAU K6GAS		0400
NO SIGS. RESUMED BATTERY CHARGE		0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. K6GNW Y F LUM ON WATCH		
WORKED K6INF BAKER	#	2050
WORKED NRUI. NEXT SKED AT 0100	FL	2101
SKED WITH HONOLULU K6KPF	24	2105
WORKED K6INF BAKER	FL	2118
WEAK CARRIER	3105	2203
RELIEVED BY LAU K6GAS. Y F LUM K6GNW		2227
		2400

RADIO LOG 11 JULY 1937, HOWLAND ISLAND Date 11 JULY 1937, 193

ENTRIES		TIME
LAU K6GAS ON WATCH	3105	0000
WEAK CW CARRIER	3105	0030
WORKED NRUI	FL	0115
WEAK CW CARRIER	3105	0215
RELIEVED BY F CIPRIANI RM2C		0400
NO SIGS. RESUMED BATTERY CHARGE		
		0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. K6GNW ON WATCH		
SKED WITH K6KPF HONOLULU. RECD MSGS FOR MR BLACK AND MR COOPER		2100
WORKED NRUI. NEXT SKED AT 0000	FL	2111
CALLED K6KPF HONOLULU. NO RESULTS	24	2115
WEAK CARRIER		2230
RELIEVED BY F CIPRIANI RM2C. Y F LUM K6GNW		2349
		2400
12 JULY 1937		
CALLED NRUI. NO RESULTS	F L	0200
WEAK CW CARRIER FROM JAP STATION	3105	0330
RELIEVED BY LEONG K6DDC. CLEAR. F CIPRIANI RM2C		0400
WEAK CW SIGS (CARRIER)		0515
CALLED NRUI. NO RESULTS	F L	0600
RESUMED BATTERY CHARGE		0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. K6GNW F LUM ON WATCH		
CALLED NRUI. NO RESULTS	FL	2100
WORKED BAKER ISLAND	FL	2103
SKED WITH HONOLULU K6KPF	224 MTRS	2105
RELIEVED BY LAU K6GAS. YAT FAI LUM K6GNW		2109
		2400
13 JULY 1937		
CALLED NRUI. NO RESULTS		0015
WEAK CARRIER	3105	0030
CALLED NRUI. NO RESULTS	FL	0100
CALLED NRUI. NO RESULTS	FL	0315
CALLED NRUI. NO RESULTS	FL	0405
RELIEVED BY AH KIN LEONG K6DDC. LAU K6GAS		0405
CALLED NRUI. NO RESULTS	FL	0500
RESUMED BATTERY CHARGE		0700
STOPPED BATTERY CHARGE. K6GNW ON WATCH		
COMMUNICATED WITH NRUI. WAS TOLD TO STOP WATCH ON 3105.	3105	2030
YAT FAI LUM K6GNW		2130

(OVER)

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of  
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ENTRIES	TIME
<b>8 JULY 1937</b>	
STOPPED BATTERY CHARGE AND RESUMED WATCH. Y F LUM ON WATCH	2017
WEAK RADIOFONE SIG CARRIER	3105 2042
CALLED K6INF BAKER. NO RESULTS	24 MTRS 2053
WORKED NRUI. NEXT SKED AT 2500	FL 2105
SKED WITH K6KPF HONOLULU	24 2107
CALLED BAKER ISLAND. NO RESULTS	24 2203
WEAK RADIO FONE	3105 2214
CALLED NRUI ON FL. NO RESULTS	FL 2301
WEAK RADIO FONE	3105 2309
CALLED NRUI. NO RESULTS	FL 2339
RELIEVED BY AH KIN LEONG K60DC	2400
<b>9 JULY 1937</b>	
WORKED NRUI. NEXT SKED 0400	FL 0015
WEAK CW STATION	3105 0515
RELIEVED BY F CIPRIANI RM2C	0400
CALLED NRUI. NO RESULTS	FL 0500
STATIC X3	
NO SIGS. RESUMING BATTERY CHARGE	0700
<b>9 JULY 1937</b>	
Y F LUM K6GNW RESUMING WATCH	3105 2055
WORKED K6INF BAKER. NO NEWS	24 2100
CALLED NRUI. NO RESULTS	FL 2105
SKED WITH K6KPF. HONOLULU	24 2115
CALLED NRUI. NO RESULTS	FL 2200
WEAK CARRIER.	3105 2210
CW SIGS	
WEAK CARRIER	3105 2222
CALLED NRUI. NO RESULTS	FL 2238
CALLED NRUI. NO RESULTS	E 2302
RELIEVED BY LAU K6GAS. Y F LUM K6GNW	2400
<b>10 JULY 1937</b>	
CALLED NRUI	FL 0200
MUSIC FROM JAPANESE STATION ON 3105	3105 0245
RELIEVED BY AH KIN LEONG K60DC. LAU K6GAS	0400
NO SIGS. RESUMED BATTERY CHARGE	0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. K6GNW Y F LUM ON WATCH	2050
WORKED K6INF BAKER	# 2101
WORKED NRUI. NEXT SKED AT 0100	FL 2105
SKED WITH HONOLULU K6KPF	24 2118
WORKED K6INF BAKER	FL 2203
WEAK CARRIER	3105 2227
RELIEVED BY LAU K6GAS. Y F LUM K6GNW	2400

RADIO LOG 11 JULY 1937, HOWLAND ISLAND Date 11 JULY 1937, 193

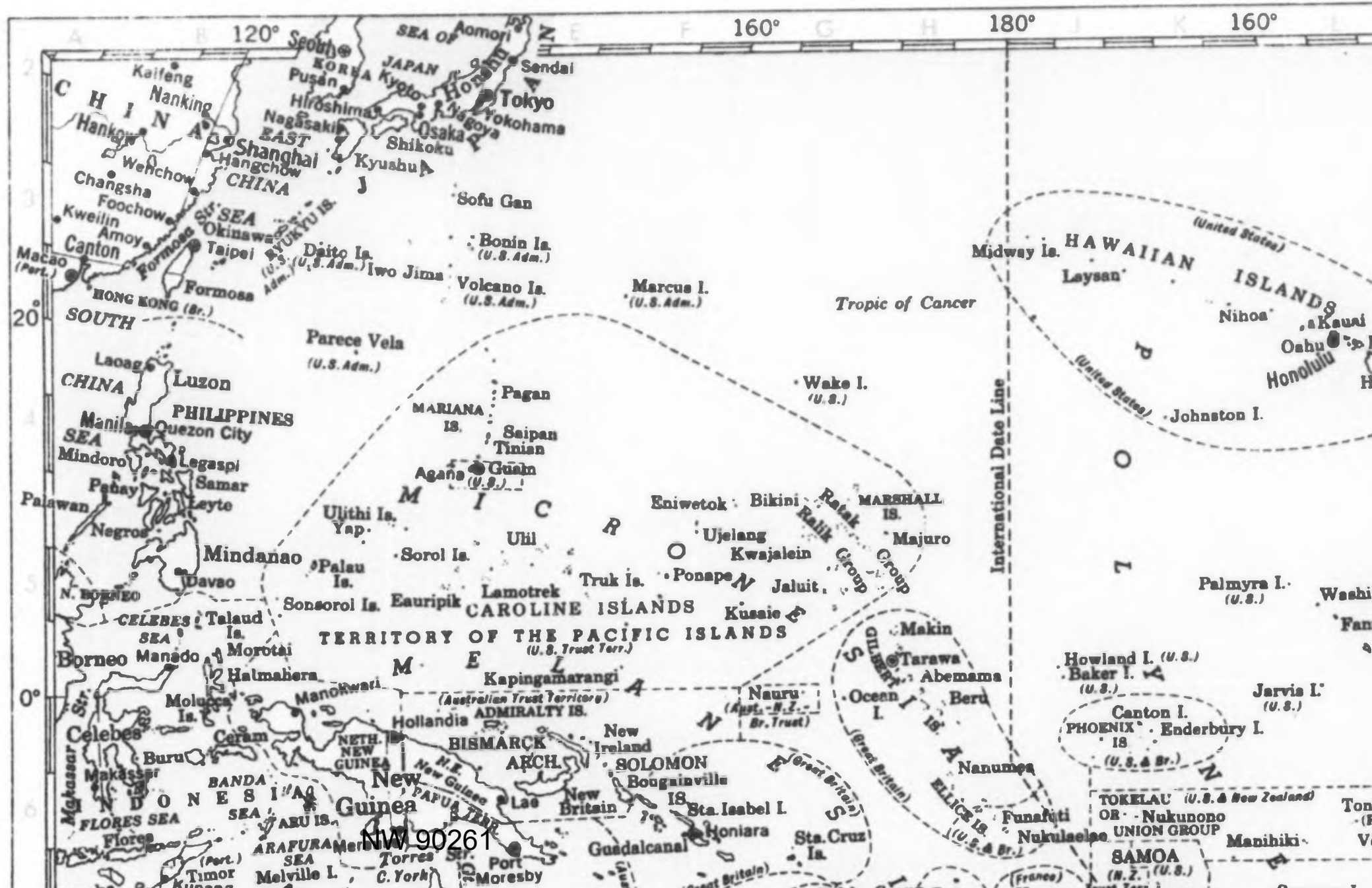
ENTRIES	TIME
LAU K6GAS ON WATCH	3105 0000
WEAK CW CARRIER	3105 0030
WORKED NRUI	FL 0115
WEAK CW CARRIER	3105 0215
RELIEVED BY F CIPRIANI RM2C	0400
NO SIGS. RESUMED BATTERY CHARGE	0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. K6GNW ON WATCH	2100
SKED WITH K6KPF HONOLULU. READ MESSAGES FOR MR BLACK AND MR COOPER	2111
WORKED NRUI. NEXT SKED AT 0600	FL 2115
CALLED K6KPF HONOLULU. NO RESULTS	24 2230
WEAK CARRIER	2349
RELIEVED BY F CIPRIANI RM2C. Y F LUM K6GNW	2400
<b>12 JULY 1937</b>	
CALLED NRUI. NO RESULTS	F L 0200
WEAK CW CARRIER FROM JAP STATION	3105 0250
RELIEVED BY LEONG K60DC. CLEAR. F CIPRIANI RM2C	0400
WEAK CW SIGS (CARRIER)	
CALLED NRUI. NO RESULTS	F L 0515
RESUMED BATTERY CHARGE	0600
RELIEVED BY AH KIN LEONG K60DC	0700
STOPPED BATTERY CHARGE AND RESUMED WATCH. K6GNW F LUM ON WATCH	2100
CALLED NRUI. NO RESULTS	FL 2103
WORKED BAKER ISLAND	FL 2105

Radio  
Log  
of  
Howland  
island



Point departure LAE N.E.  
Destination Howland Is  
2550 Miles,

SAIPAN about 2000 miles N  
LAE N.E. Course Ab





SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: NE

WIND FORCE: 12 miles per hour.

PRESENT WEATHER:

Clear: B

Partly cloudy:

Overcast:

BAROMETER: 29.89

VISIBILITY: 18 miles.

AIR TEMPERATURE: 81 DRY 79 WET

SWELL:

Calm:

Moderate: M

Heavy:

SWELL DIRECTION: NE

TYPE CLOUD:

BAROMETER TENDENCY: Upward

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.

TOD KHA 2228TH



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: N.E.  
WIND FORCE: 13 miles per hour.  
PRESENT WEATHER: Clear: \_\_\_\_\_  
Partly cloudy: PC.  
Overcast: \_\_\_\_\_  
BAROMETER: 29.84  
VISIBILITY: 14.8 or 18 miles miles.  
AIR TEMPERATURE: 41 DRY 72 WET  
SWELL: Calm: \_\_\_\_\_  
Moderate: no  
Heavy: \_\_\_\_\_  
SWELL DIRECTION: NE  
TYPE CLOUD: ci cu amount 1  
BAROMETER TENDENCY: Upward

TOP KHAA 2259 TH

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



STATION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
TIME: \_\_\_\_\_  
WIND DIRECTION: \_\_\_\_\_  
WIND FORCE: \_\_\_\_\_  
PRESENT WEATHER: \_\_\_\_\_  
BAROMETER: \_\_\_\_\_  
VISIBILITY: \_\_\_\_\_  
AIR TEMPERATURE: \_\_\_\_\_  
SWELL: \_\_\_\_\_  
SWELL DIRECTION: \_\_\_\_\_  
TYPE CLOUD: \_\_\_\_\_  
BAROMETER TENDENCY: \_\_\_\_\_

SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: NE  
WIND FORCE: 13 miles per hour.  
PRESENT WEATHER: Clear: \_\_\_\_\_  
Partly cloudy: PC  
Overcast: \_\_\_\_\_  
BAROMETER: 29.85  
VISIBILITY: 8 or 10 miles miles.  
AIR TEMPERATURE: 81 DRY 77 WET  
SWELL: Calm: \_\_\_\_\_  
Moderate: MODERATE  
Heavy: \_\_\_\_\_  
SWELL DIRECTION: NE  
TYPE CLOUD: Sc Cu  
BAROMETER TENDENCY: Upward

TOD KHAQA 23 29 TH

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E.N.E.

WIND FORCE: 12 miles per hour.

PRESENT WEATHER:

Clear: \_\_\_\_\_

Partly cloudy: P.C.

Overcast: \_\_\_\_\_

BAROMETER: 29.84

VISIBILITY: 8 or 10 miles miles.

AIR TEMPERATURE: 81 DRY 79 WET

SWELL:

Calm: \_\_\_\_\_

Moderate: MODERATE

Heavy: \_\_\_\_\_

SWELL DIRECTION: N.E.

TYPE CLOUD: Ci Cu

BAROMETER TENDENCY: Even

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.

TOP KHAQQ 2359 TH



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 11 miles per hour.

PRESENT WEATHER:  
Clear: \_\_\_\_\_  
Partly cloudy: 2  
Overcast: \_\_\_\_\_

BAROMETER: 29.82

VISIBILITY: 20 miles.

AIR TEMPERATURE: 82

SWELL:  
Calm: Calm  
Moderate: \_\_\_\_\_  
Heavy: \_\_\_\_\_

SWELL DIRECTION: E

TYPE CLOUD: 4-6 mi

BAROMETER TENDENCY: \_\_\_\_\_

TOD KHAQQ 6028 TH

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 11 miles per hour.

PRESENT WEATHER:  
Clear: clear  
Partly cloudy: \_\_\_\_\_  
Overcast: \_\_\_\_\_

BAROMETER: 29.82

VISIBILITY: 20 miles.

AIR TEMPERATURE: 82

SWELL:  
Calm: calm  
Moderate: \_\_\_\_\_  
Heavy: \_\_\_\_\_

SWELL DIRECTION: E

TYPE CLOUD: —

BAROMETER TENDENCY: \_\_\_\_\_

TOD KHAQQ 0059 TH

1320  
50  
600  
20  
1

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E  
WIND FORCE: 10 miles per hour.  
PRESENT WEATHER:  
Clear: Clear  
Partly cloudy: \_\_\_\_\_  
Overcast: \_\_\_\_\_  
BAROMETER: 29.82  
VISIBILITY: 2.0 miles.  
AIR TEMPERATURE: 81  
SWELL:  
Calm: Calm  
Moderate: \_\_\_\_\_  
Heavy: \_\_\_\_\_  
SWELL DIRECTION: E  
TYPE CLOUD: \_\_\_\_\_  
BAROMETER TENDENCY: \_\_\_\_\_

TSD KHAQQ 0128 TH

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: ENE  
WIND FORCE: 10 6 miles per hour.  
PRESENT WEATHER:  
Clear:                       
Partly cloudy:                       
Overcast:                       
BAROMETER: 29.82  
VISIBILITY: 20 miles.  
AIR TEMPERATURE: 81  
SWELL:  
Calm: calm  
Moderate:                       
Heavy:                       
SWELL DIRECTION: ENE  
TYPE CLOUD: CU - cirrus  
BAROMETER TENDENCY:                     

TOD KHAQQ 0158 TH

TOD  
MCH-1 (0600)

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



SYNOPSIS OF WEATHER FOR RADIO ROOM.

12600  
6300  
3450

Send at 25 minutes and 55 minutes past the hour while EARTHART in flight.

WIND DIRECTION: E

WIND FORCE: 9 miles per hour.

PRESENT WEATHER:

Clear: Clear

Partly cloudy: \_\_\_\_\_

Overcast: \_\_\_\_\_

BAROMETER: 29.82

VISIBILITY: 20 miles.

AIR TEMPERATURE: 81

SWELL:

Calm: Calm

Moderate: \_\_\_\_\_

Heavy: \_\_\_\_\_

SWELL DIRECTION: E

TYPE CLOUD: \_\_\_\_\_

BAROMETER TENDENCY: \_\_\_\_\_

The  
Weather  
during  
Earthart's  
approach  
to  
Howland  
Is.

TOP-0228

QRN



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 8 miles per hour.

PRESENT WEATHER:

Clear: blue

Partly cloudy: \_\_\_\_\_

Overcast: \_\_\_\_\_

BAROMETER: 29.82

VISIBILITY: 20 miles.

AIR TEMPERATURE: 84

SWELL:

Calm: blue

Moderate: \_\_\_\_\_

Heavy: \_\_\_\_\_

SWELL DIRECTION: E

TYPE CLOUD: \_\_\_\_\_

BAROMETER TENDENCY: \_\_\_\_\_

*Ceiling unknown*

*What is your gas, when x per, nch Hwld*

*Have heard your phone*

*Acknowledge* **(36)** *NXT SKED*

*The Weather during Earhart's approach to Howland Is.*



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 8 miles per hour.

PRESENT WEATHER:

Clear: \_\_\_\_\_

Partly cloudy: Partly cloudy

Overcast: \_\_\_\_\_

BAROMETER: 29.95

VISIBILITY: 20 miles.

AIR TEMPERATURE: 84

SWELL:

Calm: Calm

Moderate: \_\_\_\_\_

Heavy: \_\_\_\_\_

SWELL DIRECTION: E

TYPE CLOUD: \_\_\_\_\_

BAROMETER TENDENCY: Continuing undisturbed

Position? Expect to  
arrive Howland? Acknowledge  
next 5ced.

6483

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 6 miles per hour.

PRESENT WEATHER:

Clear: \_\_\_\_\_

Partly cloudy

Overcast: \_\_\_\_\_

BAROMETER: \_\_\_\_\_

VISIBILITY: 20 miles.

AIR TEMPERATURE: \_\_\_\_\_

SWELL:

Calm

Moderate: \_\_\_\_\_

Heavy: \_\_\_\_\_

SWELL DIRECTION: E

TYPE CLOUD: Cu

Unlimited

BAROMETER TENDENCY: \_\_\_\_\_

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.

0503



Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

BAROMETER TENDENCY: 7

0530



NAVY DEPARTMENT  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C.  
NAVY DEPARTMENT  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C.  
NAVY DEPARTMENT  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C.  
NAVY DEPARTMENT  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C.  
NAVY DEPARTMENT  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C.  
NAVY DEPARTMENT  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C.

SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 6 miles per hour.

PRESENT WEATHER:

partly cloudy: bc 2

BAROMETER: 30.0

VISIBILITY: 20 miles.

AIR TEMPERATURE: 77

SWELL: Calm

SWELL DIRECTION: ENE

TYPE CLOUD: .2 Cu

BAROMETER TENDENCY: steady falling unlimited

Position?  
Arrival time?  
Acknowledge?

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



STATION: \_\_\_\_\_  
DATE: \_\_\_\_\_  
TIME: \_\_\_\_\_  
SYNOPSIS OF WEATHER FOR RADIO ROOM.  
Send at 25 minutes and 55 minutes past the hour while EARHART in flight.  
WIND DIRECTION: E  
WIND FORCE: 8 miles per hour.  
PRESENT WEATHER:  
Clear: \_\_\_\_\_  
Partly cloudy: \_\_\_\_\_  
Overcast: \_\_\_\_\_  
BAROMETER: \_\_\_\_\_  
VISIBILITY: 25 miles.  
AIR TEMPERATURE: \_\_\_\_\_  
SWELL:  
Calm: \_\_\_\_\_  
Moderate: \_\_\_\_\_  
Heavy: \_\_\_\_\_  
SWELL DIRECTION: ESE  
TYPE CLOUD: Clouds ceiling unlimited  
BAROMETER TENDENCY: \_\_\_\_\_

The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.



*Sketch of a ship's hull and a small structure on top, with the letters 'N N N Z' written to the right.*

SYNOPSIS OF WEATHER FOR RADIO ROOM.

Send at 25 minutes and 55 minutes past the hour while EARHART in flight.

WIND DIRECTION: E

WIND FORCE: 1 miles per hour.

PRESENT WEATHER:

Clear: \_\_\_\_\_

Partly cloudy: \_\_\_\_\_

Overcast: \_\_\_\_\_

BAROMETER: \_\_\_\_\_

VISIBILITY: 20 miles.

AIR TEMPERATURE: \_\_\_\_\_

SWELL:

☒ Calm: \_\_\_\_\_

Moderate: \_\_\_\_\_

Heavy: \_\_\_\_\_

SWELL DIRECTION: ESE

TYPE CLOUD: Sk Ceiling unlimited

BAROMETER TENDENCY: \_\_\_\_\_

*The  
Weather  
during  
Earhart's  
approach  
to  
Howland  
Is.*



U. S. COAST GUARD  
COMMERCIAL RADIOGRAM

S. R. S. No. 26

U. S. C. G. C.

ITASCA

Date 23 JUNE 1937

PREFIX	ORIGIN	NR.	CHECK	FILING TIME	DATE
PRESS COLLECT	USCG ITASCA	1	18 33	1500 HST	23 JUNE 1937

Via

Address,

ASSOCIATED PRESS HONOLULU

Text,

ABOARD USCG ITASCA WILL ANCHOR OFFSHORE 2300 HST STOP DISEMBARK  
TOMORROW LANDING OPERATIONS STOP REKEN RICHARD B BLACK DEPARTMENT  
~~INTERIOR CHARGE US DEVELOPMENT EQUATORIAL ISLANDS RADIOED COLONISTS~~  
WESTERNIGHT PROVIDE BONFIRE

CAREY

Sig.,

FILE  
CO

CAREY  
RDO

MR CAREY

	TIME	OP.	STATION (NAME)	CALL
Rec'd,				
Sent,	1518	DC	HONOLULU T.H.	NFM

(Shall be used for messages sent and received)

2-15228

(Shall be used for messages sent and received)

2-15228

(Shall be used for messages sent and received)

2-15228

(Shall be used for messages sent and received)

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(Shall be used for messages sent and received)

2-15228

(Shall be used for messages sent and received)

2-15228

Press  
Messages  
Prior  
To  
departure  
from  
Lae  
New  
Guinea



release 24 and 36 mts for fx  
so file him the after ten for

U. S. C. G. COMMUNICATIONS OFFICER

Total collected \_\_\_\_\_  
Land line \_\_\_\_\_  
Ship \_\_\_\_\_  
Station \_\_\_\_\_  
CHARGES \_\_\_\_\_

the tolls enumerated below in payment for transmitting the message on the reverse hereof.

Received from \_\_\_\_\_  
(Name, rank, address)

RECEIPT FOR TOLLS COLLECTED BY COAST GUARD

Form 2003  
TREASURY DEPARTMENT  
U. S. COAST GUARD  
(Revised Nov. 1929)

U. S. C. G. C. ITASCA Date 24 JUNE '37

PREFIX	ORIGIN	NR.	CHECK	FILING TIME	DATE
Rdo. PRESS/collect	USCGC ITASCA	2	158	11 PM/HST	24TH
Via	UNIPRESS collect				SAFRANCISCO
Address	ABOARD ITASCA HOWLAND ISLAND READY FOR ARRIVAL AMELIA STOP FIRST BOAT ITASCA LANDED NINEFORTYFIVE HST SHORNING STOP BLACK INTERIOR AND COOPER US ARMY SURVEY RUNWAYS MARKED RED BUNTING STRIPS STOP BIRDS ON SOUTH END BEING FRIGHTENED TO NORTH END SHALL BUT NOISY SHOTS TNT AND MEN CHASING STOP MINUTE PREPARATIONS FOR EVERY EMERGENCY LAND DETAIL FIRE DETAIL OFFSHORE BOAT STOP BATH FOR AMELIA READIED WILL PROBABLY STAY ASHORE ALL PERSONNEL ON TOES WEATHER CLEAR VISIBILITY UNLIMITED WIND SOUTH EAST VELOCITY FIFTEEN MILES BLACK QUOTE FIELD IN SAME CONDITION AS MARCH EXPEDITION EXCEPT PIGEON OVERGROWN IN TWO THIRDS AREA EXPECT NO TROUBLE UNQUOTE LIEUT COOPER QUOTE ALL PREPARATIONS FOR IN SERVICING AND MAJOR MECHANICAL REPAIRS HAVE BEEN COMPLETED RUNWAYS ARE WELL MARKED AND WIND SOCKS ERECTED THE FIELD IS NOW READY FOR MRS PUTNAM UNQUOTE COLONISTS IN EXCELLENT HEALTH MORALE TWO SIX WEEKS OLD CATS PUT OFF HOWLAND FIRST ONES JAMES KAMAKAIWI LEADER HOWLAND LEAVING AFTER NINE MONTHS STOP BAKER TOMORROW HOWLAND TOMORROW NIGHT STANDBY AMELIA				
Text					
Sig.					

HANZLIK

TIME	OP.	STATION (NAME)	CALL
TOD/KFS			
Rec'd. 2244/HST DC		PALO ALTO, CAL(KFS)	
Sent.			

(Shall be used for messages sent and received) 2-15228

(Shall be used for messages sent and received) 2-15228

(Shall be used for messages sent and received) 2-15228

(Shall be used for messages sent and received) 2-15228

(Shall be used for messages sent and received) 2-15228

(Shall be used for messages sent and received) 2-15228

Press  
Messages  
Prior  
to  
departure  
from  
Lal  
New  
Guinea



U. S. C. G. COMMERCIAL RADIOGRAM

RECEIPT FOR TOLLS COLLECTED BY COAST GUARD

Received from (Name, rank, address)

Station \_\_\_\_\_

Ship \_\_\_\_\_

Land line \_\_\_\_\_

Total collected \_\_\_\_\_

CHARGES

the tolls enumerated below in payment for transmitting the message on the reverse hereof.

Form 2652  
TREASURY DEPARTMENT  
U. S. COAST GUARD  
(Revised Nov., 1929)

U. S. COAST GUARD  
COMMERCIAL RADIOGRAM

S. R. S. No. 27

U. S. C. G. C. ITASCA Date 24 JUNE 1937

PREFIX	ORIGIN	NR.	CHECK	FILING TIME	DATE
PRESS	USCGC ITASCA	1	CH/SD	7PM HST	24 JUNE

COLLECTED PRESS SAN FRANCISCO  
USCGC ITASCA OFF HOWLAND STOP  
SURVEY FLAG MARKING THREE RUNWAYS HOWLAND  
COMBINED PRELIMINARY ATTEMPTS SCARE THOUSANDS GOONEYS TERNS FRIGATES  
NORTH MADE THIS AFTERNOON PERSONNEL ASSISTING EARHART WORLD FLIGHT STOP  
RUNWAYS PRONOUNCED GOOD SHAPE THROUGH COVERED GROWTH QUOTE PIGWEEDS UNQUOTE  
LANDING FIRST BOAT 845 AM SUPPLIES GASOLINE EQUIPMENT EARHART AND ISLAND  
COLONISTS 2400 FEET E. ST WEST RUNWAY MOST PROBABLY USED BECAUSE PREVAILING  
EASTERLY WINDS FOUND SOFT WEST END STOP UNAVAILABLE LANDING TAKEOFF STOP  
Text, EAST END BOUNDED CORAL REEF MARKED OFF 75 FEET FLAGS STOP 3050 FEET NORTH-  
EAST SOUTHWEST RUNWAY SMOOTH HARD INK LINE CROSS WINDS STOP BEST  
RUNWAY 5300 FEET NORTHSOUTH AVAILABLE AND PROVIDED WINDS SHIFT LINE  
WAY DIRECT CROSS STOP COMPLETE PROTECTION PLANS EARHART ARRIVAL DEPARTURE  
INCLUDE DETAILS COVERING CRASHING REPAIRING SERVICING FIRE FIGHTING  
MEDICAL AID BEACH OFFSHORE PATROLS RADIOTELEPHONE TO SHIP STOP TWO COLON-  
ISTS REPLACEMENTS MADE STOP JACOB HAIL! JOSEPH ANAKALEA RELIEVE VETERAN  
LEADER JAMES KAMAKAIWI WILLIAM TAVARES STOP REMAINING WILLIAM KAINA NEW  
LEADER YOU FAI LUM RADIOMAN STUDENT AEROLOGIST STOP QUERY EARHART WHERE-  
ABOUTS ITASCA NOT INFORMED STOP USING HOWLAND TIME ONE HOUR EARLIER  
HONOLULU

- CAREY -

CRM

TIME	OP.	STATION (NAME)	CALL
Rec'd,			
Sent,	1850	Palolo Rd	KFS

(Shall be used for messages sent and received)

(Shall be used for messages sent and received)

(Shall be used for messages sent and received)

(Shall be used for messages sent and received)

(Shall be used for messages sent and received)

Press  
Messages  
Prior  
to  
departure  
from  
Lae  
New  
Guinea



Form 8653  
TREASURY DEPARTMENT  
U. S. COAST GUARD  
(Revised Nov., 1929)

U. S. C. G. C.  
COMMUNICATIONS OFFICER  
(Name, rank, title)  
2-10228  
RECEIVED FROM  
(Name, rank, address)  
RECEIPT FOR TOLLS COLLECTED BY COAST GUARD

U. S. C. G. C. Date 27 JUNE 1937  
PREFIX ITASCA ORIGIN NR. CHECK FILING TIME DATE  
Rdo. RDO/PRESS - COLLECT / USCC ITASCA 1 99 10.45/HST 27TH  
Via  
Address UNIPRESS COLLECT SANFRANCISCO  
ABOARD ITASCA SHARK INFESTED WATERS REALITY  
CREWS CAUGHT TWO EIGHT FOOT MANEATERS BOATS REPORT NUMEROUS FOLLOWING IN-  
TO LANDINGS STOP FOUR DRUMS SPECIAL HIGH OCTANE GAS FOR AMELIA TAKEOFF  
PLANE HAS SPECIAL TANK STOP EAST WEST RUNWAY SHORTEST USED PREVAILING  
WIND SLOPES EACH END TOWARD LOWER CENTER ADDED IMPETUS TAKE OFF STOP HIGH  
FREQUENCY RADIO DIRECTIONAL FINDER INSTALLED HOWLAND YESTERDAY COAST  
GUARD COMMA LOW FREQUENCY FINDER ON ITASCA BOTH LOCATE AMELIAS COURSE  
FROM HER SIGNALS STOP PERSONNEL FISHING BUT SHARKS TAKE FISH OFF SWIMMING  
IN TANK ON DECK STUDYING BIRDS ON ISLAND MOVIES EVERY NIGHT SUNDAY MEN  
ENJOYING STANDBY  
Sig. HANZLIK  
FILE  
RO  
CO  
MR HANZLIK  
TIME OP. STATION (NAME) CALL  
Rec'd. TOD/KFS DC PALO ALTO, CAL KFS  
Sent.  
(Shall be used for messages sent and received) 2-10228  
(Shall be used for messages sent and received) 2-10228  
(Shall be used for messages sent and received) 2-10228  
(Shall be used for messages sent and received) 2-10228  
(Shall be used for messages sent and received) 2-10228  
(Shall be used for messages sent and received) 2-10228

Press  
Messages  
Prior  
to  
departure  
from  
Lae  
New  
Guinea







U. S. C. G.  
Communication Officer.

Total collected \_\_\_\_\_  
Land line \_\_\_\_\_  
Ship \_\_\_\_\_  
Station \$ \_\_\_\_\_

CHARGES

the tolls enumerated below in payment for transmitting the message on the reverse hereof.

Received from \_\_\_\_\_  
(Name, rank, address)

RECEIPT FOR TOLLS COLLECTED BY COAST GUARD

Form 2622  
TREASURY DEPARTMENT  
U. S. COAST GUARD  
(Revised Nov., 1929)

U. S. COAST GUARD  
COMMERCIAL RADIOGRAM

S. R. S. No.

U. S. C. G. C.

Date

ITASCA

30 JUNE 1937

PREFIX	ORIGIN	NR.	CHECK	FILING TIME	DATE
PRESS	USCGC ITASCA	1	43	2015 HST	30 JUNE

(Via WACKAY RADIO)

Address, PRESS COLLECT ASSOCIATED SANFRANCISCO

Text, AMELIA RADIOED TONIGHT ACCOUNT LOCAL CONDITIONS TAKEOFF DELAYED JULY  
FIRST ELEVEN AM HST STOP ITASCA SENDING SANFRANCISCO DIVISION FLIGHT  
PROGRESS REPORTS FOR PRESS RELEASE SPEEDS TRANSMISSION HERE SUGGEST  
YOU CONTACT THEM IF SATISFACTORY ELIMINATES BY FLASHES UNTIL LANDING  
STORY

NO SIG

Sig.,

	TIME	OP.	STATION (NAME)	CALL
Rec'd,				
Sent,	2143	DC	PALOALTO RADIO CAL	KFS

(Shall be used for messages sent and received)

2-15228

Sent,				
-------	--	--	--	--

(Shall be used for messages sent and received)

2-15228

Sent,				
-------	--	--	--	--

(Shall be used for messages sent and received)

2-15228

Press  
Messages  
Prior  
to  
departure  
from  
Lae  
New  
Guinea



U.S.C.G.  
Communication Officer

Station \_\_\_\_\_  
Ship \_\_\_\_\_  
Land line \_\_\_\_\_  
Total collected \_\_\_\_\_

CHARGES

the tolls enumerated below in payment for transmitting the message on the reverse hereof.

Received from \_\_\_\_\_  
(Name, rank, address)

RECEIPT FOR TOLLS COLLECTED BY COAST GUARD

Form 2652  
TREASURY DEPARTMENT  
U. S. Coast Guard  
(Revised Nov., 1929)

U. S. COAST GUARD  
COMMERCIAL RADIOGRAM

S. R. S. No.

U. S. C. G. C. ITASCA

Date 30 JUNE 1937

PREFIX	ORIGIN	NR.	CHECK	FILING TIME	DATE
PRESS Rd COLLECT	USCOC ITASCA	1	110	0800 GCT	30TH JUNE

Via MACKAY RADIO

Address, UNIPRESS COLLECT SANFRANCISCO

AMELIA RADIO RECEIVED ITASCA AFTERNOON PLAN MIDDAY TAKEOFF HERE HAVE  
METEROLOGIST SEND FORECAST LAE HOWLAND SOON AS POSSIBLE IF REACHES ME  
IN TIME WILL TRY LEAVE TODAY OTHERWISE TOMORROW JUNE THIRTIETH HST  
Text, WILL BROADCAST FROM PLANE HOURLY AT QUARTER AFTER STOP NO METEROLOGIST  
ABOARD ITASCA REQUESTED LIEUT TRUE HONOLULU PREPARE FORECAST TRANSMIT  
AMELIA VIA TUTUILA AND SUVA WEATHER HERE SAME LAST MESSAGE EXCEPTION  
OCCASIONAL LIGHT RAIN SQUALLS THIS MORNING LARGE BIRDS SHIFTING TO  
NORTH END ISLAND STOP AMELIA RADIO RECEIVED TONIGHT ACCOUNT LOCAL  
CONDITIONS PLAN START JULY FIRST ONE THIRTY PM LAE TIME FIVE PM JUNE  
THIRTIETH HST EXPECTED ARRIVAL HOWLAND ELEVEN AM ONE PM THURSDAY HST

Sig.,

NO SIG

	TIME	OP.	STATION (NAME)	CALL
Rec'd,	2209	DC	PALOALTO RADIO CAL.	KFS
Sent,				

(Shall be used for messages sent and received)

2-15228

Sent,	2209	DC	PALOALTO RADIO CAL.	KFS
-------	------	----	---------------------	-----

(Shall be used for messages sent and received)

2-15228

Press  
Messages  
Prior  
To  
departure  
from  
Lae  
New  
Guinea



U.S.C.G.  
Communication Officer

Total collected  
Land line  
Ship  
Station  
\$  
CHARGES

the tolls enumerated below in payment for transmitting the message on the reverse hereof.

Received from (Name, rank, address)

RECEIPT FOR TOLLS COLLECTED BY COAST GUARD

Form 2452  
TREASURY DEPARTMENT  
U. S. COAST GUARD  
(Revised Nov., 1920)

U. S. COAST GUARD  
COMMERCIAL RADIOGRAM

S. R. S. No.

U. S. C. G. C. ITASCA

Date 30TH JUNE 1938

PREFIX	ORIGIN	NR.	CHECK	FILING TIME	DATE
PRESS Rdo COLLECT	USCGC ITASCA	1	138	0800 GCT	30TH

Via WACKAY RADIO)) PRESS ASSOCIATED COLLECT SANFRANCISCO  
FROM LAE EARNHART RADIOED ITASCA TONIGHT QUOTE PPMN START JULY FIRST  
Address, ONE THIRTY PM LAE TIME IF WEATHER OK UNQUOTE STOP TAKEOFF COINCIDE  
FOUR PM HOWLAND TIME TOMORROW STOP OPINION OFFICIALS ITASCA ESTIMATED  
EIGHTEEN TWENTY HOUR FLIGHT PUT ARRIVAL HERE TEN TWELVE AM THURSDAY STOP  
2570 STATUTE MILE NONSTOP HOP LONGEST SINGLE JUMP EQUATORIAL EARTH CIRCLING  
TRIP STOP OFFICIALS ESTIMATE AVERAGE SPEED 140 MILES PER HOUR STOP WEATHER  
Text FORECAST HOWLAND SURROUNDING AREA EASTERLY HEADWINDS PROBABLE LOCAL RAIN  
SQUALLS SLIGHT STOP RUNWAYS READY STOP BIRDS EXCEPTING SMALL TERNS MIGRATE  
NORTHERN END ISLAND OFF RUNWAYS STOP PLAN FINAL CLEARING TOMORROW LATE  
DUSK STOP LATE THIS AFTERNOON EARNHART RADIOED QUOTE PLAN TAKEOFF LAE PLEASE  
SEND FORECAST LAE HOWLAND SOON POSSIBLE STOP IF REACHES ME WILL TRY LEAVE  
OTHERWISE JULY FIRST STOP WILL BROADCAST HOURLY UNQUOTE

Sig., NO SIG

	TIME	OP.	STATION (NAME)	CALL
Rec'd,	2443	DC	PALCALTO RADIO CAL.	KFS
Sent,				

(Shall be used for messages sent and received)

2-15228

Press  
Messages  
Prior  
to  
departure  
from  
Lae  
New  
Guinea



812

2R2

U. S. COAST GUARD

OFFICIAL DISPATCH

TRANSMIT

RECEIVED JULY 1935  
U. S. COAST GUARD  
TREASURY DEPARTMENT  
JULY 1935

DATE

FROM

2 JULY

ITASCA

CODE

CIPHER

ACKNOWLEDGE

PRIORITY

ROUTINE

ACKNOWLEDGE

PRIORITY

ROUTINE

From Itasca

To: Com Haw Sec.

Inf: Swan - Colorado -

TO (FOR ACTION)

COLORADO

UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.

TO (FOR INFORMATION)

MAIL TO

TELEPHONE TO

MESSAGE TO

OUTGOING HEADING

6005 British steamer Mosby

position 03-14 North 176-45

T 2 NEG V NRUI GR54

TEXT

West proceeding toward reported  
apparent Earhart position 281 miles  
north Howland

8005 YOUR 1005 0539 DIAMETER FLANGE ELEVEN INCHES COMM BOLT CIRCLE NINE

AND ONE HALF INCHES COMM EIGHT BOLTS AND SEVEN EIGHTS

TFC-

TOD-

2 Quay V nrui 0 mpp mcr gr 20

(If message is delayed more than five minutes for priority, or ten minutes for routine, the delay must be accounted for. Delay is computed from T of 0.)

U. S. GOVERNMENT PRINTING OFFICE

244 F

ENG OFF

REMARKS:

ENG OFF

*[Signature]*

TOD

INITIALS OF "RELEASING" OFFICER.

OFFICIAL BUSINESS.

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

2-729



U. S. COAST GUARD  
OFFICIAL DISPATCH  
TRANSMIT

SR'S

218

2245-12495

DATE	5 JULY		
FROM	ITASCA		CODE
TO (FOR ACTION)	COLORADO		CIPHER
UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.			ACKNOWLEDGE
TO (FOR INFORMATION)		RR	PRIORITY
			ROUTINE
			ACKNOWLEDGE
			PRIORITY
			ROUTINE
MAIL TO			
TELEPHONE TO			
MESSENGER TO			

OUTGOING HEADING

T Z NECR V NRUI GR24

TEXT

8005 YOUR 1005 0239 DIAMETER FLANGE ELEVEN INCHES COMMA BOLT CIRCLE NINE  
AND ONE HALF INCHES COMMA EIGHT BOLTS AND SIZE SEVEN EIGHTS

FILE ENG OFF

REMARKS:

ENG OFF

TOD

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429



# U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

5 JULY

INCOMING HEADING

T Z HUNT MATH NRUI PAIN VEAL V NIJP P GR8

TEXT

1005 31054 73000 28101 09884 61154 56011 1300

TOR NIJP 1240 / BG

OPERATOR'S RECORD

NPM 1300

INITIALS OF "ACTION" OFFICER

FROM

SWAN

TO (FOR ACTION)

FAB, HU  
GOV SAMOA  
ITASCA

WEA BUR WASHN

~~WEA BUR FRISCO~~

TO (FOR INFORMATION)

ACKNOWLEDGE

pp PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIROOM, RETAINING COPY



press collect <sup>associated</sup> ~~sanfrancisco~~ via mackay  
aboard USCG itasca enroute north howland

SRS 230

most definite news search missing earhart noonan heard monday two am navy radio wallupe  
intercepted message quote 281 north howland call khaqq beyond north went hold with us  
much longer above water shut off ~~stop~~ ten forty six am ~~stop~~ sunday night department interior  
stations baker howland islands report hear call quote itasca from khaqq unquote comma earhart  
station call stop radio operator itasca thought caught voice stop twelve thirty am today  
stop itasca radio called plane both key phone asking four dashes stop after ~~stop~~ signal  
on three one zero <sup>3</sup> five kilocycles itasca receive three dashes stop at two am itasca west ~~in~~  
howland approximately three hundred miles from area earhart message stop immediately changed  
course proceed there stop expect arrive five pm tonight stop at four am regular schedule  
itasca and howland latter reported bearing approximately north to north northwest stop  
CG. sanfrancisco monitor station report hearing four dashes this am stop moorby comma british  
steamer comma slightly south ~~earhart~~ earhart position time call received comma unable be  
contacted though calling continuously probably limited watches stop swan comma three  
hundred miles northeast time call received comma reported enroute stop all commercial  
206 stations pan american navy radio constantly ~~aid~~ aid listening verify latest information  
search stop information considered best far but not absolute

carey

-66-

CK 220  
213

USCG ITASCA NR -

all  
- 1000 HSE  
CK - fifth  
213







# U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

5 JULY

UNIT

DATE

## INCOMING HEADING

5 Z NIJP V P9M Q F8Q NRUI TORY P GR9

## TEXT

1105 CONDUCT ~~SEX~~ COORDINATED SEARCH AS INDICATED WITH ITASCA 0632

FILE  
R0

TOR NPM 0545 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
COMAIR FAB PRL HBR

TO (FOR ACTION)

SWAN

TO (FOR INFORMATION)

COMINEBATFO

COM14THNAVDIS

PP	ACKNOWLEDGE
	PRIORITY
	ROUTINE
	NITE
PP	ACKNOWLEDGE
	PRIORITY
	ROUTINE
	NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY



TREASURY DEPARTMENT  
U. S. COAST GUARD  
November, 1931

184

# U. S. COAST GUARD

UNIT ITASCA

OFFICIAL DISPATCH

DATE 4 JULY

UNIT

INCOMING HEADING

22 Z NRUI V QUAC Q TORY QUAX, P GR30

TEXT

8004 MY 8004 1510 FOLLOWING RECEIVED FROM ROCK SPRINGS IN RESPONSE TO INQUIRY QUOTE INVESTIGATION REVEALS SIGNALS HEARD NEAR SIXTEEN MEGACYCLES THOUGHT TO BE FROM KHAQQ SIGNED KDN UNQUOTE 1657

FILE  
RO  
OD  
CO

TOR NPM 1339 / BG  
OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMFRANDIV

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

COM14THNAVDIS  
COMHAWSEC

PP

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

PP

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1932

CO-7373

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429



TO THE FROM KNOWN SIGNED KNOWN DATED 1921  
BY CODE INVESTIGATION REPORTS SIGNED HEARD NEWS SIXTEEN MESSAGES THROUGH  
8004 BY 8004 1810 FOLLOWING RECEIVED FROM MOON BEINGS IN RESPONSE TO INQUIRY

TEXT

SS 3 NRUI V QUAC 0 TORX QUAX 1 0830

UNIT

INCOMING HEADING

114204

OFFICIAL DISPATCH

DATE

4 JULY

U. S. COAST GUARD

November, 1921

U. S. COAST GUARD

OFFICIAL DISPATCH

DATE

JULY 4

UNIT ITASCA

INCOMING HEADING

NRUI V NMC NR 3- NPM NR9-T-TORY QUAX- Z- NRUI V QUAC - Q- NPM KATY QUAX  
TORY -P- GR 57

TEXT

8004 YOUR 8004 1805 GRANTED BROADCAST 0730 GCT TO 0830 GCT 5 JULY  
ON 3105 COMMA 6210 AND 8500 KCS AS INDICATED IN REFERENCE PERIOD  
ANNOUNCE TEST STATIONS FREQUENCY USED AND IF CW SEND AT SPEED NOT GREATER  
THAN TEN WORDS PER MINUTE SIGN CALL LETTERS IN ORDER AVOID POSSIBLE  
CHANCE MISTAKEN IDENTITY OF SIGNALS 2205

FILE

RO

OD

CO

MR SUTTER

TOR NMC NR 3 - 1834- TO- 4TH

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

COMFRANDIV

XXXXXX

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

NPM- COMDT 14TH NAVDIS - COMDT12NAVDIS-COMHAWSEC

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1921 65-7270

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429



ERR CHANCE MISLAKEN IDENTIFY OF SIGMATS 5502  
THAT THE WORDS BEH WINDLE SIGN CUTE LETTERS IN ORDER WOULD POSSIBLY  
ANNOUNCE TEST DIVISION REFERENCE USED AND IT CAN BEED VI BEED NOT BEVIER  
ON 3105 8004 8510 AND 8200 KCS AS INDICATED IN REFERENCE PERIOD  
8004 8004 8004 1802 BEVATED PROVDG21 0120 CCL 10 0830 CCL 2106A

TEXT

NRUI A NMC NR 2- NEM NWA-1-108A 00VX- 3- NRUI A 00VX - 6- NEM KVI1A 00VX

INCOMING HEADING

UNIT 1173GV DATE 100VX

U. S. COAST GUARD

U. S. COAST GUARD

OFFICIAL DISPATCH

195

UNIT ITASCA DATE 4TH JULY

INCOMING HEADING

QUAX NRUI NR2- Z NRUIV QUAC - Q- NPM KATY QUAH TORY -P- GR X

TEXT

8004 REFERENCE EARHART TRANSMITTER PERIOD DUE TO DESIGN  
OF TRANSMITTER FOLLOWING FREQUENCIES ARE HIGHLY PRACTICABLE  
8004 ODD HARMONICS OF THE 3105 CRYSTALS WHICH THE ANTENNAE WILL  
BE RESONANT ON WITHOUT CHANGE OF THE DIAL SETTINGS 9315 COMMA 15525  
AND 21935 PERIOD OTHER POSSIBLE HARMONIC POINT S 12420 AND  
18630 1555-

PRIORITY

FILE REQUEST PERIOD BROADCAST WILL BE REPEATED AT 0700 AND 0730  
RO REQUEST COLORADO ITASCA SWAN TUTUILLA AND RADIO KKKKKKKKKKKKK  
OD REQUEST REPORT RESULTS AFTER EACH BROADCAST 1815  
CO

TOR NMC NR 2- 1827- TO-4TH

MR SUTTER

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

COMFRANDIV

TO (FOR ACTION)	ACKNOWLEDGE
ITASCA- COMHAWSEC	<input checked="" type="checkbox"/> PRIORITY
WAILUPE	ROUTINE
TUTUILLA	NITE
TO (FOR INFORMATION)	ACKNOWLEDGE
NPM - COMDT 12TH NAVDIS- COMDT 14TH NAVDIS D.C.HQ.	PRIORITY
CONFRAVY	ROUTINE
COM14THNAVDIS	NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.



OD  
RO  
LIFE

181011A

10000 1122-

VND 51022 PERIOD OTHER POSSIBLE HARMONIC POINT 8 13450 VND  
BE RESOLVED ON MINOR CHANGE OF THE DIVT SETTINGS 2212 COMMA 12252  
QND ODD HARMONICS OF THE 3102 SWAB-LANGE WHICH THE VLENNIVE MITT  
OF INVAZMILLER LOGGOMING FREQUENCIES USE HIGHLY BRUCLICVOTE  
8004 REFERENCE EVMHVI INVAZMILLER PERIOD DUE TO DESIGN

TEXT

NRUI NR5- 3 NRUIA QVVC - 6- NPM KVIA QVNH LOKA -6- CB X  
QVAX

INCOMING HEADING

UNIT ITASCA

OFFICIAL DISPATCH

DATE

4TH JULY

U. S. COAST GUARD

1955

U. S. COAST GUARD

UNIT ITASCA

OFFICIAL DISPATCH

DATE 4TH JULY

UNIT

DATE

INCOMING HEADING

NRUI V NPM NR 28 - XX Z- N ECR NIJP NIJP NPM NPM NPU NPU NRUI NRUI  
QVAXX V QUAX QUAX- Q- KATY QUAC 100Y P- GR 95  
TEXT

8004 AT 1630 GCT KCMB BROADCAST 1320 KCS QUOTE TO EARHART PLANE  
WE USING EVERY POSSIBL MEANS ESTABLISH CONTACT WITH YOU IF YOU  
HEAR THIS BROADCAST PLEASE COME SN ON 3105 KCS USE KEY IF POSSIBLE  
OTHER WISE VOICE TRANSMISSION IF YOU HEAR THIS BROADCAST TURN  
CARRIER ON FOR ONE MINUTE SO WE CAN TUNE YOU IN THEN TURN CARRIER  
ON AND OFF FOUR TIMES THEN LISTEN FOR OUR ACKNOWLEDGEMENT AT 0645  
GCT UNQUOTE PERIOD BROADCAST WILL BE REPEATED AT 0700 AND 0730  
GCT REQUEST COLORADO ITASCA SWAN TUTUILLA AND RADIO XXXXXXXXXXXX  
RADIO WAILUPE REPORT RESUL TS AFTER EACH BROADCAST 1815

FILE  
RO  
OD  
FILE  
RO  
OD  
CO

MR. SUTTER

TO: NPM NR 27 - 1750- TO - 4TH  
OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMHAWSEC

TO (FOR ACTION)

COLORADO ITASCA  
SWAN  
WAILUPE  
TUTUILLA

TO (FOR INFORMATION)

COM12THNAVDIS  
COMFRAN DIV  
COM14THNAVDIS

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1945 CO-7270

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7450



ИВЛЛ А ИВН ИВ 58 - XX 3- И ЕСК ИГРЬ ИГРЬ ИВН ИВН ИВН ИВН ИВЛЛ ИВЛЛ

UNIT

11A2CA

OFFICIAL DISPATCH

DYLE

4TH FLOOR

U. S. COAST GUARD

U. S. COAST GUARD

OFFICIAL DISPATCH

DATE \_\_\_\_\_

## INCOMING HEADING

nr26 x nrui x quax v quac q npx katy tory quah gr 12 4

**TEXT**

TOR-NPM # 26-1715-DC-4th

### OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

**FROM**

ITASCA- COMHAWSEC-

TO (FOR ACTION)

## COMFRANDI V

TO (FOR INFORMATION)

NPM - COMDT 12TH NAVDIS/COMDT 14TH NAVDIS/ C.G.HQ/

## ACKNOWLEDGE

**PRIORITY**

ROUTINE

**NITE**

## ACKNOWLEDGE

**PRIORITY**

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1936

2-7270

**OPERATOR'S RECORD**  
(SERVICE ON REVERSE)

**OFFICIAL BUSINESS.**

INITIALS OF "RELEASING" OFFICER.

9-7439



UNITED STATES COAST GUARD  
OFFICIAL DISPATCH  
UNIT 1755  
DATE 4/11/50  
INCOMING HEADING  
TEXT

UNIT 1755  
DATE 4/11/50  
INCOMING HEADING  
TEXT

UNIT 1755  
DATE 4/11/50  
INCOMING HEADING  
TEXT

UNIT 1755  
DATE 4/11/50  
INCOMING HEADING  
TEXT

UNIT 1755  
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UNIT 1755  
DATE 4/11/50  
INCOMING HEADING  
TEXT

UNIT 1755  
DATE 4/11/50  
INCOMING HEADING  
TEXT







07  
50  
17 GE

WILL BEET FURNISHING EXHIBIT ARRIVE FOURTEEN HOURS EIGHTH 1910  
0004 CINCOS 0004 1020 TEXINGTON SWOBY PROCEEDING ON DATA ASSIGNED

TEXT

NR23 Z NRUI V QUAX GR10

INCOMING HEADING

UNIT

ITASCA

OFFICIAL DISPATCH

DATE

4 JULY

U. S. COAST GUARD

U. S. COAST GUARD  
November, 1931

U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

4 JULY

UNIT

INCOMING HEADING

NR23 Z NRUI V QUAX GR10

TEXT

8004 YOUR 8004 1010 PROCEED AS YOU DEEM NECESSARY 1555

REF: 8005 USS COLORADO NOW LEAVING PEARLHARBOR FOR SEARCH AREA, ETC

1242

FILE  
RO  
OD  
CO

TOR NPM 1550 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMNAWSEC

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1931

63-7373

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7439

NW 90261



8004 100K 8004 1010 PROCEED AS YOU DEEM NECESSARY 1222

TEXT

1152 5 NRUI A QUAX GR7

INCOMING HEADING

UNIT

ITASCA

OFFICIAL DISPATCH

DATE

4 JULY

U. S. COAST GUARD

U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

DATE

4 JULY

UNIT

INCOMING HEADING

11 Z NRUI V QUAX GR7

TEXT

1152 5 NRUI A QUAX GR7

6004 MY 6003 1242 REQUEST REPLY 0830

REF:- 6003 USS COLORADO NOW LEAVING PEARLHARBOR FOR SEARCH AREA, ETC -  
1242

FILE

RO

OD

CO

CO

TOR NPM 0759 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMHAWSEC

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1951

C2-7370

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429



1545  
REF: - 8003 028 COGOLADO NOM REYALING REYBGMABOV FOR SEARCH AREA, ETC -  
8004 MA 8003 1545 REYNESL REYGA 0830

TEXT

11 5 11001 A 004X 081

INCOMING HEADING

UNIT

ITASCA

OFFICIAL DISPATCH

DATE

4 JULY

U. S. COAST GUARD

November, 1961

U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

DATE

4 JULY

UNIT

INCOMING HEADING

DATE

INCOMING HEADING

NRUI V NPM - VIA NPM

TEXT

HMS ACHILLES POSITION AT 1830/4TH GMT 05.25 S 155.50 W (GVBK)

8004 YOUR 8004 0540 ADVISE FREQUENCY OF INDICATED TRANSMISSION 0850

REF: (7) 6008 FOLLOWING FROM MOKAPU PAA, ETC - 0540

FILE  
RO  
OD  
CO

TOR NPM 0530 / BG  
TOR NPM 0744 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
HMS ACHILLES - VIA NPU/NPM

TO (FOR ACTION)

COMNAVSEC

TO (FOR INFORMATION)

ITASCA

ACKNOWLEDGE

PRIORITY

RR

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1955

CS-7270

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7439



HMS ACHILLEA POSITION AT 1830/4TH CMT 02.52 8 122.20 W (CABK)

TEXT

NRUI A NPM - VIA NPM

INCOMING HEADING

DATE

4 JULY

UNIT

ITASCA

OFFICIAL DISPATCH

U. S. COAST GUARD

## U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

4 JULY

UNIT

DATE

INCOMING HEADING

8 Z QUAX V QUAC Q NRUI GR10

TEXT

8004 YOUR 8004 0540 ADVISE FREQUENCY OF INDICATED TRANSMISSION 0850

REF:- (?) 6008 FOLLOWING FROM MOKAPU PAA, ETC - 0540

FILE  
RO ✓  
OD  
CO

FILE  
RO

RO OFF  
EXC OFF

TOR NPM 0530 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
COMFRANDIV

TO (FOR ACTION)

COMHAWSEC

TO (FOR INFORMATION)

ITASCA

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1955

CS-7370

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7459



CO  
ON  
NO  
LIFE

REF: (3) 8008 FOLLOWING FROM MOKAPO BAA' ETC - 0240

8004 YOUR 8004 0240 ADVISE FREQUENCY OF INDICATED TRANSMISSION 0820

TEXT

8 Z QUAX A QUAC 6 NBU1 CB10

INCOMING HEADING

UNIT

ITASCA

OFFICIAL DISPATCH

DATE

4 JULY

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

4 JULY

INCOMING HEADING

30 Z NECR NPU NRUI V QUAX Q QUAC P GR11

TEXT

TEXT

8004 YOUR 8004 1055 AUTHORIZED PROVIDING ARTICLE TEST COMMUNICATION  
INSTRUCTIONS RELATION TO AN EXPERIMENTAL OF MESSAGE TEST VIOLATED  
8004 PAA HERE HAS HEARD ANSWERING SIGNALS 3105 TEST CONTINUING 2050

FILE  
RO

RDO OFF  
EXC OFF

TOR NPM 2001 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
COMHAWSEC

TO (FOR ACTION)  
COLORADO  
TUTUILA  
ITASCA

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

TO (FOR INFORMATION)

COMFRANDIV

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1952

CS-7370

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7420



CONFIDENTIAL  
TO (FOR INFORMATION)

CONFIDENTIAL  
TO (FOR ACTION)

CONFIRMED  
BY  
OPERATOR'S RECORD

ROUTINE  
PRIORITY  
ACKNOWLEDGE  
ROUTINE  
PRIORITY  
ACKNOWLEDGE

INITIALS OF ACTION OFFICER

8004 YOUR 8004 1035 AUTHORIZED PROVIDING ARTICLE 1601 COMMUNICATION  
INSTRUCTIONS RELATION TO INVIOLABILITY OF MESSAGES IS NOT VIOLATED  
AND TRANSMISSION OF SUCH DOES NOT INTERFERE WITH SEARCH OPERATIONS

1855

FILE  
RO  
OD  
CO

U. S. COAST GUARD  
ITASCA OFFICIAL DISPATCH DATE 4 JULY  
INCOMING HEADING  
212 NRUI V QUAH Q QUAC QUAX GR29  
TEXT



8004 FVV HERE HVS HEARD ANSWERING 2102 TEST CONTINUING 5020  
To know from here every  
fifteen minutes through  
8005 m

TEXT

20 Z HECB NBO MNOI A QVAX Q QUAC B CH11

INCOMING HEADING

U. S. COAST GUARD

U. S. COAST GUARD

UNIT

OFFICIAL DISPATCH

DATE

UNIT

INCOMING HEADING

21 Z NRUI V QUAH Q QUAC QUAX GR29

TEXT

8004 YOUR 8004 1035 AUTHORIZED PROVIDING ARTICLE 1601 COMMUNICATION  
INVOILABILITY  
INSTRUCTIONS RELATION TO ~~IN INSTRUCTIONS~~ OF MESSAGES IS NOT VIOLATED  
AND TRANSMISSION OF SUCH DOES NOT INTERFERE WITH SEARCH OPERATIONS  
1855

FILE  
RO  
OD  
CO

TOR NPM 1335 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

HEADQUARTERS

TO (FOR ACTION)

ITASCA

ACKNOWLEDGE

PRIORITY

RR

ROUTINE

NITE

TO (FOR INFORMATION)

COMFRANDI V  
COMHASWEC

ACKNOWLEDGE

PRIORITY

RR

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1955 65-7373

TOR NPM 1335 / BG

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7420



1822

AND TRANSMISSION OF SUCH DOES NOT INTERFERE WITH SEARCH OPERATIONS  
INSTRUCTIONS RELATION TO THE TRANSMISSION OF MESSAGES TO NOT VIOLATED  
8004 4008 8004 1072 AUTHORIZED PROHIBITING ARTICLE 1201 COMMUNICATION

TEXT

SI 2 NRUI V QUAX GR36

INCOMING HEADING

UNIT

ITASCA

OFFICIAL DISPATCH

U. S. COAST GUARD

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

4 July 1937

INCOMING HEADING

7 Z NRUI V QUAX GR36

TEXT

6004 FOLLOWING FROM MOKAPU PAA STATION AT 0445 TO 0500  
ROUGH WEAK SIGNALS SPLITS BADLY DOUBTFUL BEARING OF 213 ON  
GONIO MINUMA MAY BE PLUS OR MINUS TEN DEGREES BAD  
SHIFTING OFFERED ONLY AS POSSIBLETY 0540

file  
rde  
cod  
ce

TOR NPM 0506 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

con haw section  
TO (FOR ACTION)

itasca

TO (FOR INFORMATION)

	ACKNOWLEDGE
	PRIORITY
	ROUTINE
FF	NITE
	ACKNOWLEDGE
	PRIORITY
	ROUTINE
	NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1935

2-7370

TOR NPM/NPM

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7420



SHIPPING OFFERED ONLY AS POSSIBLE 0240  
CONTO MINUTE MAY BE 6000 ON MINUS TEN DECKERS END  
KONCH MEAK SIGNALS 26113 BUDGA DOUBLED BEYKING OF 513 ON  
0004 FOLLOWING FROM HOKYBO PAV STATION AT 0442 TO 0200

TEXT

3 5 1000 1 0000 0000

INCOMING HEADING

DATE 10/12/1922

OFFICIAL DISPATCH

U. S. COAST GUARD

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

DATE

INCOMING HEADING

13 DE HONOLULU OR 14 DPR PAID (11 fourth OR 14  
14 0911

TEXT

dpr hanzlik

ITASCA ? SAN FRANCISCO ASKS STORY BY ELEVEN AM YOUR TIME IF POSSIBLE UNIPRESS

the mid endeavour obtain bearings suggest direction finder been standby for landing  
if practicable 0000

File

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TR-0936-DC #4

RO

FOR THE USE OF THE

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

10/12/1922 HANZLIK

TO (FOR ACTION)

ITASCA

HANZLIK

TO (FOR INFORMATION)

HANZLIK

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ACKNOWLEDGE

PRIORITY

ROUTINE

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ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1922

CS-7270

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7439



INVESTIGATION OF THE POSSIBILITY OF A ...

THE ...

TEXT

73

DE MONITORING OF THE ...

INCOMING HEADING

DATE

UNIT

OFFICIAL DISPATCH

U. S. COAST GUARD

U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

UNIT

itasca

DATE

4 July

INCOMING HEADING

nrui v nrm / nrui nr14 Z NRUI V QUAX Q NEOR NIJP NPM NPU QUAC GR 45

NR15 - Z- QUAC V QUAX-Q NRUI GR

17

TEXT

7004 0955

REMAIN

7004 beginning AFTER DARKNESS CONTEMPLATE REPEATING ORGANIZED LISTENING OPERATIONS 3105

6210 KCS ASD/NITE 3 dash 4 july paa will follow same procedure with all stations concentra-

tion and endeavour obtain bearings suggest howland direction finder been standby for theing

if practicable 0955

*Beatty*

FILE

RO

CO

OD

TOR NPM NR 16 0945-TO 4TH

file

ro

co

od

tor nrm 0922 de date

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMNAVSEC

COMNAVSEC

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

NAVRAD HONOLULU

COLORADO

NAVRAD TUTUILA

SWAN

ONTARIO

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1933

2-7370

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429







NW 90261



CO  
OD  
NO  
EITE

COOD AIRBORN 0332  
WITH OCCASIONAL BAIN 200YGS CENTRE TO MODERATE EAST TO SOUTHEAST WINDS  
5204 EORCEVET AIRCRAFT HOWARD 200000 NICH1 AND MONDAY BROKEN CLOUDS  
TEXT

NR 17 Z NIKM V D5P-QUAC

INCOMING HEADING

11V2CV

OFFICIAL DISPATCH

DATE 4TH JULY

U. S. COAST GUARD

OFFICIAL DISPATCH

DATE 4TH JULY

UNITASCA

INCOMING HEADING

TO Z F5L V MUSK Q ASY C2P D5P F5H F8Q HUNT NECR NIKM NRUI QUAC QUAN QUAX  
NR 17 Z- NIKM V D5P-QUAC C2P F5L MUSK P1W TORY P- GR 32

TEXT

0004 LEXINGTON DESIGNATED UNIT OF LEXINGTON GROUP WITH LAMSON  
CUSHING PERKINS DRAYTON UNDER COMMAND COMDESTWO TO SEARCH FOR  
EARNHART PLANE WHEN READY TO PROCEED REPORT TO COMDESRN TWO  
FOR DUTY 1205

1004 LEXINGTON GROUP IS IN ALL RESPECTS READY XXXXXXXXXXXXXXXXXXXX  
/ PROCEED TO ASSIST IN SEARCH FOR EARNHART PLANE COOPERATE  
WITH COMFOURTEEN COLORADO AND ITASCA 1200

FILE  
RO  
OD  
CO

TOR NPM NR 17- 0950- TO 4TH

TOR NPM 0813 / 20

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMDR AAR CRFT BTLE FOR

TO (FOR ACTION)

CINCUS  
LEXINGTON

TO (FOR INFORMATION)

COMFRANDIV- COMDRBTLEFOR US FLEET-CENSUS- COMDT 14TH NAVDIS  
COMDESSQDRN TWO-- CHIEF OF NAV OPERATINS

ACKNOWLEDGE
PRIORITY
ROUTINE
NITE
ACKNOWLEDGE
PRIORITY
ROUTINE
NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1955

CS-7270

TOD NR6/NPM

OFFICIAL BUSINESS.

INITIALS OF "RELEASING"

OPERATOR'S RECORD  
(SERVICE ON REVERSE)



03  
80  
EICE

FOR DATA 1502  
EVENHART PLANE WHEN REYDA TO PROCEED REYDA TO COMDESEKIMO  
CASHING BEKING DEVALON UNDER COMMAND COMDESEKIMO TO SEVACH FOR  
0004 LEXINGTON DESIGNATED UNIT OF LEXINGTON GROUP WITH GAMSON

TEXT

IN 11 3- NIKM A D26-80VAC CSB E2G M02K 61M 10M 6- CR 25

INCOMING HEADING

UNIT

OFFICIAL DISPATCH

DATE 4 JUL 74

U. S. COAST GUARD

UNIT

OFFICIAL DISPATCH

DATE 4 JULY

INCOMING HEADING

10 Z F5L V MUSK Q A3Y C2P D5P F5W F8Q HUNT NECR NIKM NRUI QUAC QUAX QUAX  
TORY P GR24

TEXT

1004 LEXINGTON GROUP IS IN ALL RESPECTS READY ~~XXXXXXXXXXXXXXXXXXXX~~  
~~XXXXXXXX~~ / PROCEED TO ASSIST IN SEARCH FOR EARHART PLANE COOPERATE  
WITH COMFOURTEEN COLORADO AND ITASCA 1200

FILE  
RO  
OU  
CO

TOR NPM 0614 / BG

OPERATOR'S RECORD INITIALS OF "ACTION" OFFICER

FROM  
CHIEF OF NAV OPS

TO (FOR ACTION)  
CINCUS

PP	ACKNOWLEDGE
	PRIORITY
	ROUTINE
	NITE
PP	ACKNOWLEDGE
	PRIORITY
	ROUTINE
	NITE

TO (FOR INFORMATION)  
COMDESSCOFOR  
COMBATFOR US FLEET  
COMAIRBATFOR  
COMAIRBASFOR  
COMMINBATFOR  
FAB, HU  
COLORADO  
LEXINGTON  
ITASCA  
HEADQUARTERS, CG  
COMHAWSEC  
COM14THNAVDIS

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY  
U. S. GOVERNMENT PRINTING OFFICE: 1964 2-7270

TOD NR6/NPM

INITIALS OF "RELEASING"

OFFICIAL BUSINESS.

OPERATOR'S RECORD  
(SERVICE ON REVERSE)



OPERATOR'S RECORD  
(SERVICE ON REVERSE)



REGARDING FURNISH SEARCH SUBSEQUENT TO YOUR REPLY DURING YEAR 2001  
2004 SECRETARY MORGENTHAU REQUESTS YOU FURNISH LATEST INFORMATION

50 з. ивнї а бпан б блас блвх в ивнї свїд

UNIT

ACSAI

OFFICIAL DISPATCH

DYLE

4 205人

U. S. COAST GUARD

## OFFICIAL DISPATCH

UNIT

**ITASCA**

DATE \_\_\_\_\_

4 JULY JULY

## INCOMING HEADING

Z NRUI V NECR Q QUAX TORY MM GR43

**TEXT**

1004 ~~XXXX~~ SUGGEST ITASCA CONTINUE SCOUTING COMMA FUEL FROM COLORADO  
DAYLIGHT THURSDAY EIGHT JULY USING DESTROYER METHOD PERIOD ~~XX~~ COLORADO  
HOSES DISCHARGE THROUGH MANHOLE INTO ~~XXXX~~ TANK ~~WE~~ PERIOD RENDEZVOUS AND  
~~XXXXXX~~ EXACT TIME WILL BE ARRANGED WEDNESDAY PERIOD HOW MUCH FUEL WILL  
YOU REQUIRE 1305

FILE  
RO  
OD  
ENG OFF

ENG OFF

TOR NECR 1259 / BG  
OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

**FROM**  
**COLORADO**

TO (FOR ACTION)  
ITASCA  
ITASCA

TO (FOR INFORMATION)  
COMHAWSEC  
COM14THNAVDIS

ACKNOWLEDGE
PRIORITY
ROUTINE
NITE
ACKNOWLEDGE
PRIORITY
ROUTINE
NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1932 c2-7370

TOD NR6/NPM

OFFICIAL BUSINESS.

2-7429

**OPERATOR'S RECORD**  
**(SERVICE ON REVERSE)**

INITIALS OF "RELEASING"



ADD HEADLINE 1203  
XXXXXX EXACT LINE WILL BE ADVANCED MEDIANEVA PERIOD HOW MUCH LINE WILL  
HOURS DISCHARGE THROUGH MYMHOGE INTO XXXX LINE BE PERIOD BEHESADONX AND  
OBER  
OVALICHI INHUBADVA EICHI TPGA OBIHO DESIKOAEK METHOD PERIOD XXX COFORVDO  
1004 XXXX SUCCESS IIVASCV COMVINE SCOUTING COMVA LINE FROM COFORVDO

LEXI

2 NR01 V MESB 6 50VX 10M4 NR 0M43

INCOMING HEADING

UNIT ITASCA OFFICIAL DISPATCH DATE 4 JULY  
U. S. COAST GUARD

U. S. COAST GUARD

UNIT ITASCA OFFICIAL DISPATCH DATE 4 JULY

INCOMING HEADING

NR19 Z NRUI V QUAC Q TORY QUAX P GR44

TEXT

8004 UNCONFIRMED REPORTS FROM ROCKSPRINGS WYOMING STATEEARHART PLANE

HEARD 16000 KCS PERIOD POSITION ON A REEF SOUTHEAST OF HOWLAND ISLAND

THIS INFORMATION MAY BE AUTHENTIC AS SIGNALS FROM MID PACIFIC AND  
ORIENT OFTEN HEARD INLAND WHEN NOT AUDIBLE ON COAST VERIFICATION FOLLOWS  
1510

FILE  
RO  
OD  
CO

TOR NPM 1221 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMFRANDI V

TO (FOR ACTION)

ITASCA

	ACKNOWLEDGE
pp	PRIORITY
	ROUTINE
	NITE
	ACKNOWLEDGE
pp	PRIORITY
	ROUTINE
	NITE

TO (FOR INFORMATION)

COM14THNAVDIS

COMNAWSEC

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1955 2-7270

TOD NR6/NPM

OFFICIAL BUSINESS.

INITIALS OF "RELEASING"

OPERATOR'S RECORD  
(SERVICE ON REVERSE)



ORIENTAL OCEAN HEARD INLAND WHEN NOT ADVISED BY COAST REGISTRATION  
THIS INFORMATION MAY BE AUTHENTIC AS SIGNALS FROM MID PACIFIC AND  
HEARD 18000 KCS PERIOD POSITION ON A BEER SOUTHEAST OF HOWLAND ISLAND  
8004 UNCOMPLETED REPORTS FROM ROCK SHIPING SHOWING STATEWIDE PLANE

TEXT

0050 4008

INCOMING HEADING

UNIT

ITASCA

OFFICIAL DISPATCH

U. S. COAST GUARD

168

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

4 July 1957

INCOMING HEADING

FROM

nrl2 z tory v f81 q d5p nika pco p gr 19

plw

TO (FOR ACTION)

HEADQUARTERS TEXT

UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.

TO (FOR INFORMATION)

0004 BE PREPARED TO FUEL LEXINGTON GROUP CONSISTING OF LEXINGTON LAMSON DRAYTON

CUSHING PERKINS UPON ARRIVAL HAWAII AREA 1051

MAIL TO

TELEPHONE TO

MESSANGER TO

OUTGOING HEADING

MAIL

TELEF

MESS

T Z

file  
ro  
co  
od

TO (FOR ACTION)

FROM

COMNG GENERAL FLEET MARINE FOCE ?

TO (FOR ACTION)

CMD 14 NAVDIS

TO (FOR INFORMATION)

CMDR AIRCRAFT BATLFOR- LEXINGTON- CMDEDSSQSRN

mr attar

INITIALS OF "ACTION" OFFICER

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1955

2-7370

TOD NR6/NPM

OFFICIAL BUSINESS.

2-7429

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

INITIALS OF "RELEASING"



RECEIVED 10:10 AM INSTANT 10 JUL 1946  
0005 RE RECEIVED 10:10 AM INSTANT 10 JUL 1946

TEXT

U.S. COAST GUARD  
OFFICIAL DISPATCH  
TRANSMIT

INCOMING HEADING

UNIT

DATE

OFFICIAL DISPATCH

U.S. COAST GUARD

U.S. COAST GUARD  
Revised July 1935

U.S. COAST GUARD

OFFICIAL DISPATCH

TRANSMIT

203

DATE

5 JULY

FROM

U.S. COAST GUARD  
OFFICIAL DISPATCH  
TRANSMIT

CODE

CIPHER

ACKNOWLEDGE

PRIORITY

ROUTINE

ACKNOWLEDGE

PRIORITY

ROUTINE

TO (FOR ACTION)

HEADQUARTERS

UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.

TO (FOR INFORMATION)

ITASCA

DATE

FROM

TO (FOR ACTION)

MAIL TO

TELEPHONE TO

MESSANGER TO

OUTGOING HEADING

T Z QUAH V NRUI P GR 46

MAIL

TELEP

MESS

TEXT

8005 FOR SECRETARY MORGENTHAU QUOTE INTERCEPTS OF RAGGED TRANSMISSIONS INDICATE POSSIBILITY EARHART PLANE STILL AFLOAT TWO EIGHTYONE MILES NORTH HOWLAND ~~XXX~~ STOP BEARINGS RADIO DIRECTION FINDER ON HOWLAND CONFIRM APPROXIMATE POSITION WE WILL ARRIVE INDICATED POSITION THIS AFTERNOON ABOUT 1700 PLUS ELEVEN AND ONE HALF TIME

REMARKS: (If message is delayed more than five minutes for priority, or ten minutes for routine, the delay must be accounted for. Delay is computed from T.O.D.)

FILE  
EX

RDO. OFF  
EXC OFF

TOD NPM

BG

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429

TOD NR6/NPM

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429

OPERATOR'S RECORD  
(SERVICE ON REVERSE)



U. S. COAST GUARD  
OFFICIAL DISPATCH  
TRANSMIT

DATE	5 JULY		
FROM	ITASCA		CODE
			CIPHER
TO (FOR ACTION)	COMFRANDIV		ACKNOWLEDGE
		PP	PRIORITY
UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.			ROUTINE
TO (FOR INFORMATION)	COMHAWSEC FAB, HU <del>XBRX</del> COM14THNAV <del>WEXR</del> COLORADO		ACKNOWLEDGE
		PP	PRIORITY
			ROUTINE
MAIL TO			
TELEPHONE TO			
MESSENGER TO			

OUTGOING HEADING

T Z QUAC V NRUI Q QUAX HUNT TORY NECR P GR 39

TEXT

8004 REPORTED POSITION EARHART PLANE 281 NORTH HOWLAND APPARANTLY CONFIRMED BY RADIO COMPASS BEARING FROM HOWLAND DURING NIGHT WE SHOULD ARRIVE BY DARK WILL OPEN UP LATE AFTERNOON ON SHORT WAVE AND ENDEAVOR GET RADIO BEARING FROM SHIP \_\_\_\_\_

OPERATOR'S RECORD

REC-

TOD-

(If message is delayed more than five minutes for priority, or ten minutes for routine, the delay must be accounted for. Delay is computed from T of O.)

FILE  
R0

U. S. GOVERNMENT PRINTING OFFICE

REMARKS:

R0 - EX

TOD NR6/NPM \_\_\_\_\_

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.



TO (FOR INFORMATION)		ROUTINE
UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE		PRIORITY
TO (FOR ACTION)		ACKNOWLEDGE
FROM		ROUTINE
DATE		PRIORITY
		ACKNOWLEDGE
		SILENT
		CODE

FORMED 1912 1922  
U. S. COAST GUARD  
NAVY DEPARTMENT  
BOLTON 3822

TRANSMIT  
OFFICIAL DISPATCH  
U. S. COAST GUARD

203

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT ITASCA DATE 4 JULY

INCOMING HEADING

31 Z NECR NIJP NPU NRUI V QUAX P GR18

TEXT

8004 ANSWERING SIGNALS CARRIER BROKEN HEARD HERE FROM 0630 GCT  
PAA BEARING REPORTS 200 DEGREES TRUE HONOLULU 2100

TOR NPM 2106 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

TO (FOR ACTION)

TO (FOR INFORMATION)

ACKNOWLEDGE  
PRIORITY  
ROUTINE  
NITE  
ACKNOWLEDGE  
PRIORITY  
ROUTINE  
NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1932 2-7370

TO (FOR INFORMATION)

ROUTINE  
NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY  
U. S. GOVERNMENT PRINTING OFFICE: 1932 2-7370

RETURN ORIGINAL TO RADIOROOM, RETAINING COPY  
U. S. GOVERNMENT PRINTING OFFICE: 1932 2-7370

PRIORITY  
ROUTINE  
NITE



BYA BEARING REPORTS 500 DEGREES TRUE HOMOLOGY 5100  
8004. ANEMETER SIGNALS CARRIER BROKEN HEARD HERE FROM 0830 CST

TEXT

31 Z MESC 1176 NBO NBOI A 004X 5 GR18

INCOMING HEADING

UNIT

ITASCA

DATE

4 JULY

OFFICIAL DISPATCH

U. S. COAST GUARD

## U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

4 JULY

INCOMING HEADING

33 Z NRUI V QUAX P GR18

TEXT

8004 BAKER ISLAND REPORTS HEARD FOLLOWING NRUI FROM KHAQQ VOICE  
SHORT WHILE AGO HOWLAND HEARD WEAK VOICE 2240

FILE  
RO

RO - EX

TOR NPM 2150 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
COMHAWSEC

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

PP

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY



TO SEARCH 1230

1005 INCLUDE COLORADO IN INFORMATION ADDRESSEE ON ALL MESSAGES RELATING

TEXT

NR17 T NIUP Z NIUP V HUNT Q F8Q NEGR NRUI TORV P GR13

INCOMING HEADING

5TH JUN

DATE

OFFICIAL DISPATCH

ITASCA

UNIT

U.S. COAST GUARD  
U.S. COAST GUARD

4 JULY

DATE

INCOMING HEADING

NRUI TORV P GR18

Time

this very important

Sched - summary  
use int battery  
if necessary

SHORT WHILE AGO HOWLAND HEARD WEAK VOICE 5540  
800 BAKER AND REPORTS HEARD FOLLOWING NRUI FROM KHND VOICE

Honolulu getting apparently getting  
Earhart signals. want Howland  
keep loop in use especially  
at night. use Chinese  
operators under your

Control. Keep Baker also

on alert plane data

and to report to Itasca

through Howland. Keep

log. Capt air expects results

ACKNOWLEDGE	
PRIORITY	PP
ROUTINE	
NOTE	
ACKNOWLEDGE	
PRIORITY	
ROUTINE	
NOTE	

TOR NR6 \ NPM

INITIALS OF "RELEASING" OFFICER

OFFICIAL BUSINESS

OPERATOR'S RECORD  
(SERVICE ON REVER)



BO  
ETC

*Monahan getting apparently by getting*

3H0V1 WHIFE VCH H0M1ND HEV1K HEV1K VOICE 5540

800 BAKER AND BELABLS HEV1D LOGGOMING NBU1 EBOW KH100 VOICE

*Very busy*  
*Time*  
*Period -*  
*Important*  
*of importance*  
*when*

2301 NBU1 VOX 6 CB13

INCOMING HEADING

DATE 4 JUL 4

UNIT

OFFICIAL DISPATCH

U. S. COAST GUARD  
U. S. COAST GUARD

UNIT ITASCA

DATE 5TH JUN

INCOMING HEADING

NR11 T NIJP Z NIJP V HUNT Q F8Q NECR NRUI TORY P GR13

TEXT

1005 INCLUDE COLORADO IN INFORMATION ADDRESSEE ON ALL MESSAGES RELATING

TO SEARCH 1230

FILE  
RO

RO - EX

TOR NPM 1212 / BG

1239

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

FAB, HU

TO (FOR ACTION)

SWAN

TO (FOR INFORMATION)

COM1NEFOR  
COLOADR  
ITASCA  
COM14THNAVDIS

	ACKNOWLEDGE
PP	PRIORITY
	ROUTINE
	NITE
	ACKNOWLEDGE
PP	PRIORITY
	ROUTINE
	NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY



# U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

5 JULY

INCOMING HEADING

1 KYG CK26 RDO HONOLULU 5 206PM

TEXT

COMMANDING OFFICER ~~NR~~ ITASCA KYG

NATIONAL BROADCASTING COMPANY AND KGU  
RESPECTFULLY REQUEST EARHART TELEPHONE STATEMENT FOR NATIONAL RELEASE  
THROUGH RCA KOKOHEAD IF AND WHEN ABOARD ITASCA

THURSTON

FILE  
ROV

CO - RO

TOR KYG 1542 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
HONOLULU - THURSTON

TO (FOR ACTION)

ITASCA - CO

RR

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: 1931

CS-7370



# U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

5 JULY

## INCOMING HEADING

13 T NIJP Z HUNT NIJP NPM NRUI QUAC QUAX

V TORY Q F8Q P1W GR18

## TEXT

0005 REQUEST COMMANDER DESTROYER SQUADRON TWO BE INCLUDED AS INFORMATION  
ADDRESSEE ALL DESPATCHES RELATIVE TO EARHART SEARCH 1525

FILE  
RO

FILE  
RO ✓

RO - EX

TOR NPM 1535 / BG  
OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COM14THNAVDIS

TO (FOR ACTION)

FAB, HU COMHAWSEC  
SWAN  
WAILUPE  
ITASCA  
COMFRANDIV

TO (FOR INFORMATION)

COMLINEBATFOR  
COMDESSQDN2

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY



U. S. COAST GUARD  
OFFICIAL DISPATCH  
TRANSMIT

DATE	5 JULY		
FROM	ITASCA		CODE
TO (FOR ACTION)	COMHAWSEC		CIPHER
			ACKNOWLEDGE
		PP	PRIORITY
UNLESS DESIGNATED OTHERWISE TRANSMIT THIS DISPATCH AS NITE.			ROUTINE
TO (FOR INFORMATION)	COLORADO SWAN		ACKNOWLEDGE
		PP	PRIORITY
			ROUTINE
MAIL TO			
TELEPHONE TO			
MESSENGER TO			

OUTGOING HEADING

Z QUAX V NRUI Q NECR NIJP P GR20

TEXT

8005 BRITISH STEAMER MOORBY POSITION 0314 NORTH 17645 WEST PROCEEDING  
TOWARD REPORTED ~~POSITION~~ APPARENT EARHART  
POSITION 281 MILES NORTH HOWLAND 1525

(If message is delayed more than five minutes for priority, or ten minutes for routine, the delay must be accounted for. Delay is computed from T of O.)

REMARKS:

TOD ~~NECR~~ NECR 1529, Bg  
TOD NPM 1529, Bg #13

OPERATOR'S RECORD  
(SERVICE ON REVERSE)

OFFICIAL BUSINESS.

INITIALS OF "RELEASING" OFFICER.

2-7429



# U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT

ITASCA

DATE

4 JULY

INCOMING HEADING

30 Z NECR NPU NRUI V QUAX Q QUAC P GR11

TEXT

8004 PAA HERE HAS HEARD ANSWERING SIGNALS 3105 TEST CONTINUING 2050

FILE  
RU

RDO OFF  
EXC OFF

TOR NPM 2001 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM

COMHAWSEC

TO (FOR ACTION)  
COLORADO  
TUTUILA  
ITASCA

TO (FOR INFORMATION)

COMFRAND IV

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PP

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY



204

# U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

4 JULY

UNIT

DATE

## INCOMING HEADING

32 Z NRUI V QUAX P GR28

## TEXT

8004 ANSWERING SIGNALS HEARD HERE ALSO ITASCA HEARD CALLING PLANE  
PAA UNABLE TO GET REPORSE LAST BROADCAST HAVE YOU HEARD SIGNALS ARE  
YOU IN COMMUNICATION WITH PLANE 2215

FILE  
RO ✓

RO - EX

TOR NPM 2122 / BG

### OPERATOR'S RECORD

### INITIALS OF "ACTION" OFFICER

FROM

COMHAWSEC

TO (FOR ACTION)

ITASCA

TO (FOR INFORMATION)

PP

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1933

C2-7370



U. S. COAST GUARD

ITASCA OFFICIAL DISPATCH

5 JULY

UNIT

DATE

INCOMING HEADING

16 Z NRUI QUAX V QUAC Q NECR P1W P GR85

TEXT

8005 YOUR 8005 2010 PLANE CARRIED NO EMERGENCY RADIO  
EQUIPMENT EXCEPT ONE SPARE BATTERY IN CABIN PERIOD DYNAMOTORS ALL  
MOUNTED UNDER FUSELAGE AND WOULD POSSITIVELY BE SUBMERGED IF PLANE  
WAS IN WATER PERIOD IN ABSENCE OF POSITIVE INDENTY OF SIGNALS  
SUGGEST EVERY EFFORT BE MADE TO OBTAIN DIRECTION FINDER BEARINGS HAVING  
IN MIND RECIPROCIALS FROM HOWLAND PERIOD ROUGH NESS IN NOTE OF PLANE  
RADIO COULD BE CAUSED BY VIBRATION AND ALTHOUGH SET CRYSTAL CONTROLLED  
POSSIBLE SOME SLIGHT DEVIATION DUE TO POOR ADJUSTMENT OR FRACTURED CRYSTL  
0115

FILE  
RO

TOR NPM 2231 / BG

OPERATOR'S RECORD

INITIALS OF "ACTION" OFFICER

FROM  
COMFRANDIV

TO (FOR ACTION)

ITASCA  
COMAHWSEC

PP

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TO (FOR INFORMATION)

COLORADO  
COMDESSQDN 2

PP

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIO ROOM, RETAINING COPY

U. S. GOVERNMENT PRINTING OFFICE: 1961

2-7379

NW 90261



# U. S. COAST GUARD

ITASCA

OFFICIAL DISPATCH

5 JULY

UNIT

DATE

## INCOMING HEADING

17 T NIJP Z QUAC V QUAX Q NECR NIJP HUNT KATY TORY P GR11

## TEXT

8005 ITASCA SIGHTED FLARES AND PROCEEDING TOWARD THEM AT 2216

FILE  
RO

CO EX RO

TOR NPM 2234 / BG

### OPERATOR'S RECORD

### INITIALS OF "ACTION" OFFICER

FROM  
COMHAWSEC

TO (FOR ACTION)  
COMFRANDIV

pp

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

TO (FOR INFORMATION)  
COLORADO  
SWAN  
FAB, HU  
COM14THNAVDIS  
COM12THNAVDIS

pp

ACKNOWLEDGE

PRIORITY

ROUTINE

NITE

"ACTION" OFFICER INITIAL AND RETURN ORIGINAL TO RADIOROOM, RETAINING COPY



USC A, Hester, # Collect #7 - CR# - 1020-4th

UNIPRESS, SAN FRANCISCO

Press Collect

covered approx two thousand square miles OK  
North West and West area last night  
made swing down to approx 205 miles  
West Howland early morning search in  
vicinity amateurs reported position allowing  
for drift STARS Bright clear last night  
morning slightly cloudy wind east thirteen  
miles. CROSSED DATE LINE 6AM HST MORNING  
until 9AM July fifth then back across line  
now working in 60 mile square slicing  
towards Howland STOP SEAS choppy but  
IF AMELIA IN RUBBER BOAT, HAS WATER CHANCES  
SAFETY EXCELLENT YET

Have you any deep cuts on Earhart  
on 3105 period you have 4  
operators on isd.

TOD-NPM-1045 DC

du  
X



146

UNIPRESS

SAN FRANCISCO

PRESS COLLECT

XXXXXX

UNRESULTING SEARCH COVERED OVER TWO THOUSAND SQUARE MILES NORTH AND NORTHWEST  
 HOWLAND AREA DAYTIME TODAY WEATHER CLOUDY SAFTERNOON RAIN SQUALS STOP TONITE  
 HEADING SOUTH WEST TOWARDS LINE OF FLIGHT FROM LAE ASSUMPTION AMELIA FELL  
 SHORT ON COURSE STOP HOPE STILL EXPRESSED SEAS SLIGHTLY CHOPPY TWO SEARCHLIGHTS  
 CONSTANTLY PERSONNEL WAITED THOUGHT TALKED AMELIA SO LONG NOW LIKE SEARCHING  
 FOR CLOSE FRIEND THOUGH MOST HAVE NEVER SEEN HER SOME HEARD HER VOICE THOSE  
 WHO DID HAVE GREAT ADMIRATION FOR COURAGE WHEN SHE CALLED IN SLOW MEASURED  
 WORDS HALF HOUR FUEL LEFT NO LANDFALL STOP NOT UNTIL LAST MESSAGE DID VOICE  
 SHOW EMOTION STOP ~~XXXXXXXXXXXX~~ UNVERIFIED HERE NOONAN WITH AMELIA

stop

~~find~~ Itasca proceeding investigate  
 an amateur position ~~report~~ <sup>to</sup> ~~rumor~~ OK  
 westward

Fms

OK

*rds uscg itasca ck 120 px collect 2145 HST 3*

RDO USCG ITASCA CK120 PRESS COLLECT 2145 ~~XXXX~~ HST 3 (JULY)

*(with day light 2)*

2141

TOD KFS #1 2141 LCH ST Time, BG  
 TOD KFS AS #1 2141 LST (TT BE 1 HR BEHIND HST?, THE 3RD), BG  
 KFS CK BK 120? WID DAY TIME AS 2? - QRL HR WID 3105 REPORTS



UNIPRESS HONOLULU PRESS COLLECT

JULY 2

CHRISTIAN

#4 398  
NDM

~~RE~~ COPYRIGHT STORY UNDER SIGNATURE JAMES A KAMAKAIWI

WE WERE UP BEFORE DAYBREAK THIS MORNING THROUGHOUT THE NIGHT AMELIA WAS  
CLIPPING OFF THE MILES TO HOWLAND AND REPORTS SHOWED SHE WAS NEARING  
HOWLAND RAPIDLY WE WERE EXCITED AND I WAS PARTICULARLY EAGER BLACK HAD  
GIVEN ME HONOR OF WELCOMING MISS EARHART AS CHIEF RESIDENT OF THE ISLAND  
BOATS PUT OFF FROM ITASCA AT DAYLIGHT MEN WERE HURRYING TO POSITIONS  
AND AT ~~SEVEN~~ <sup>45T</sup> SEVEN THIRTY WE WERE READY EVERYONE ~~WAS~~ SEEMED TENSE AND  
SORT OF BREATHLESS WE WATCHED THE SKY HOPING TO PICK THE PLANE OUT AGAINST  
WHITE CUMULUS <sup>100</sup> CLOUDS WHICH WERE ALL AROUND THE HORIZON THE SUN WAS HOT  
ON THE WHITE CORAL ITASCA WAS LETTING A BIG STREAM OF BLACK SMOKE OUT  
~~STREAMING~~ STREAMING LOW OVER THE WATER WITH THE TRADE WIND FROM THE SHIP  
AT SEVEN FORTYFIVE HST AMELIA ONE HUNDRED MILES AWAY WE WAITED NOT TALKING  
VERY MUCH BIG BOOBY BIRDS AND FRIGATES SOARING HIGH UP AND FAR AWAY LOOKED  
~~LIKE~~ LIKE PLANES HOPES WERE RAISED SEVERAL TIMES BUT NO AMELIA WE WERE WAITING  
NEAR THE WEST END OF THE EAST WEST RUNWAY ABOUT HALF MILE FROM THE GOVERNMENT  
HOUSE EIGHT THIRTY AND THE MINUTES DRAGGED THEN WORD WIGWAGGED FROM ITASCA  
AMELIAS SIGNALS ON DIRECTION <sup>200</sup> FINDER SHOWED SHE WAS NORTHWEST OF THE ISLAND  
HAD SHE OVERSHOT TO THE NORTHWEST WAS A BIG BANK OF CLOUDS WHAT A ~~THE~~ GRAND  
BACKGROUND THAT WOULD MAKE WHY DOESNT SHE COME THE WIGWAG MAN WAS FLASHING  
TO US FROM THE GOVERNMENT HOUSE THE RECEIVER ~~WAS~~ SHOUTED TO US AMELIA BELIEVED  
DOWN ALL SHORE PARTIES RETURN TO SHIP MY HEART STOPPED BEATING IT DIDNT  
SEEM REAL MEN WERE RUNNING TO THE HOUSE BOATS PUT OFF FROM ITASCA NO ONE  
WAS LAUGHING ~~THESE~~ <sup>300</sup> ORDERS WERE PASSED SHARPLY AND BEFORE WE REALIZED  
IT THE LOADED BOATS WERE <sup>Eight of us colonists were left behind</sup> BACK AT THE ITASCA WE ~~WERE~~ WERE ALONE AGAIN ON  
THE ISLAND THE NOISE OF THE BIRDS SEEMED LOUDER WE WAITED NO VERIFICATION  
FROM THE ITASCA WHICH WAS LAYING ABOUT HALF MILE OFF SHORE I COULDN'T MAKE  
MYSELF BELIEVE AMELIA HAD MISSED US WE KEPT WATCHING THE SKY AT ELEVEN  
<sup>45T</sup> THIRTY SEVEN THE ITASCA STARTED OUT TO SEA TOWARDS THE NORTHWEST SOON  
SHE WAS DISAPPEARING OVER THE HORIZON WE WERE WAITING ~~AND~~ I HOPE WITH ALL MY  
HEART THEY FIND HER

385-6 (ck386? per npru)  
RDO-HSCG ITASCA ~~NR1~~-CK 385- PRESS  
COLLECT 0300 HST 3rd BT

TOD NDM 0415 <sup>#5</sup> TO-3rd



PRESS COLLECT ASSOCIATED SAN FRANCISCO VIA MACRO

#99

OK 25/4

OK

SINCE EIGHT ~~55~~ FIFTY FIVE AM THIS MORNING WHEN EARHART BELIEVED GIVEN SUN LINE POSITION  
QUOTE ONE FIVE SEVEN DASH THREE THREE SEVEN UNQUOTE WITH NO REFERENCE POINT COMMA UNHEARD ~~STOP~~  
~~UNSEEN~~ STOP ITASCA RADIO OPERATORS SINCE OPEN ALL CHANNELS SOLELY FLASH PICKUP ANYTHING  
RE POSITION STOP SINCE ~~1037~~ TEN THIRTY SEVEN AM ITASCA OFF FULL SPEED SEARCH ~~STOP~~  
NORTHWEST QUADRANT FROM HOWLAND COMMA ~~STOP~~ <sup>MOST</sup> PROBABLE POSITION PLANE DOWN AFLOAT STOP  
FROM TWO FORTYEIGHT AM THIS MORNING WHEN EARHART FIRST CONTACTED VOICE RADIO PHONE COMMA  
~~STOP~~ UNTIL EIGHT FIFTY FIVE AM WHEN LAST HEARD COMMA EARHART ACKNOWLEDGE <sup>only</sup> ~~STOP~~ ONCE RECEIVING  
CONSTANT FLOW SIGNALS KEY AND PHONE ~~STOP~~ ITASCA STOP THROUGHOUT KNOWN TWENTY HOURS TWENTY  
FIVE MINUTES EARHART ALOFT COMMA UNREPORTED POSITION ALL TIME PROGRESS REPORTS FLIGHT STOP  
FIRST CONTACT EARHART ITASCA RADIO PHONE VOICE TWO FORTY EIGHT AM MESSAGE UNGOTTEN EXCEPT  
QUOTE SKIES OVERCAST UNQUOTE STOP SECOND CONTACT THREE FORTY FIVE AM MESSAGE <sup>NOT CLEAR</sup> ~~UNRECORDED~~ STOP  
THIRD CONTACT SIX FIFTEEN AM EARHART QUOTE ~~STOP~~ TWO HUNDRED MILES OUT UNQUOTE STOP CONTACT  
FOURTH ~~STOP~~ TIME SIX FORTY FIVE AM EARHART REPORTED ~~STOP~~ ONE HUNDRED MILES  
OUT STOP ~~STOP~~ <sup>HANDLE LANDING</sup> PARTY ASHORE READY ~~STOP~~ GLOBE GIRDERS BASIS REPORTS BETWEEN SEVEN THIRTY  
AND EIGHT AM STOP RADIO REPORTED ~~STOP~~ SEVEN FORTY TWO AM EARHART RUNNING OUT GAS STOP LATER  
MESSAGE PICKED UP QUOTE CIRCLING IN AIR UNQUOTE WEATHER THROUGHOUT BEEN GOOD EXCEPTING



2

HEADWINDS MOST WAY STOP SEARCH BEING PRESSED ITASCA HOPE PLANE AFLOAT ESTIMATED  
CAPABLE ~~REDACTED~~ SOME TIME STOP

~~12~~ <sup>6</sup>  
RDO USCG ITASCA CAREY ~~12~~ - CK 239  
RDO USCG ITASCA CK239 PRESS COLLECT 0300 HST 3 (JULY) 3rd BT  
PRESS collect 0300 HST

Ok  
hws

TOD #6 NPM 0440 LST, BG  
TOD #6 TO NPM 0440 LST (TT BE 1 HR BEHIND HST, THE 3RD?), BG

254



RDB USEG ITASCA NR/CX

2030 HST 3-12

2030 HST

PRESS COLLECT ASSOCIATED SAN FRANCISCO VIA MACKAY

USCG ITASCA NORTH PACIFIC

90

SRS 142

To D KFS  
- 1943-DC-3-12

OK

AN AREA 8240 SQUARE MILES COMBED SINCE START HUNT FRIDAY TEN THIRTY SEVEN AM TO SATURDAY  
EIGHT PM MISSING EARHART NOONAN NORTH AND NORTHEAST HOWLAND STOP TOMORROW AM SEARCH  
BE WORKED NORTHWEST STOP FOLLOWING LATER AREA TWO HUNDRED MILES WEST HOWLAND STOP COURSE  
TAKEN ITASCA MORE HUNDRED MILES OUT HOWLAND STOP ITASCA NOT RETURN HOWLAND ~~INVESTIGATION~~

~~STOP EXPECT MEET SWAN OUT HOWLAND SOME DESIGNATED POSITIONING DAYS TODAY STOP TODAY~~

UNSEEN ANYTHING STOP WEATHER VERY CLEAR SKY WINDS TO SLIGHT SQUALLS CHOPPY SEA OVERCAST

stop radio listening well organized with

CHIEF

operators Itasca Howland

for intercept signals nothing

definite heard

KFS-1943DC

Corey

Long



Press Associated Collect San Francisco (via Mackay) 155  
about U.S.C.B. Steer Northwest Pacific

Basin reports four amateur continental united states  
radiomen comma Stecca this morning entering search  
area 200 miles west Howland stop amateur OK  
reported yesterday hearing <sup>(during)</sup> Eorhot giving <sup>repeated</sup> position ~~stop~~  
~~all coincide~~ ~~longitude~~ location stop  
searching western area also cover possibility  
thereby Eorhot not aircraft Howland rather  
fall short

TOP KFS 0120 2.00  
155

Carney

SFS

155

July 4 - (9.20)

WRI -

WSCG 1745 CFA CK 55 PM Collect 0100 forward



3. 6210

JRS 15-48

Press associated collect Honolulu (via Mackay)

Brines effect test released without  
permission Washington stop confer  
Hawaiian section

OK

TOD KFS 0125 <sup>Carey</sup> TO-4th

ok

for

NR 2-ASCC ITASCA

CK 18 PX Collect 0115 4th



Press Collect Associated San Francisco (Via Mackay)

Radioman Starca dispatches Howland  
seven tonight stop rest party  
ashore Friday six AM stop Earhart  
annual expected ~~the night party~~  
ten thirty morning stop estimate ~~stop~~  
twenty hour flight stop easterly  
winds forecast Howland stop Howland  
en route

Casey —

Howland



Two colonists replacements made stop Jacob Halli Joseph Anakalea relieve veteran  
leader James Kamakaiwi William Tavares stop remaining William Kaina new leader You  
Fai Lum radioman student aerologist stop

query earhart whereabouts itasca not informed ~~undoubtedly~~ stop using howland  
time one hour earlier honolulu

Carey

Y 8 sub



Press Collect Associated San Francisco (Via Mackay)

USCG Itasca Off Howland

Survey flag marking three runways Howland combined preliminary attempts score  
thousands goons, terns, frigates north made this afternoon personnel assisting Earhart  
world flight stop runways pronounced good shape though covered growth quote pig-weeds unquote  
stop landing first boat 8:45 AM supplies gasoline equipment Earhart and island colonists  
2400 feet east-west runway most probably used because prevailing easterly  
winds found soft ~~max~~ <sup>200 feet</sup> west end stop unavailable landing takeoff stop east end bounded  
coral reef marked off 75 feet flags stop 3050 feet northeast-southwest runway smooth hard  
though line cross winds stop best runway 5300 feet north-south available provided winds  
shift line away direct cross stop  
~~shift line away direct cross stop~~

Complete protection plans Earhart arrival departure include details covering crashing  
repairing servicing fire fighting medical aid beach offshore patrols radio telephone to  
ship stop



USCC-

#11

SRS

#195-

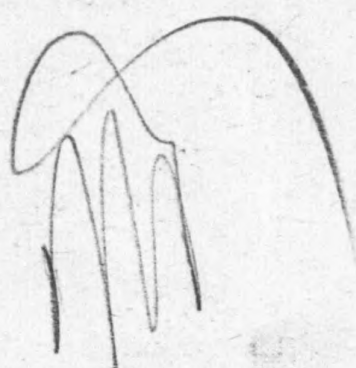
4th

~~its~~ itasca ch 30 press collect 1915 Hst

dpr Press collect associated Honolulu (via Mackay)

Brines Complete test messages earhart  
en route washington coast guard headquarters  
tonight stop have arranged release  
there stop instruct you inform washington  
associated bureau contact immediately

OK



Carey

T00 NPM-1848-DC-



press collect associated Honolulu ~~X-101~~

aboard uscg itasca pacific ocean

all efforts coast guard itasca facilities make combing search area earhart probably  
down stop aboardship crows nest bridge both <sup>4</sup> lookouts continuously ~~the~~ glasses stop  
night use ~~two~~ two searchlights skyward stop friday pm crew rest  
party tense stop on deck aid track down any ~~flare~~ flare comma clue stop ~~the~~ flashes  
reported followed result be stars rising out horizon comma lifting cloud banks stop  
early this am chased down what turnout be waterspout stop off ten thirty seven am  
from howland comb area again stop water aboard rationed two hour use daily previously  
five

carey

*ndo itasca ck 101 press collect 1546 HST 3"*

RDO USCG ITASCA CK101 PRESS COLLECT 1546 HST 3 (JULY)

FLD 1546

58

*TOD #2 TO KHK 1550 LST, BG July*  
TOD #2 TO KHK 1550 LST (TT BE 1 HR BEHIND HST?, THE 3RD), BG



U. S. COAST GUARD (OFFICIAL DISPATCH)

TRANSMIT

DATE JULY SIXTH

From: ITASCA	CODE
To (For action) UNIPRESS SANFRANCISCO	CIPHER
To (For information)	ACKNOWLEDGE
	PRIORITY
	ROUTINE
	ACKNOWLEDGE
	PRIORITY
	ROUTINE

TEXT

RDO USCG ITASCA NR 7 CK 16 PX COLLECT 1030 SIXTH

UNIPRESS SANFRANCISCO PRESS COLLECT

ITASCA SWAN MOOREBY

ARRIVED REPORTED AMELIA POSITION SEVEN PM HST LAST NIGHT SEARCHED AREA UNRESULTINGLY  
 TEN PM FLARES REPORTED IN SOUTH PERSONNEL ELECTRIFIED UNTIL HOWLAND SWAN RADIOED  
 SEEING LIGHTS SAME POSITION LOW TRAVELING METEORS ONLY EXPLANATION BRITISH  
 MOOREBY SIGHTED TWELVE THIRTY MIDNIGHT CHANGED COURSE IN AFTERNOON TO SEARCH AREA  
 CAME HUNDRED TWENTY MILES OFF COURSE SIGNALLED FLASHING LIGHTS ITASCA EXPLAINED  
 AMELIA NOW REPORTED IN SOUTH EAST MOOREBY RESUMED COURSE ONE AM PAA REPORTED NINE  
 PM CROSS BEARINGS TAKEN ON POSSIBLE AMELIA SIGNAL LOCATING PLANE IN PHOENIX GROUP SEVERAL  
 AMATEURS REPORTING THROUGH SANFRANCISCO DIVISION VARIOUS MESSAGES RECEIVED FROM  
 PLANE IMPOSSIBLE INVESTIGATE ALL POSSIBILITY SOMEONE FAKING CALLS LOCKHEED SAYS  
 IMPOSSIBLE TRANSMIT PLANE ON WATER ASSUMPTIONS NOW EITHER PLANE ON WATER CANT  
 BROADCAST OR ON LAND CAN BROADCAST NEITHER HAVE POSITIVE VERIFICATION ON WATER  
 MAYBE ANYWHERE ON LAND PHOENIX POSSIBILITY STOP WEATHER CLEAR LAST NIGHT SMORNING  
 SEA CALM SWAN ENTERED AREA LAST NIGHT COLORADO EXPECTED WEDNESDAY ITASCA STAY  
 THIS AREA NORTH HOWLAND REFUEL COLORADO

FILE — 1112  
 TOD - NPM #7 - 1/1/2 - TO-6th

Inc



U. S. COAST GUARD (OFFICIAL DISPATCH)

TRANSMIT

285

DATE	6TH JULY	CODE
FROM	ITASCA- CAREY PRESS	CIPHER
To (For action)	ASSOCIATED PRESS/ VIA NPM	ACKNOWLEDGE
To (For information)		PRIORITY
		ROUTINE
		ACKNOWLEDGE
		PRIORITY
		ROUTINE

RDO USCG ITASCA NR 6 CK 6 PX COLLECT 1000 HST SIXTH

OK

PRESS COLLECT ASSOCIATED SAN FRANCISCO

REPORTS SEEN FLARES LAST PM IN ERROR STOP MERELY METEORS STOP HOWLAND SWAN  
CORROBORATE SEEING SAME STOP MUST REFUEL COLORADO PRIOR XX FURTHER  
MOVEMENTS STOP HAVE TAKEN MEASURES SECURE PHOTOS IVENT RESCUE STOP WILL XXXX  
ADVISE DEVELOPMENTS SOON POSSIBLE STOP COAST GUARD NAVY MYSELF FORWARD  
RELIABLE INFORMATION STOP BELIEVE NONE OTHER STOP APPEARS INFORMATION  
PLANE AFLOAT 281 NORTH HOWLAND INACCURATE STOP MOORBY PROCEEDING NEXT  
PORT

CAREY

FILE  
CAREY

TOD NPM NR 6 1000 TO- 6TH

hmj

J.H.H. Carey  
Carey



TOD NPM  
NR 14

#230

1645-TO-5th

OK

press collect associated sanfrancisco via mackay

aboard uscg itasca enroute north howland

most definite news search missing earhart noonan heard monday two am navy radio wailupe intercepted message quote 281 north howland call khaqq beyond north went hold with us much longer above water shut off unquote stop ten forty six pm sunday night department interior stations baker howland islands report hear call quote itasca from khaqq unquote comma earhart station call stop radio operator itasca thought caught voice stop twelve thirty am today stop itasca radio called plane both key phone asking four dashes stop after signal on three one zero five kilocycles itasca receive three dashes stop at two am itasca west howland approximately three hundred miles from area earhart message stop immediately changed course proceed there stop expect arrive five pm tonight stop at four am regular schedule itasca and howland latter reported bearing approximately north to north northwest stop/cg sanfrancisco monitor station report hearing four dashes this am stop moorby comma british steamer comma slightly south earhart position time call received comma unable be contacted though calling continuously probably limited watches stop swan comma three hundred miles northeast time call received comma reported enroute stop all commercial stations cg pan american navy radio constantly aid listening verify latest information search stop information considered best far but not absolute

carey

228

rdo uscg itasca ch 225 press collect 1000  
Hst 5th

Am

CO. Carey 22  
JUL 22 1935



UNIPRESS SANFRANCISCO ~~DESSA COLLECT~~ ~~XXXXXX~~

222 #13 SRS 130  
6K  
FROM ELEVEN THIRTYSEVEN AM JULY SECOND (ALL TIMES GIVEN HST), TO NINE AM JULY  
THIRD ITASCA COVERED APPROXIMATELY SIX THOUSAND SQUARE MILES AREA NORTH AND  
NORTHEAST HOWLAND EXTENDING HUNDRED TWENTYFIVE MILES NORTH AND SIXTY MILES  
EAST CRUISING AT SEVENTEEN KNOTS EAST WIND FIFTEEN MILES SCATTERED CLOUDS  
MEN AT STATIONS TENSELY ALERT LONG WAIT CAPPED BY ANXIETY ~~THE~~ SEARCH FELT DEEPLY  
MEN WORKING WITH GRIM EFFICIENCY GREAT CONCERN OVER WHY AMELIA SHORT OF FUEL  
IN AIR ONLY APPROXIMATELY TWENTY AND HALF HOURS SHOULD HAVE HAD SEVERAL HOURS  
MORE FUEL WHY AMELIA NEVER GAVE POSITION ~~WHEN SHE REPORTED FAILING NEAR ITASCA~~  
~~EXCEPT ONCE HER RADIO EVIDENTLY NOT WORKING PROPERLY ITASCA REQUESTED EACH~~  
~~BROADCAST GIVE POSITION NEVER GIVEN STOP AT EIGHT FORTYTWO AMELIA RADIOED~~  
~~QUOTE HALF HOUR FUEL LEFT NO LANDFALL POSITION DOUBTFUL UNQUOTE LAST MESSAGE~~  
~~NINE FORTYTHREE QUOTE LINE OF POSITION ONE FIVE SEVEN DASH THREE THREE~~  
~~SEVEN AM CIRCLING PLEASE GIVE RADIO BEARING UNQUOTE HER VOICE SOUNDED VERY TIRED~~  
~~ANXIOUS ALMOST BREAKING LACK INFORMATION FROM AMELIA MAKING SEARCH DIFFICULT~~  
~~LAST NIGHT AT SIX~~  
FIFTY PM SAILING EAST INVESTIGATED SEEMING LIGHT FLASH HORIZON PORT BEAM NO  
RESULT ELEVEN THIRTY PM STARTED BACK <sup>toward</sup> HOWLAND ~~MANY TIMES~~ SEVERAL TIMES  
EXCITEMENT AROUSED STARS LOW ON HORIZON SEEMING FLARES DAY BREAK SMORNING *Itasca*  
SEEMING SMOKE HORIZON INVESTIGATED FUTILE ~~THE SEVEN SMORNING NAVY PLANE NOTIFIED~~  
~~TURNING BACK HIT BAD WEATHER CLOUDS SQUALLS EIGHTEEN THOUSAND FEET APPROXIMATELY~~  
~~FIVE HUNDRED MILES HOWLAND GREAT DISAPPOINTMENT ITASCA ARRIVED HOWLAND NINE AM~~  
~~SMORNING AT TEN THIRTY AM NAVY HAWAIIAN SECTOR GAVE WORD LEAVE HOWLAND PROCEED~~  
~~SEARCH FULL SPEED PROCEEDED TO IMMEDIATELY SEARCHING AREA HUNDRED FIFTY MILES~~  
NORTHWEST HOWLAND HUNDRED MILES NORTH WEATHER SAME YESTERDAY

#1 RDO USCG ITASCA CK222 PRESS COLLECT 1545 HST 3 (JULY)

TOD #1 KHK FOR KFS 1537 BG - 1.1 E LST *July*  
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CK219

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UNIPRESS

SAN FRANCISCO

PRESS COLLECT

~~JULY 6~~

MOST AUTHENTIC SIGNALS OF SEARCH RECEIVED LAST NIGHT ITASCA TURNED THREE AM  
 HST MORNING SPEEDING POINT TWO HUNDRED EIGHTYONE MILES NORTHWEST HOWLAND ~~WIRE~~  
 EXPECT ARRIVE SIX TONIGHT STOP ELEVEN FORTYSIX PM JULY FOURTH HOWLAND REPORTED  
 HEARING PLANE SIGNALS BAKER ISLAND VERIFIED SIGNALS IN CODE QUOTE NRUI DE KHAQQ  
 UNQUOTE MEANING EERHART CALLING ITASCA STOP <sup>Itasca</sup> ~~THE~~ OPERATOR REPORTED HEARING VOICE  
 STOP ITASCA AT ONETHIRTY AM CALLED PLANE PHONE AND KEY ON THIRTY ONE OUGHT FIVE  
 ASKED SEND FOUR DASHES RECEIVED THREE DASHES SAME FREQUENCY SAN FRANCISCO DIVISION  
 HEARD ITASCA CALL AND FOUR DASHES REPLY STOP THREE AM WAILUPE INTERCEPTED MESSAGE  
 QUOTE TWO EIGHTYONE NORTH HOWLAND CALL KHAQQ BEYOND NORTH WONT HOLD WITH US MUCH  
 LONGER ABOVE WATER SHUT OFF UNQUOTE FIVE AM HOWLAND QUOTE OBTAINED BEARING ON A  
 CONTINUOUS WAVE OF UNKNOWN ORIGIN INDICATING SOUTH SOUTH EAST OR NORTH NORTH  
 WEST ON MAGNETIC COMPASS STOP UNABLE TO OBTAIN UNILATERAL BEARING DUE TO NIGHT  
 EFFECT STOP NO CALL GIVEN STOP FREQUENCY IS SLIGHTLY ABOVE THIRTY ONE OUGHT FIVE  
 KCS UNQUOTE BRITISH STEAMSHIP MOOREBY SHOULD BE IN APPROXIMATELY PLANE AREA  
 HAVE BEEN UNABLE CONTACT SINCE CALLS FIRST RECEIVED SWAN WILL BE IN AREA ABOUT  
 SAME TIME ITASCA TONIGHT STOP WEATHER SCATTERED CLOUDS SEA CALMER STOP

COAST GUARD HEADQUARTERS WASHINGTON HAVE TEXT EERHART  
 MESSAGES QUERY FOR RELEASE WASHINGTON NOT RELEASABLE  
 HERE

USCG ITASCA - NR CK219

1000 HST - fifth - BT

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us

Tod #11 TO NPM 1207-2ST 1 hour blind Hst, BG



is trying to repair the damage caused by his son's incautious revelations to a market tipster. Good sequence: a riot in the automat when Ball Jr. tries to give Mary a free meal, turns on all faucets at once.

**Knight Without Armor** (London Films) exhibits Marlene Dietrich as an unkillable countess, escaping from Russia during the revolution with the aid of a British spy. When first seen, in 1913, Countess Alexandra (Dietrich) and A. J. Fotheringill (Robert Donat) are watching a horse race in England. She is the daughter of a Russian official. He is a young traveler at home on vacation. They do not meet. By the time they encounter each other for the first time it is 1917. A. J., long imprisoned in Siberia for complicity in a Red plot, is now a member of the Red Army and Countess Alexandra is waiting to be shot.

Detailed to take the Countess to Petrograd, A. J.'s first gallant gesture is to free her near a White Army outpost. When the Red Army recaptures the post, A. J. returns for the Countess, spirits her away to a woodland dell. From the dell, the two set out for the border in a trainload of refugees. They are arrested again, handed over to an impressionable young Commissar for safekeeping. The young Commissar falls in love with the Countess, kills himself so she can escape. The Countess and A. J. board a river boat for the border and it looks as though their troubles are over until the Countess falls ill. At the border, the American Red Cross enters the proceedings as *deus ex machina*. Marlene is popped into a sickbed. A. J. dodges one more firing squad, boards her hospital train as it pulls away from Russia.

A curious but by no means uninteresting combination of Karl Marx and the *Perils of Pauline*, **Knight Without Armor** is an adaptation by famed Scenarist Frances Marion of James Hilton's novel, *Without Armor*. Directed by Jacques Feyder, set by Lazare Meerson, who also collaborated on *La Kermesse Héroïque*, produced by Alexander Korda, its principal virtue is magnificent direction and photography. Its principal weakness: a naïve and repetitive narrative pattern in which its principals never assume the status of real human beings. Good shot: the Countess waking up in her country estate, ringing her bedside bell for the servants who are no longer there.

#### Also Showing

##### New

**Two Who Dared** (Grand National). Anna Sten in the pallid role of a Russian nursemaid employed by the wife of her lover (Henry Wilcoxon).

**Heart's Desire** (Gaumont-British). A vehicle for Viennese Tenor Richard Tauber.

**The Hoosier Schoolboy** (Monogram). Anne Nagel, as the new school teacher, humoring Mickey Rooney.

##### Current & Choice

**I Met Him in Paris** (Claudette Colbert, Robert Young, Melvin Douglas); **Slim** (Pat O'Brien, Henry Fonda, Margaret Lindsay); **A Day at the Races** (Groucho, Chico & Harpo Marx); **The Road Back** (John King, Richard Cromwell); **King Solomon's Mines** (Sir Cedric Hardwicke, Anna Lee, Roland Young, Paul Robeson).

## TRANSPORT

### One in a Million

Amelia Earhart was born 39 years ago in Atchison, Kans. Her father was a lawyer and railway claim agent. She went east to study at Columbia University, then west to be with her parents, who had moved to Los Angeles. In California, Amelia saw many more airplanes than in Kansas. The idea of flying excited her. Famed Captain Frank Hawks took her up for her first flight. In 1918 she made her



Wide World

NOONAN & EARTHART\*

"For the fun of it."

first solo, after ten hours of instruction. Two years later she set a woman's altitude record of 14,000 ft.

Amelia Earhart and her mother went east in a canary-colored automobile. The young girl again studied at Columbia and at Harvard Summer School. She got into social service work, teaching soiled urchins at South Boston's old Denison House. One day the telephone rang and a voice asked her if she would go along as a passenger on a transatlantic airplane flight. The sponsor of the project thought it would be good publicity to take a woman along. Amelia said at once that she would go.

Amelia Earhart thus made national headlines as the first woman to cross the Atlantic, with Wilmer Stultz and Louis Gordon in the *Friendship*. After that she settled down to learn flying as well as she could. She flew for fun, flew for publicity. While flying for Beechnut Products she made headlines by cracking up an autogiro, nearest thing to a foolproof aircraft. But she learned to fly so well that she became the world's No. 1 woman flyer, rolled up an impressive list of "firsts":

- ☐ First woman to fly the Atlantic.
- ☐ First woman to fly the Atlantic alone.
- ☐ First person to fly the Atlantic alone twice.
- ☐ First woman to fly an autogiro.

\*At Karachi, India, June 15, one of their last photographs.

☐ First person to cross the U. S. in an autogiro.

☐ First woman to receive the Distinguished Flying Cross.

☐ First woman to fly non-stop across the U. S.

☐ First woman to fly from Hawaii to the U. S.

Amelia Earhart became a good friend of Eleanor Roosevelt who shared her belief that women should not stand in the shadow of men. In 1931 she married Publisher George Palmer Putnam, who never dissuaded her from flying wherever she wanted to go. Keynote of Mrs. Putnam's career was the title of her book, *The Fun Of It*. But she professed interest also in the scientific aspect of flying. She became a consulting member of Purdue University's faculty, specializing in aeronautics and careers for women, and last year acquired a Wasp-motored Lockheed Electra which was supposed to be a "flying laboratory" equipped with up-to-the-minute flying and navigating devices. The cost—\$80,000—was mostly provided by anonymous members of the Purdue Research Foundation but it was specified that the plane should be Mrs. Putnam's property.

One thing Amelia Earhart Putnam still wanted to do—for the fun of it—was to fly around the world. She started from Miami, Fla. on June 1 with Fred Noonan, onetime Pan American navigator. They made mostly back page news until last fortnight when they started across 2,550 miles of Pacific Ocean toward tiny Howland Island, failed to reach it. Last week the likelihood was approaching sad certainty that Amelia Earhart Putnam had made headlines for the last time.\*

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-kilocycle frequency. The plane's transmitter would have been able to send such signals if it had had a trailing antenna. Miss Earhart considered all this too much bother, no trailing antenna was taken along. Finally, the *Itasca's* commander would have had a better idea where to look if the plane had radioed its position at regular intervals. But not one position report was received after the

\*This week another crew of Soviet flyers was winging its way from Moscow across the top of the world toward an unannounced destination on the west coast of the U. S. Near the North Pole the three flyers radioed that "everything is in order."



1937

THE E

## Amelia, Noonan Killed By Science, Is Charge

LOS ANGELES, Sept. 23 (A.P.)—A charge that "Amelia Earhart and Fred Noonan were murdered by Dogmatic Science" headlines the first issue of the Fortean Society magazine, just out.

"Unless by some miracle they found land and food and fresh water, they were sent to their death by the smug complacency of Authority, of the schoolmen and the physicists and the astronomers," Tiffany Thayer, secretary of the society, a national group of scientific agnostics, including several prominent writers, wrote.

Thayer referred to geographical and geodesic data compiled with astronomical aid, all generally accepted as correct. He contended science is ignorant of the true nature and dimensions of the earth and therefore is to blame for the Earhart-Noonan flight failure.

The Fortean society was organized in 1931 by J. David Stern, newspaper publisher; Thayer, Ben Hecht, Booth Tarkington, Burton Rascoe, Alexander Woolcott, writers; Aaron Sussman and others, to perpetuate the ideas of Charles Fort, a scientific iconoclast, who suggested, among other things, that the stars might not be so far away and the earth might be "nearly" stationary if all evidence was considered.

### "Crazy Quilt of Guesses"

In his treatment of the Earhart-Noonan flight, Thayer declared "the latest and most detailed charts of the south Pacific ocean, prepared by the hydrographic office of the United States navy, are a crazy quilt of guess work." He pointed out that a chart embracing the New Guinea-Howland island route of Miss Earhart and her navigator shows 13 islands and reefs whose positions or existence are officially marked "doubtful." This chart covers the area from longitude 145 degrees east to 165 west and from latitude 20 north to 15 south.

"The magnetic compass is erratic in this district, its variation increasing 2 minutes annually," said Thayer. "This area is a sort of fairy hell, where anything may happen."

Thayer delivered a caustic answer to claims that astronomy makes possible earth measurements of "incredible accuracy."

"All the observations that all the astronomers of the world were able to make in more than 1200 years," he said, "were insufficient to time accurately the eclipse of the sun (June 8) which almost paralleled the path of the Earhart flight. Totality lasted 10 seconds longer than it 'should'—and an error of 10 seconds means an error of a good many miles in the width of an ocean."

Thayer also quoted Lt. Comdr. R. T. Gould, ret., British navy, as saying:

"Until we know considerably more about the geography of our planet, there will always be 'doubtful islands,' distinguished on the admiralty charts by the sceptical affix 'E.D.' (existence doubtful) or 'P.D.' (position doubtful). It may

seem curious, in these days of over-civilization, that we should still be in this state of uncertainty. But we still know less about the 'round world' than is generally supposed, and a small departure from the beaten path may still, in certain parts of the great oceans, transform the ordinary mariner into a discoverer."

Stupid!  
Traveling at  
180 MPH an  
error of 10  
seconds would  
make an error  
of  $\frac{1}{2}$  mile!  
Visibility was  
20 miles at  
the correct  
Height!

1937

ED 1881—VOL. 57 No. 186

SAN DIEGO

## AMELIA, NAVIGATOR ALIVE; SIGNALS TO HOWLAND PICKED UP

Call Letters 'KHAQQ' Heard Distinctly By  
Operator on Island With Portable  
Set Left By Itasca

By United Press

HONOLULU, T. H., July 5.—Sharp and clear radio signals indicating that Amelia Earhart and her navigator, Frederick J. Noonan, still were alive heard today, after they were more than 65 hours overdue at Howland Island, in mid-Pacific, on a 2570-mile jump from Lae, New Guinea, on a projected round-the-world flight.

Most promising of the radio reports was picked up by a portable set at Howland Island, whose operator told local Coast Guard headquarters that it distinctly heard the call letters assigned to Miss Earhart's \$80,000 silver and orange plane at 1:16 a. m. (PST).

### Call Letters Only

Although the call letters — "KHAQQ" — came strong to the Howland Island operator, he was unable to pick up anything else from Miss Earhart, he reported.

The portable set was left at Howland Island by the Coast Guard cutter Itasca, which was stationed there to aid Miss Earhart in case she needed help and which has been forced to carry on alone so far in the search for her.

Baker Island, 38 miles from Howland Island, also reported picking up the call letters "KHAQQ."

### More Corroboration

Apparently corroborating the Howland Island reports of hearing Miss Earhart's calls were messages from Pan-America Airway's radio station at Wake Island and from the U. S. S. Colorado, one of the numerous war craft the Navy has sent out to aid in the search for America's No. 1 woman pilot and her navigator.

The Wake Island station said that it was picking up increasingly strong carrier wave signals, believed to be coming from Miss Earhart's twin-motored Lockheed Electra.

The station reported that the signals indicated they were coming from a point 115 degrees from Wake. The Wake Island reception was considered significant because

Turn to Page 2, Col. 7.

## Duce Resigns Self To War With Britain

By United Press

ROME, July 5.—Bitter editorial attacks on Great Britain and France gave point today to persistent reports that Premier Mussolini has abandoned hope of an understanding with England and is making thorough preparation based in

Many Stations  
Heard KHAQQ on  
the air — The  
Itasca was  
Calling KHAQQ  
twice hourly!



Seattle PI June 23 1957

## Amelia Earhart's Disappearance Remains Top Aviation Mystery

BY JAMES L. KILGALLEN  
(International News Staff Writer)

Twenty years ago — on July 2, 1937 — Amelia Earhart vanished without trace in the Pacific while attempting a spectacular round-the-world flight.

What happened to America's most famous woman pilot on that ill-fated trip is as much a mystery today as it was two decades ago.

Amelia was at the peak of her career when she flew to her doom on a 2,556-mile hop from Lae, New Guinea, to Howland Islands, a speck of land in the wide expanses of the Pacific. Her navigator and co-pilot, Lieut.-Comdr. Fred Noonan, disappeared with her. To this day nobody knows what happened to them although there has been much conjecture.

**THE BLONDE**, tousle-haired Amelia was an international celebrity at the time. She already had set many aviation records. She was the first woman to cross the Atlantic by air, the first to fly it alone. She had flown non-stop across the United States and had made the first solo flight from Hawaii to the mainland. She was the first woman to fly an autogyro.

She was the feminine counterpart of Charles A. Lindbergh whose epic solo flight from New York to Paris in 1927 thrilled and inspired the world. In fact, they called her "Lady Lindy" because she not only resembled Lindbergh, but — like him — was shy and rather taciturn, although quite friendly.



AMELIA EARHART PUTNAM  
She Vanished

The flight which ended in Miss Earhart's disappearance began on June 1, 1937, at Miami, Fla., in an early morning haze. She was at the controls when she and Noonan took off in a new twin-engine Lockheed Electra. The plane was so well-fitted with flying and navigation instruments that she had dubbed it her "flying laboratory."

On this globe-girdling flight, Miss Earhart was not attempting any speed records. She was making a study of the scientific features of air travel.

**FROM MAIMI** she and Noonan flew to Puerto Rico, and from there to Venezuela and Brazil. Then they hopped across to Senegal in French West Africa, and on to Sudan, Eritrea and Karachi. They proceeded to Calcutta and to Bangkok. A monsoon delayed them somewhat but they got to Bandoeng, Netherlands East Indies, on June 21. Six days later they reached Timor Island and the following day they flew the Timor Sea to Port Darwin in 3½ hours.

They then visited Lae, New Guinea. On July 1 they took off from Lae for little Howland Island — the last flight Miss Earhart was ever to make.

At 2:45 a. m., on July 2 the Coast Guard Cutter Itasca, alerted to be ready for an emergency, picked up a mes-

sage which mentioned cloudy weather. Later messages indicated Miss Earhart's plane was having difficulty finding Howland Island.

**THEN CAME** a cryptic radio message, saying:

"We are now on the line position 157-337. We are now running north and south."

That was the last contact ever recorded with Miss Earhart.

More than 100 planes, ten Navy vessels including the carrier Lexington and 3,000 men took part in the search which spread over an area of 36,000 square miles in the Pacific.

Many rumors were circulated about what might have happened to Miss Earhart. Was she forced down at sea or did the plane make an unscheduled landing in some small island?

**ONE RUMOR** was to the effect that the plane was forced to land on the ocean and that Miss Earhart had been taken to Japan on a fishing boat.

Another unverified rumor was that she may have got off her course and passed over the Marshall Islands where the Japanese had military and naval installations. It was theorized that the plane may have been shot down but there was never any evidence that this had occurred.

Some years after Miss Earhart's tragic disappearance she was officially declared dead by the courts.

**TODAY MISS** Earhart's many friends speak of her in loving admiration.

Heinmuller said no flier exerted a better or stronger influence in the promotion of aviation, particularly among women, than did Amelia Earhart.

Jacqueline Cochrane, the noted American flier who in those pioneering days was a competitor of Miss Earhart, described Amelia as "a great pilot, a wonderful woman."

Miss Cochrane told International News Service that in her opinion no one knows what happened on the last leg of Miss Earhart's flight.

"She evidently was trying to hit the needle in the haystack and missed the needle," said Miss Cochrane. "Conjecture, however, doesn't mean anything."

Everett Herald Sept 15 1956

## Amelia Earhart Vanished In Pacific 19 Years Ago

By HAZEL JOHNSON  
United Press Staff Correspondent  
SAN FRANCISCO, Calif. (UP)—Nineteen years ago the most famous aviatrix of them all, Amelia Earhart, disappeared in the Mid-Pacific on the last leg of an epic-making world flight.

Amelia, the "Lady Lindy" of the 1930's, never was heard from again. But the speculation about her fate and that of her navigator, Fred Noonan, never stopped.

Amelia would have celebrated her 58th birthday July 24 if she had survived the July 2, 1937 flight.

She racked up a whole string of firsts in flying. She was the first woman to fly the Atlantic and fly it alone. She was the first woman to fly most of the Pacific — the distance from Hawaii to California.

She was the first woman to fly across the United States, both by stages and non-stop. Twice, she established speed records, and also set a new altitude record.

Her ill-fated attempt to circle the globe began from Miami, June 1, 1937. She flew east in a two-engine monoplane called "The Electra," and made the 22,000 miles to Lae, New Guinea, without major incident. The last 7,000 miles was the most difficult part of the flight, for much of it was over a route never before flown. The destination July 2 was Howland Island, a tiny, barren strip in the mid-Pacific.

**Search Cost Millions**

The Coast Guard cutter "Itasca" was stationed near Howland to give her radio and weather signals. At one time, the ship picked up Miss Earhart's report that her plane was circling and was unable to find land.

In the following two days Amelia Earhart's voice reportedly was heard by radio several times, and a mass air-sea rescue effort began in the area.

The third day after her disap-

pearance a Naval radio station near Honolulu picked up what it believed was a message from the plane that said in part, "Don't hold with us much longer . . . above water . . . shut off."

Miss Earhart's husband, George Putnam, had a theory that the Electra was on a reef and the fuel used to power the radio was about gone.

Before the search was called off it included 102 American planes, 10 American ships, several Japanese aircraft, and three thousand men. The search cost the United States an estimated four million dollars.

**Mother Had Theory**

But the rumors about Amelia never stopped. Some of the reports were that she died in the crash; some that she landed on a Japanese-inhabited island where she was taken prisoner and later executed; one rumor was that she was alive and held by the Japanese. In 1945 this was denied officially by the Japanese government.

Amelia's mother Mrs. Amy Otis Earhart, subscribed to the Japanese prisoner theory, and believed her daughter died in Japan on a U.S. government mission, and not in the Pacific Ocean. She advanced this theory as late as 1949 when she said Amelia had told her there were some things that were of a "secret" nature and could not be revealed.

"She landed on a tiny atoll, one of the many in that general area of the Pacific, and was picked up by a Japanese fishing boat that took her to the Marshall Islands, then under Japanese control," Mrs. Earhart said.

"There she met with an accident — an 'arranged' accident that ended her life," she said.

Mrs. Earhart said she had thought her daughter might be returned to this country during World War II in exchange for some captured Japanese general or admiral, but said she gave up hope with the end of the war.



San Diego Evening Trib. - July 2 - 1957

ports... Classified Ads... SECTION B

# Pacific Hides Fate Of Amelia 20 Years

By BOB LEONARD

"KHAQQ calling Itasca. Gas is running low. Only about 30 minutes left."

Those were the anxious last radioed words of Amelia Earhart, the famous woman aviator who disappeared in the Pacific Ocean 20 years ago today.

Those few words touched off the largest peace-time air search in the history of the Navy.

All the world waited and listened by its radios that July 2, 1937, when the San Diego-based Coast Guard cutter Itasca tried vainly to fix the aviator's position.

It was to have been the last daring, long-distance flight of the woman who had gained the respected title of the world's best aviatrix.

## Lae Last-Known Stop

It was a round-the-world flight starting from Oakland, Calif., via Florida, Brazil, Africa, India—and finally to Lae, New Guinea—her last known stop on land.

A. E., as she commonly called herself, was accompanied on the flight by Fred Noonan, her navigator. They had hoped to be back in the United States by the July 4.

The fateful leg was considered to be the most hazardous of the flight—2,556 miles from Lae to a bit of coral known as Howland Island.

## Aware of Danger

Miss Earhart said she realized the danger, but insisted: "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."

The last words heard by the Itasca came on the morning of July 3, when Miss Earhart already was overdue at Howland Island.

"We are circling, but cannot hear you," her frantic words came over the radio of the Itasca.

Forty-eight minutes later came a brief, flickering final radio signal.

## Smoke Screen Fails

The Itasca hurriedly laid down a 10-mile smoke screen, but perhaps Miss Earhart was flying into the sun and was unable to see it.

While afternoon extra edi-



AMELIA EARHART  
Last daring flight

tions of evening newspapers across the country carried headlines: "Amelia Earhart Down in the Pacific!"; the San Diego-based aircraft carrier Lexington was busy here preparing for a dash to the South Pacific area.

While the Itasca, commanded by Cdr. Warner K. Thompson, continued its search for the missing aircraft, six squadrons of North Island Navy planes were being flown aboard the Lexington off San Diego in the Coronado Roads.

## 4,000 Men in Search

More than 4,000 officers and men of the Navy and Coast Guard, aboard the Lexington, the battleship Colorado, the Itasca, and the destroyers Chandler, Southard, Worden, Hull, Lamson, and Drayton, participated in the search.

They covered 265,000 square miles in the vicinity of Howland Island. Not a trace was found of the missing plane or the two fliers.

The Navy officially quit the search July 19 when the Lexington headed back to San Diego.

## Cost Exceeds Million

The search cost the American government more than a million dollars.

Despite rumors over the

years that Miss Earhart and Noonan had been captured by the Japanese and taken prisoner, the facts compiled by the Navy and Coast Guard point to their being lost at sea.

The most logical answer of how the two missed their destination and what happened to them was given by the commander of the Itasca.

"Amelia had counted on her radio equipment to carry her into Howland. When that failed, Noonan missed his target—not by much, but enough so that in the glare of the rising sun neither flier saw the island."

## 'Because I Want To'

"I just fly because I want too," Miss Earhart often said. She said she wanted to prove that airplanes could fly anywhere, and women could pilot them.

She took her first flying lessons at Los Angeles in 1918, when she was 20 and a student at the University of Southern California.

She soloed after only 10 hours of instruction, and two years later went up to 14,000 feet, an altitude record for women of that time.

She was the first woman to cross the Atlantic Ocean.

## Heroine of Many Flights

She soloed the Atlantic in 1932, and on Jan. 11, 1935, flew from Hawaii to Oakland alone in 18 hours and 16 minutes.

A crowd was at the airport in Oakland to greet the boyish bobbed-haired Miss Earhart, who thought it was some kind of a convention.

"That landing is something I'll never forget," she told guests at a dinner in her honor. "It is in the diary of my heart. It has made Oakland my favorite airport and one of my favorite cities."

She loved flying and felt that needed experience and information were gained by the daring of fliers.

## Feeling of Helpful

"I feel that all such flights help to support the foundation for future air transport development," she explained. "That is enough of a reason for me—plus the thrill of proving that women can try for and reach goals outside their traditional sphere."



Everett Herald

July 2 1960

## Newsman Claim Evidence Japs May Have Executed Woman Flier, Navigator

NEW YORK (AP) — New evidence has been reported that Amelia Earhart, the pioneer woman flier who disappeared 23 years ago, may have been executed by the Japanese.

The Columbia Broadcasting System said Friday that she was seen to crash-land off Saipan during her ill-fated flight around the world.

CBS correspondent Don Mozeley said a special news team sent to the Pacific island "found at least a dozen natives who remember seeing the famous aviatrix crash land in the water in 1937, watched her taken to jail by the Japanese and then disappear."

"All the islanders," the report continued, "believe Miss Earhart and her navigator, Fred Noonan, were executed out of sight of the local population. The Japanese were determined that no American would ever tell the world they were fortifying the Island of Saipan."

Saipan was one of the battlegrounds of World War II.

"One native said he had been invited to witness the hanging of a white woman," added the report. "He refused to go."

Her disappearance at the age of 39 sent a wave of shock and disbelief around the world. A task force of 3,000 men, 10 ships and 100 planes swept the Pacific, to no avail.

Eventually the search lapsed but reports persisted, including rumors that she had been caught and killed by the Japanese.

Last May the San Mateo, Calif., Times quoted a woman who lived on Saipan as a child as saying she recognized pictures of Miss Earhart as the American pilot she saw taken into custody by the Japanese.

The woman, Josephine Blanco Akiyama, now a resident of San Mateo, was reported as saying a member of the Japanese secret police later told her the flier had been shot.

CBS sent a news team of its own, plus a Times reporter, to investigate.

The network said the team, diving into the waters of the bay opposite the old Japanese naval base, found the wreckage of a plane.

A generator was shown in San Francisco Friday. Paul Mantz, the flier who outfitted Miss Earhart's craft, said it looked like the one he had installed. He

planned to check his work number records to make sure.

In Tokyo, a former admiral of the Imperial Naval General Staff termed the execution reports incredible. Shigeyoshi Inouye, in charge of the Naval Affairs bureau in 1937, denied any knowledge of the subject.



AMELIA EARHART



## Earhart Data Sought: Outfitter Seeking Plane Part Number

SAN FRANCISCO, July 2. —(UPI)— The man who outfitted Amelia Earhart's airplane for the trip on which she disappeared searched his records today for data that may prove she crashed in Saipan Harbor.

Paul Mantz, Santa Ana, Calif., air service operator, said it may take him several days, however, to run down the number of the special generator he installed on her plane in 1937 before she vanished in the Pacific on a round-the-world flight.

Radio newsman Fred Goerner of Station KCBS said yesterday he had corroborated the story published recently in the San Mateo, Calif., Times that the famous aviatrix crashed on Saipan July 2, 1937, and was executed by the Japanese.

GOERNER, accompanied by an interpreter, spent two weeks on Saipan and recorded several hours of testimony from natives who "remember seeing the American lady crash."

Goerner also brought up from the bottom of Saipan Harbor about 500 pounds of airplane parts, which he said were identified by Navy experts as "definitely from an American-made plane of pre-World War Two type."

Most important of these parts was a heavy duty generator with the serial number readable despite 23 years under the water.

MISS EARHART and her navigator, Fred Noonan, disappeared on a flight from Lae, New Guinea, to Howland Island. There were strong winds in the area at the time and Goerner theorized that they may have been blown off course and forced to land at Saipan when their gasoline supply was exhausted.

Saipan, one of the Mariana group in the Central Pacific, was heavily fortified by the Japanese prior to World War II and it is believed Miss Earhart and Noonan were killed to keep them from disclosing to the U. S. government the extent of the military build-up by the Japanese.

The Japanese government denied in 1945 that either flyer had ever been in their custody.

## Says Generator Identification Is Hard to Make

TETERBORO, N.J. (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 here 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, Santa Ana, Calif., 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.

The disclosure followed a claim of "photographic evidence" that the famous woman flier was executed on Saipan by Japanese authorities who maintained a naval base on the island at that time.

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."

Newsmen from the Columbia Broadcasting System conducted an investigation of the plane's disappearance and reported last week the existence of the generator and other plane wreckage.

CBS newsman Fred Goerner said several persons on Saipan claimed to have remembered the crash and execution of Miss Earhart and Noonan.

An English professor in Anaheim, Calif., said he was advised of photographic evidence of the execution.



By Air Officer:

## Earhart Reported Slain By Japanese

LOS ANGELES, July 5. — (AP) — Photographic proof that flier Amelia Earhart was executed and buried by the Japanese on the island of Saipan in 1937 was claimed today by an air force officer.

Capt. Paul L. Briand Jr., assistant professor of English at the Air Force Academy in Colorado, said he has word that a fellow officer has obtained Japanese photographs proving Miss Earhart and her navigator, Fred Noonan, were captured and killed as spies.

BRIAND SAID Capt. Joseph Gervais, troop carrier pilot stationed at Okinawa, recently came into possession of the Japanese photographs and also

has affidavits from 72 eye-witnesses of the capture and execution.

He quoted Gervais as saying in a letter:

"The Amelia Earhart incident is fantastic, it is true, and it is tragic. I wish I had never gone on this trip. As you well know, it is going to be one of the greatest news stories of our time.

"We have the details of the life, the food and the clothes, but most of all, and what I least expected to find, the original and only burial site of Amelia Earhart and Fred Noonan. It has remained untouched and undisturbed in 23 years, not even by the war.

## Japanese War Lord Denies Plot

TOKYO, July 6. (Wednesday)—(AP)—A former Imperial Navy captain in charge of executions today categorically denied reports that American aviatrix Amelia Earhart was executed on Saipan Island in 1937.

The denial was from Zen-shiro Hoshina, at the time chief of the first section of Naval Affairs Bureau. Since the war he has been a Conservative member of the Lower House of Parliament.

After being shown news reports claiming the existence of photographic proof of the execution of Miss Earhart and her navigator, Fred Noonan, he declared in an interview:

"I absolutely deny it. No such execution could have taken place without my knowledge and approval.

"It was unthinkable that anything as noteworthy as the execution of a foreigner would not have come to my attention for approval."

## 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.

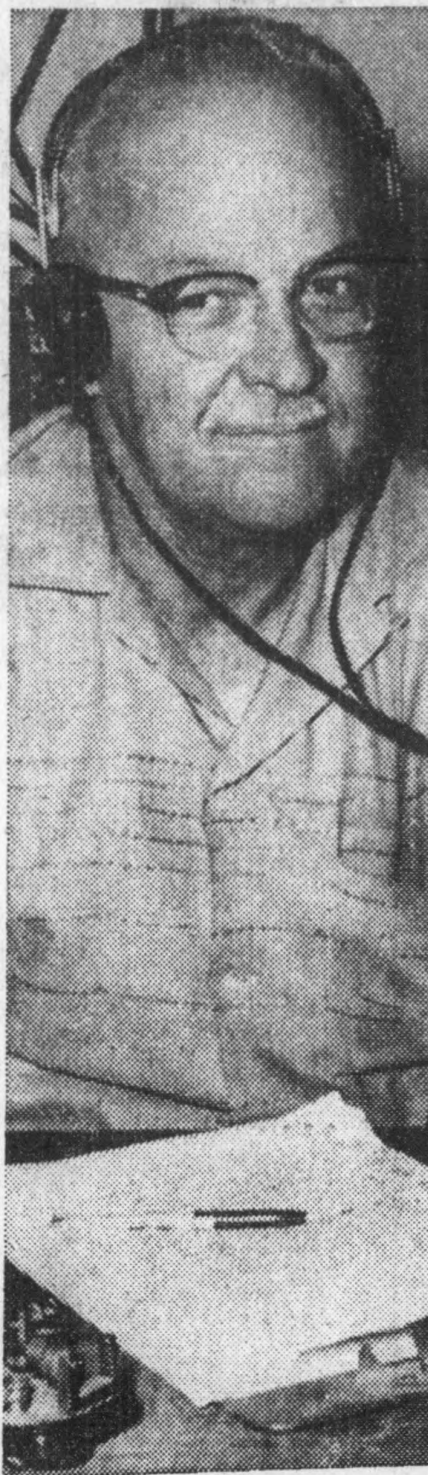
Bellarts said that last message came over his radio receiver so loud that she couldn't have been more than 200 miles distant.

In addition, Bellarts' logs indicated that 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



LEO BELLARTS

her crash there. He also said he has affidavits from 72 eyewitnesses to her capture and execution.

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)

## 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 static 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.



'Positively':

## Generator Type Used By Earhart

ANAHEIM, Calif., July 6. — (UPI)—A coral-encrusted generator found on the bottom of a Saipan bay "positively" is the same type as that ordered for the plane in which famed aviatrix Amelia Earhart disappeared 23 years ago, it was disclosed today.

PAUL MANTZ, noted pilot who outfitted Miss Earhart's plane, said the model E5 Bendix Eclipse generator was identical to that he purchased in 1936 for Miss Earhart's plane.

"I'm in contact now with the president of Bendix in New Jersey and they're going through their files to check the order and determine the exact serial number," Mantz said at his office in nearby Santa Ana. "If the number is the same, this has to be the plane. If it isn't, that's it. Period."

The Mantz investigation came on the heels of a statement here yesterday that an English professor at the Air Force Academy said he was advised of photographic evidence to prove Miss Earhart and her navigator were executed by the Japanese in Saipan.

## Earhart Crash At Saipan Ruled Out By Search Aid

DENVER, July 6. — (AP)—An aviation official who participated in the search for Amelia Earhart in 1937 said today there was no connection between her disappearance and the Japanese-held island of Saipan.

"There just isn't any way she could have crashed at Saipan," said Robert M. Stanley, president of Stanley Aviation Corp.

Stanley was a naval aviation cadet assigned to the aircraft carrier Lexington to participate in the search for the missing aviatrix 23 years ago. He was official cartographer aboard the carrier.

STANLEY SAID he computed the speed, fuel capacity and drift factors involved in Miss Earhart's flight from Lae, New Guinea, to Howland Island in the Pacific.

"These computations left not the slightest doubt in my mind that she went down at sea less than 150 miles from her destination," he said.

## Aviatrix Lost Near Howland Isle, Not Saipan, Radio Operator Avers

EVERETT — (P)—Amelia Earhart, the famed flier who disappeared over the Pacific 23 years ago, went down near Howland island, not Saipan, 1,200 miles away, a radio operator said. Lee Bellarts, a retired coast guard lieutenant and the chief radio operator on the cutter Itasca which had the last radio contact with Miss Earhart, said:

"I'll stake my bottom dollar she went down very close to Howland island."

Two air force captains said earlier Miss Earhart and her navigator, Fred Noonan, were executed by the Japanese on Saipan.

BELLARTS kept copies of the Itasca's radio logs for the last six hours in which messages were exchanged with Miss Earhart.

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

Her final word: "Wait."

Bellarts said Miss Earhart messaged that her plane was low on gasoline, and that she was lost. Her voice was strong and clear, and could be heard by men on the next deck from the radio shack, he said.

"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."

Bellarts said weather conditions were ideal, and prevailing winds were easterly toward Howland island, not Saipan.

"The Earhart plane would have had to go off course right after nearing New Guinea to crash, or near Saipan," Bellarts said.



**BELIEVE FLIERS EXECUTED ON SAIPAN**—Air Force Captains Robert Dinger (left) of Vero Beach, Fla., and Joseph Gervais, Tyngsboro, Mass., look at map of Saipan as they tell newsmen at Fuchu air force base headquarters near Tokyo that they believe Amelia Earhart and her navigator, Fred Noonan, were executed by Japanese on Saipan in 1937. An air force spokesman said data assembled by the officers is withheld from publication until it is evaluated.



# Information on Execution of Amelia

## Earhart Held Inconclusive

The Seattle Times 9  
Thursday, July 7, 1960

TOKYO, July 7.—(A.P.)—The United States Fifth Air Force today described as "incomplete and inconclusive," information which two Air Force officers contend proves the Japanese executed Amelia Earhart and her navigator on Saipan in 1937.

A spokesman said the information assembled by Capt. Joseph Gervais, 36, of Tyngsboro, Mass., and Robert Dinger, 38, of Vero Beach, Fla., is being withheld from publication for the moment

because it is awaiting evaluation.

Gervais and Dinger told a news conference today that neither had actually visited Saipan but that Gervais assembled most of their evidence during a recent private trip to Guam, 100 miles from Saipan.

The two officers insisted Gervais' findings prove that the famed aviatrix and Fred Noonan, navigator, were executed as spies and buried on

Saipan. "The burden of the proof is on us, and we are ready to face the issue," Gervais declared.

The Air Force confirmed that the two men had been ordered to stop their investigation.

Gervais modified statements attributed to him Tuesday in Los Angeles by Capt. Paul Briand, Jr., author of a book propounding the theory that Miss Earhart and Noonan went far off course during

their 1937 round-the-world flight and were killed to keep them from telling the world the Japanese were secretly fortifying Saipan.

Gervais admitted he had written Briand that he had "some very important pictures taken by the Japanese in 1937—the originals no less." But he said the pictures were not proof that Miss Earhart had been executed.

**GENERATOR CHECKED—**  
SANTA ANA, Calif., July

7.—(U.P.I.)—Word was awaited today on whether a generator found in the Bay of Saipan was from the plane in which Amelia Earhart disappeared in 1937.

Paul Mantz, a Santa Ana air-service operator who outfitted Miss Earhart's plane for an around-the-world flight 23 years ago, yesterday positively identified a coral-encrusted generator as identical to one he ordered for the missing craft.

Mantz refused to say def-

initely it was from the plane, however, pending a check of the serial numbers with the manufacturer.

facts," Robert M. Stanley, president of the Stanley Aviation Corp., said.

Stanley was a naval aviation cadet and was assigned aboard the aircraft carrier Lexington to take part in the search. He said records still in his possession indicated that Miss Earhart and her navigator, Fred Noonan, ended their around-the-world air flight "at least 2,000 miles from Saipan."

**NOT THE FACTS—DEN-**  
VER, July 7.—(U.P.I.)—A Denver aviation executive who helped in the search for Amelia Earhart 23 years ago maintained yesterday she could not have crash-landed at Saipan.

"The report may be highly sensational, but it does not come close to fitting the

Stanley said there was not the slightest doubt in his

mind that the flight ended less than 150 miles from Howland Island, its destination.



## Amelia Earhart's Saipan Death Now 'Ruled Out'

By BRUCE AGNEW  
United Press International  
NEW YORK (UPI)—Aviatrix Amelia Earhart today disappeared again into the mists.

The Bendix Aviation Corp. said it "ruled out" the possibility that a barnacle-encrusted generator found in Saipan Bay had come from the plane Miss Earhart was flying when she was lost at sea on a round-the-world flight in 1937.

Miss Earhart, one of aviation's first heroines who was dubbed "Lady Lindy" when she became the first woman to fly the Atlantic in 1928, was last heard from July 2, 1937. She and her navigator Fred Noonan radioed they were within 100 miles of tiny Howland Island on one of the final legs of their flight. They never landed.

Until earlier this month, there had been no solid clues to indicate whether she had overshot Howland and crashed in the Pacific, or had landed at some remote Pacific Island, or had come down at sea and been rescued by the Japanese—and then been executed because she had seen Japanese preparations for World War II.

The generator found in Saipan Bay by a team of newsmen from radio station KCBS of San Francisco and the San Mateo (Calif.) Times appeared to support this last theory. And natives of Saipan told of hearing that a tall, blonde American woman and an American man had been killed in a prison camp.

But a Bendix Aviation spokesman, Clark Smith, said Friday night three serial numbers on a ball bearing from the generator indicated the bearing was made by a Japanese firm in Osaka.

Paul Mantz, a pilot from Santa Ana, Calif., who outfitted Miss Earhart's Lockheed Electra for the round-the-world flight, said in

San Francisco he was baffled at the Bendix report. He said the generator was positively the "same type" as the one installed in Miss Earhart's plane, and announced he would fly to New York Sunday or Monday to meet with Bendix officials.

Smith indicated Bendix would welcome the meeting.

"I would like to see the generator and have our people look at the thing," he said at his home in Old Tappan, N.J. "The chances for positive identification are good." He said the possibility of finding Miss Earhart's plane had "too much significance to hang on a single bearing."



## 72 Witnesses Officer Gives Evidence On Execution of Flier

LOS ANGELES (AP)—An Air Force officer says security officers are evaluating what he believes to be conclusive evidence that the Japanese executed aviatrix Amelia Earhart.

Miss Earhart and navigator Fred Noonan disappeared in July 1937 while crossing the Pacific on a projected round-the-world flight.

Capt. Paul Briand Jr. said Tuesday that an Air Force officer has photographic evidence and affidavits from 72 eyewitnesses to the capture and execution of Miss Earhart and Noonan.

And, said Briand, Capt. Joseph Gervais wrote him he had found, on the prewar Japanese mandate island of Saipan, "the original and only burial site of Amelia Earhart and Fred Noonan."

Gervais' investigation was not an official Air Force inquiry. It was the second time in five days that unofficial investigators have claimed finding evidence that the Japanese killed the U.S. fliers.

Briand is author of a book titled "Daughter of the Sky" in which he proposes a theory that the Americans landed far off course at Saipan and were executed to keep them from telling the world that the Japanese were secretly fortifying the island.

But in Tokyo a former imperial navy captain denied that such an execution occurred.

Zenshiro Hoshina was, in 1937, chief of the section of the Naval Affairs Bureau handling executions.

"I absolutely deny it," he told newsmen who told him of Briand's report. "No such execution could have taken place without my knowledge and approval."

Japanese authorities earlier had denied a report publicized last Friday that Miss Earhart's plane

had crashed off Saipan and that she and Noonan had been reportedly executed.

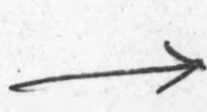
That report came from an investigation by a team of newsmen from the Columbia Broadcasting System and the San Mateo (Calif.) Times. They recovered a generator from a plane they believed to be Miss Earhart's Lockheed-built craft.

Aircraft technicians still are studying the device to determine if it could have been from her plane.

Briand, 39, an assistant professor of English at the Air Force Academy, said the Air Force had placed a security classification on the photographs and affidavits obtained by Capt. Gervais.

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What will authors do to obtain publicity for a book?



Seattle Post-Intelligencer Fri., July 8, 1960 S\*\* 27

## 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.

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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.

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### FINAL WORD: "WAIT"

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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."

Seattle Post-Intelligencer  
Sat., Nov. 25, 1961 R 3

## Those Of Earhart? Saipan Remains Flown To U.S.

SAN FRANCISCO, Nov. 24. —(UPI)—A possible new clue to the baffling 24-year-old disappearance of aviatrix Amelia Earhart was reported today by a radio newsmen.

Fred Goerner, of San Francisco radio station KCBS, said he found the remains of what may be the bodies of Miss Earhart and her navigator, Fred Noonan, on the World War II battleground of Saipan in the Western Pacific.

**MISS EARHART**, tousle-haired "Lady Lindy" of flying fame, vanished over the Pacific in July, 1937, in a twin-engine Electra while attempting to fly around the world from Miami, Fla.

The remains, which according to one report were of Caucasians, were en route here by commercial airliner to be examined by a University of California anthropologist, Prof. Theodore McCown.

The seven-pound box was placed aboard a Pan American World Airways plane at Guam by a priest of the Capuchin order. The box was due to arrive in San Francisco this evening. However, McCown said he was going out of town today and would not be able to look at the remains until Monday at the earliest.

**JULES DUNDES**, vice president and general manager of KCBS, said the remains did not represent complete skeletons and "there was a good deal of deterioration." He said there was no evidence to support one report that the bodies had been decapitated.

Goerner returned here from Saipan in September. It was understood that shipment of the remains to the United States for examination was held up pending clearance by U.S. authorities.

Now -  
what  
Harry  
is  
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→



# THE EVERETT DAILY HERALD

## Anthropologist Starts Study

BERKELEY, Calif. (UPI) — A University of California anthropologist today began an extensive study of 37 teeth and a number of bone fragments — possible clues to the 24-year-old mystery concerning the disappearance of Amelia Earhart.

Prof. Theodore McCown scheduled a news conference today to explain how he will seek to determine through laboratory tests whether the remains, found in the Marianna Islands of the Pacific, are those of the famous aviatrix and navigator Fred Noonan.

The two fliers vanished over the Pacific Ocean in July, 1937, while attempting a round-the-world flight in a twin-engine Lockheed Electra. A massive naval search failed to turn up any clue to their fate.

The bone fragments and teeth were brought to the United States by newsman Fred Goerner, 36, of radio station KCBS in San Francisco. Goerner found them in an unmarked grave on Saipan, scene of one of the bloodiest island battles of World War II.

The teeth were expected to be an important clue. Although Miss Earhart's dental charts were not immediately available, three persons — including dentists who worked on the teeth of the aviatrix and Noonan — have offered to help in the investigation.

Goerner, who has been trying to solve the Earhart mystery for two years, said his search on Saipan came from tips given by Thomas E. Devine, Westhaven, Conn., who served on the island in 1944.

Devine said he heard native stories of a white woman who died of dysentery on the island in 1937 and of her male companion being beheaded.

Goerner found the remains in an unmarked grave during a second trip to the island last September.

The Everett Daily Herald

Saturday, Nov. 25, 1961

## Anthropologist To Examine Bones, Teeth

SAN FRANCISCO (UPI)—Fragments of human bone and 37 human teeth that may be the remains of aviatrix Amelia Earhart and her navigator were put 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 Friday 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.

The remains found by Goerner were flown here by Pan American World Airways, which treated them as "valuable cargo" in the same manner as gold or precious jewels. That meant they were checked in and out of the plane at each stop and kept in a safe while the plane was on the ground.

The remains were shipped in a 15-inch-square box covered with brown paper. It weighed about six and one-half pounds.

A Pan American spokesman said it would be kept in a company safe until picked up Sunday 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.

Goerner has been investigating the Earhart mystery for more than a year.

## SAIPAN REMAINS CHECKED

# Earhart Grave Believed Found

SAN FRANCISCO, Nov. 24 (UPI) — A radio newsman said today he found what may be the remains of Amelia Earhart and Fred Noonan in graves on Saipan Island.

The famed aviatrix and her navigator disappeared 24 years ago during a world-circling flight. No definite trace of them ever has been found.

Fred Goerner of KCBS, San Francisco, has been in-

vestigating the case for months. Last year he returned from Saipan with an airplane generator he thought might be from the Earhart plane, but it never was proved to be authentic.

Goerner said today further investigation of plane wreckage in Tanopag Harbor during his latest trip proved conclusively that it was not that of the Earhart plane.

Goerner went back to Saipan in September and located graves alongside a native cemetery. Remains removed included several deteriorated bones and 37 teeth.

These were to arrive in San Francisco tomorrow and will be examined by University of California anthropologist Prof. Theodore McCown. He said he would not be able to look at them before Monday.

If the remains should be identified positively as those of Miss Earhart and Noonan, it would solve only a part of the mystery of their disappearance. Remaining would be the puzzle of how they got to Saipan, or why.

Saipan is 2,500 miles from Howland Island, which was the fliers' destination on July 2, 1937, after they took off from Lae, New Guinea, for the Pacific Ocean legs of their flight.

Their last messages indicated their belief that they were close to Howland.

8 The Everett Daily Herald  
Saturday, Dec. 2, 1961

## No Evidence From Japanese On Earhart

SAN FRANCISCO (AP)—An official report from the Japanese government gave no evidence that famed flier Amelia Earhart ever landed on the Pacific island of Saipan, Rep. John F. Shelley, D-Calif., said here.

Japan showed no reluctance to make the report, Shelley said, after it had been requested by the U.S. State Department on his insistence.

*And There  
Never Will  
be!*



# KCBS

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

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

November 30, 1961

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

Dear Mr. Bellarts:

Your letter of the 28th just arrived, and I was delighted to receive it. I believe you may be able to answer a number of questions that have arisen from a thorough scrutiny of the official logs of the ITASCA and the Navy carrier, LEXINGTON.

But, first, to answer your question: Why does CBS believe Earhart and Noonan were on Saipan?

Two expeditions to Saipan and three file cabinets filled with the most painstaking research concerning every aspect of the disappearance has given us very strong reasons to believe Earhart and Noonan were on Saipan for an indefinite period prior to the war. I might add that the Catholic Church Authorities on Saipan and many of the Naval Officers at the Saipan facilities are also completely convinced. The Office of Naval Intelligence has admitted that their investigation of the testimony gathered from native Saipanese indicates that it cannot be discounted. Every attempt was made to puncture that testimony this last year, and in several cases it was impossible.

The main matter for conjecture is: How did Earhart and Noonan reach Saipan? Did they fly there in their Lockheed Electra, or were they taken to the Island by the Japanese after a landing in another area?

We have submitted the available information concerning the flight to a number of aviation experts familiar with that area of the Pacific, and all have said that it was physically possible for the plane to have flown to Saipan, but it certainly is not probable. The chances have been rated at one in a thousand to one in one hundred thousand.

The aircraft wreckage brought up from Tanopag Harbor during the expedition of June, 1960, was almost an afterthought. Two native divers believed they knew where the wreckage of a twin-engine plane was in the harbor. We brought some of it to the surface with little hope it represented the Electra. The fact that a generator was a Japanese copy of the Bendix 50 amp which was carried on the Earhart craft gave hope for a brief time that it

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Leo G. Bellarts—2—

November 30, 1961

might be the proper one.

You are quite right in your assumption that the ocean floor surrounding Saipan is littered with wreckage, wreckage of every conceivable size and shape.

During my most recent trip to Saipan in September of this year, we further investigation the wreckage the generator was taken from, and definitely proved that the plane was Japanese and not Earhart's Lockheed 10-E. A partially disintegrated name-plate on a direction finder had still legible Japanese markings.

The testimony about Earhart and Noonan being on the island, however, stood firm. The Navy had put two ONI men on the case, and their estimation was that the testimony from several reputable Saipanese in particular was irrefutable.

How then did Earhart and Noonan get to Saipan if they did not fly the Lockheed there. Commander Paul Bridwell, Commandant NavAd Saipan, came up with the answer. The pair had gone down in or near the Marshalls and had been brought to Saipan, then the military headquarters for the Mandates, by Japanese ship to Yap and then a flight by Japanese Naval Seaplane. Bridwell said there was proof to this theory contained in the logs of four United States Logistic Vessels, THE GOLD STAR, THE BLACKHAWK, THE HENDERSON AND THE CHAUMOUNT, which had been plying the Pacific in 1937-38 and '39 supplying the Far East Fleet. "Certain coded messages sent from Japanese vessels and shore installations," said Bridwell, "were intercepted by these ships."

The Japanese code was not broken until just before the war, so I gather these messages may not have been decoded until just recently. That's the only reason I can imagine why these messages have not been brought to light before.

---

December 10, 1961

As you can see, there has been consider delay in the completion of this letter. Dr. McCown's findings regarding the remains has touched off a chain reaction that has kept me away from my office until today.

To say that McCown's findings were a disappointment is an understatement; however, it in no way changes our basic hypothesis that Earhart and Noonan were on Saipan. As Dr. McCown put it, "It doesn't mean you weren't on the right track. You may have missed the actual grave site by six inches. That's the way it is with archeology.

Along with this letter, I am sending you our most recent press release which details many of the things I have already discussed.

Now, if I may, I would like to ask you several questions. As you were present on the Itasca the morning of July 2nd, 1937, perhaps



Leahy's report to the Navy on the Earhart plane was the first of a series of reports that the Navy received on the Earhart plane. The reports were received from the Navy, the Army, the Coast Guard, and the Civilian Pilot's Association.

The first report was received from the Navy on July 2, 1937. It was a report from the Navy's radio room that it had received a message from the Earhart plane. The message was a radio bearing of 157-337, running north and south. The Navy's radio room was at the time of the Earhart plane's disappearance.

The second report was received from the Army on July 5, 1937. It was a report from the Army's radio room that it had received a message from the Earhart plane. The message was a radio bearing of 157-337, running north and south. The Army's radio room was at the time of the Earhart plane's disappearance.

The third report was received from the Coast Guard on July 5, 1937. It was a report from the Coast Guard's radio room that it had received a message from the Earhart plane. The message was a radio bearing of 157-337, running north and south. The Coast Guard's radio room was at the time of the Earhart plane's disappearance.

Leo G. Ballarts—3—

December 10, 1961

you can clarify some points that seem most enigmatic to us.

Why do many people cling to the theory that the Earhart radio was incapable of transmitting more than 50 to 100 miles when the last check-in with Lae, New Guinea was 785 miles out at 5:20 in the afternoon?

Why was the time and content of all the messages presumably received from the Electra changed in the July 5 ITASCA transmission to Coast Guard Headquarters in San Francisco from the July 2 transmission?

Why was "30 minutes of gas remaining" changed to read "but are running low on gas"?

Why do many people say the Earhart radio receiver was not functioning when one of the messages received by the ITASCA states, "We are receiving your signals, but they are too weak for a minimum"?

Why wasn't Earhart alerted to the fact that a special direction finder had been set up aboard the ITASCA?

Why was a Lt. Cooper of the U.S. Army Air Forces aboard the ITASCA the morning of the disappearance?

Why is there a complete absence of any mention of the Coast Guard Vessel ONTARIO in the log of the ITASCA? The ONTARIO was a weather ship stationed at the half-way point of the flight. Didn't the Ontario ever read the Earhart plane during the flight? If the ONTARIO didn't read Earhart, why not? The flight plan would have taken the Electra right over the ONTARIO.

Why wasn't the emergency 3105 direction finder set up on Howland Island able to cut in the Earhart plane if the plane was as close to the island as every one supposed?

Was there anything else beside "strength of signal" that lead those aboard the ITASCA to believe Earhart was within fifty to one hundred miles of the vessel?

What was the first reaction of those aboard the ITASCA to "We are 157-337, running north and south"? Did they think it a radio bearing or a sunline? Certainly no one could have believed it a position that an experienced navigator such as Noonan would send if he knew where he was.

Why did the LEXINGTON base its search on the July 2 group of messages rather than the July 5 group? The July 5 group paint an entirely different picture, especially 0515: "200 miles" and 0545: "100 miles." If the plane made 100 miles in 30 minutes, it's quite obvious Earhart and Noonan figured their air speed at 200 miles per hour, which is far different than the 111 miles per hour the LEXINGTON assumed. The Electra was capable of 200 miles an hour top speed, but Earhart, conserving gas, would have been at cruise speed of 155. They must have picked up a tail wind, and the ITASCA log indicated the wind had shifted from the southeast.



Leo G. Bellarts—4—

December 10, 1961

I know these are a lot of questions, but there is so much that is inexplicable.

Would you be so kind as to clarify some of these points for us? We will be most grateful.

By the way, there is a man named Bill Galten, who lives in Brisbane, just outside of San Francisco, who claims to have been the chief radio operator aboard the ITASCA. He has said, quoted in the SAN FRANCISCO CHRONICLE, that the Earhart plane would not be heard more than fifty miles, therefore she must have gone down close to the island.

I called Galten, and got some very strange answers to very normal questions about the flight. He claimed to have copied the message "30 minutes of gas", but was unaware that that message had been altered in the July 5 group sent to San Francisco. He told me the Earhart plane took off from Lae in the evening, but we know from eyewitnesses who were present at Lae that the plane took off at 10:30 in the morning. Galten said there were no direction finders aboard the ITASCA, but the ITASCA log states there were two finders on board the ship and an emergency finder had been set up on Howland.

At first analysis, it would appear Galten either has the world's worst memory, or he is blowing a lot of hot air.

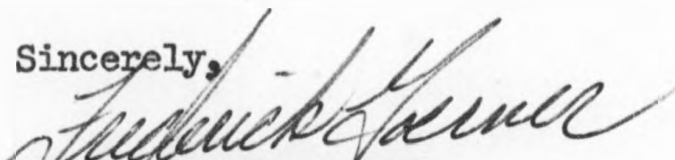
Do you remember Galten, and if so, what was his position aboard the ITASCA?

I certainly will be looking forward to your next communication with a good deal of interest.

As I mentioned, the investigation is going forward. We are going to do everything in our power to reach a final conclusion in this matter.

Thank you so much for your time and interest.

Sincerely,



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



28 November 1961.  
1920 State St.,  
Everett, Washington.

Mr. Fred Goerner,  
% KGBS  
San Francisco, Calif.  
Dear Mr. Goerner:

I have just received a letter and an article from a San Diego paper relative to your attempt to establish identity of some bones and teeth you found on Salpan. Having a long time interest in the Earhart story I am curious just to know why you believe Earhart wound up on Salpan.

Last year I believe that you attempted to identify an airplane generator as belonging to the Earhart plane. In sure that if a search was made around Salpan that many planes could be found and parts by the thousands could be located but none from the Earhart plane.

My curiosity stems from the fact that I believe it was one of the very few people that heard the last message from the Earhart plane. I was the Chief Radioman on the USCG Itasca at Howland Island during her ill-fated trip. Having heard practically every transmission she made from about 0200 till her crash when she was very loud and clear, I can assure you that she crashed very near Howland Island. The only island near Howland that it would have been possible for her to land would have been Baker Island and she didn't land there.

Considering the increase in her signal strength from her first to last transmission there leaves no doubt in my mind that she now rests peacefully on the bottom of the sea, no farther than 100 miles from Howland. If you could have heard the last transmission, the tremble note and near hysteria in her voice you also would be convinced of her fate but not on Salpan.

I firmly believe that she died a hero in the public eye and that is the way I believe that she would like it to be.

Sincerely yours

Leo G. Bollards,  
Lieut. USCG (Ret)





**MYSTERY**—University of California anthropologist Dr. Theodore McCowan (L) receives box of teeth and bones which may be those of aviatrix Amelia Earhart and her navigator Fred Noonan. The remains were discovered in October by radio newsman Fred Goerner (R) of KCBS. Dr. McCowan will seek to determine if the remains are actually those of Earhart and Noonan. (UPI Telephoto)



The Everett Daily Herald  
Monday, Dec. 4, 1961

## Bone Fragments Said Not Those Of U.S. Fliers

SAN FRANCISCO (UPI) — An anthropologist said today that human bone fragments and teeth found on the Pacific island of Saipan were not the remains of Amelia Earhart and her navigator.

Dr. Theodore McCown, professor of anthropology at the University of California, said the remains appear to be those of more than two persons. Also, they appear to be from Orientals rather than Caucasians, McCown said.

The bones were taken from a grave on Saipan by Fred Goerner, a newsman for radio KCBS in San Francisco, who has spent more than two years trying to solve the 24-year-old Earhart mystery.

The famed "Lady Lindy" and her navigator, Fred Noonan, disappeared in 1937 on a flight between New Guinea and Howland Island during a round-the-world trip.

Goerner believes they were captured by the Japanese and that they died on Saipan.

The Everett Daily Herald  
Monday, Dec. 4, 1961

## Crash at Sea Friend of Amelia Earhart Claims Spy Story Wrong

By FREDERICK M. WINSHIP  
United Press International

NEW YORK (UPI) — A close friend of the late Amelia Earhart said today that the return of two skeletons to the United States in an effort to determine whether they are those of Miss Earhart and her navigator is a futile attempt to solve "a mystery that is no mystery."

Mrs. Clara Studer, Rome, Italy, who has spent months here studying records of Miss Earhart's last flight as documentation for an article on the famed woman flier's career, said Miss Earhart and navigator Fred Noonan went down in their plane off U.S.-held Howland Island in the Pacific, 2,275 miles from Saipan where the skeletons were unearthed.

the skeletons were unearthed. Mrs. Studer said journalistic sleuths who suggest that Miss Earhart was spying for the United States on Japan's military build up in the Pacific when she disappeared in 1937 and insist that her plane was shot down off Japanese-held Saipan where she and Noonan were allegedly executed are "simply ignoring the official record filed in the Pentagon in Washington."

This record includes the radio messages received by the Coast Guard cutter Itasca, stationed off Howland Island, Mrs. Studer said. The Itasca was unable to guide Miss Earhart to a safe landing because her radio receiving equipment had failed.

For 44 minutes she circled the island then apparently plunged into the sea in the early morning brightness after giving her final position in a frightened voice ending with a choking sound.

"To make that flight from New Guinea to Howland Island, never

before attempted, Amelia had to eliminate everything because of the heavy load of gasoline—even her silver elephant lucky charm bracelet," said Mrs. Studer. "She would hardly have been in a position to take any pictures of secret Japanese fortifications."

Mrs. Studer, a writer who collaborated on a book with Miss Earhart's husband, George Palmer Putnam, and helped form the women pilot's organization, the "Ninety-Nines," said Miss Earhart's name and fate "must be cleared" before 1966 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.



The Everett Daily Herald Wednesday, Dec. 6, 1944



**ANTHROPOLOGIST**—Dr. Theodore McCown, University of California anthropologist, who conducted a laboratory examination of remains unearthed in Saipan in the Pacific, said they definitely are not those of the famed aviatrix, Amelia Earhart and her navigator, Fred Noonan. He is shown holding a tooth and some of the remains that he investigated which were brought back from the island. (UPI Telephoto)



In reply to your letter of December 13th, this letter is in response to the listing of messages from the plane in the summation of her radio messages.

The people stating that the Earhart radio was not functional 1920 State Street  
statements on pure guess work. Amelia never stated that Everett, Washington  
weak for a minimum BUT "We received your signals but unable 15 December 1961  
placed into a hearing on your side. No mention was made of weak signals or the  
reason she could not hear a hearing. There are several reasons why she was  
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 complete-  
ly false. I agree with the statement contained in "Facts About the Final  
Flight" that a 50 watt transmitter airborne will certainly transmit depend-  
ably 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 CONDI-  
TIONS.

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



12 December 1991  
Evelyn's marriage  
1930 2400 2400

"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.

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.

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.

COPY



COPY

LEO G. BELLARTS

Sincerely,

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.

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.

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 Salpan (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.

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 Salpan."

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?

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."

Frederick A. Wobner

Frederick A. Wobner

The 127-327 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 1800 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.



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 un-  
able 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 fre-  
quency 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 visibility 20 miles partly cloudy.
- At 0503 2 July - Wind East 6 miles partly cloudy visibility 20 miles,  
ceiling unlimited.

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

C O P Y



FACTS ABOUT THE FINAL FLIGHT ①

Aircraft—Lockheed Electra 10-E, 10 passenger airliner, then in service with many airlines around the world.

Gas Capacity—1151 gallons.

Consumption—55 gallons at full load leaning to 38 gallons per hour as load lightened.

Speed—205 top. Cruise 155 to 165.

Range—3500 to 3750 miles. Considerably more or considerably less depending on wind conditions.

Means of navigation—Celestial. Dead Reckoning with gyro or magnetic compasses. Direction finding radio equipment.

Distance—Lae, New Guinea to Howland Island: 2556 miles.

Assistance—Coast Guard Vessel, ITASCA, standing by Howland Island to transmit radio homing signals.

Radio—50 watt Western Electric. Rated dependable to five hundred miles with capability of transmitting 2,000 or more miles under atmospheric "skip" conditions. Broadcast voice 3105 KCS. (night) 6210 KCS. (day) 500 KCS. c.w.

Pilot—Amelia Earhart Putnam

*Not without trailing Antennas.*

Navigator—Frederick Noonan, first transport pilot with Pan American Airways, and navigator with Pan Am first trans-pacific flight of 1935.

Weather—A typhoon, moving West, struck the Caroline Islands to the North of Lae, New Guinea, coincident with take-off time. Winds from the north-east to south-east thirty to forty miles per hour. Overcast and undercast with squalls and electrical storms across path of flight. Head and drift winds and moderate to heavy turbulence to be expected. ②

Expected length of flight—18 to 20 hours depending on head-winds.

Life Saving Equipment—Rubber raft with full survival supplies. With empty full tanks, the plane itself could be expected to float for an indefinite period of time.

Closest Islands to Howland—Baker Island, 40 miles to the South. The Phoenix Group, 300 to 400 miles to the South-East, The Gilberts, 500 miles to the West and the Marshalls, 650 to 700 miles to the North-West.



(2)

TOTAL FUEL: 1151

WES.	TIME LAE-Saipan	HOWLAND	Gals. Per Hr.	TOTAL USED
	Takeoff 10:30 am July 2nd, 1937	12:30 pm July 1, 1937	55 At Full Load	—
1	11:30 am July 2nd	1:30 pm July 1	55	55
2	12:30 pm July 2nd	2:30 pm July 1	55	110
3	1:30 pm July 2nd	3:30 pm July 1	54	164
4	2:30 pm July 2nd	4:30 pm July 1	53	217
5	3:30 pm July 2nd	5:30 pm July 1	52	269
6	4:30 pm July 2nd	6:30 pm July 1	51	320
7	5:30 pm July 2nd	7:30 pm July 1	50	370
8	6:30 pm July 2nd	8:30 pm July 1	49	419
9	7:30 pm July 2nd	9:30 pm July 1	48	467
10	8:30 pm July 2nd	10:30 pm July 1	47	514
11	9:30 pm July 2nd	11:30 pm July 1	46	560
12	10:30 pm July 2nd	12:30 am July 2	45	605
13	11:30 pm July 2nd	1:30 am July 2	45	650
14	12:30 am July 3rd	2:30 am July 2	44	694
15	1:30 am July 3rd	3:30 am July 2	43	737
16	2:30 am July 3rd	4:30 am July 2	42	779
17	3:30 am July 3rd	5:30 am July 2	42	821
18	4:30 am July 3rd	6:30 am July 2	41	862
19	5:30 am July 3rd	7:30 am July 2	41	903
20	6:30 am July 3rd	8:30 am July 2	40	943
21	7:30 am July 3rd	9:30 am July 2	40	983
22	8:30 am July 3rd	10:30 am July 2	39	1022
23	9:30 am July 3rd	11:30 am July 2	38	1060
24	10:30 am July 3rd	12:30 pm July 2	38	1098
25	11:30 am July 3rd	1:30 pm July 2	38	1136
	12:30 pm July 3rd	2:30 pm July 2	Only 15 gals. remaining	1151

At 12:30 PM Lae-Saipan time and 2:30 PM Howland Time, the Lockheed would have been down about thirty minutes to an hour. At 11:30 and 1:30 PM, only fifteen gallons remained if standard consumption figures held true.



3

Times and messages of final flight as recorded in Coast Guard Cutter ITASCA Official Radio Log of July 2 thru 5, 1937.

The Earhart Lockheed Electra took off from Lae, New Guinea, at 10:30 A.M. Lae time. Its last check-in with Lae was at 5:20 P.M. of that afternoon, reporting its position as 785 miles out on route Howland Island. This is an average of 113 miles per hour to that point, so the plane, with a cruising speed of 155-165 was encountering thirty to forty mile per hr. head-winds. Sunset was listed as 5:55 P.M.

The ITASCA first heard Earhart sometime after 2:00 A.M., Howland time. The first messages were largely unreadable with the exception of "Cloudy and Overcast."

With the exception of the first few and the single last message from the plane, there appears to be a wide discrepancy in the reports of the messages as copied by the ITASCA'S radio operators. One group of messages, supposedly to have come from the plane, were radioed to Coast Guard Headquarters in San Francisco on July 2nd right after the disappearance. Three days later, on July 5th, another group of messages, also supposed to have come from the plane, were sent to San Francisco. Almost all of the messages had been altered as to time and content.

A comparison of those messages and those used by the carrier EXETER in its search will be found on succeeding pages.

There has been much discussion about the Earhart plane's radio capabilities. Its power is evidenced by 785 mile check-in with Lae during daylight hours. It is true Earhart left a 200 foot trailing antenna behind at Miami, Florida, early in the flight. This would have greatly aided her on the Lae-Howland flight, but clearly it did not, in its loss, limit her radio transmissions to 100 miles and under as several "experts" have indicated. *not true*

The ITASCA'S duty at Howland was solely to provide weather reports and honing signals; however, a special direction finder had been set up, and the ship's standard direction finder was available in addition to an emergency finder. Unfortunately, no one had taken the precaution of alerting Earhart to the proper broadcast frequencies prior to the flight. The Cutter hoped to relay the proper channels to the plane when it came within range, but apparently the Electra never heard the ITASCA'S frantic signals, and the ship's direction finding equipment was useless. In addition, Earhart acknowledged receiving the ITASCA'S honing signals only once, and that time they were too weak to give her a heading from her own direction finding equipment. *on Howland not correct!*  
*Not True*

Without efficient help from the ITASCA, half a mile wide and three-quarters of a mile long Howland Island truly became the proverbial needle in the haystack. *Yeah!*



(4)

Listed below are three groups of messages. The first was sent by the Coast Guard vessel, ITASCA, on July 2, 1937, to Coast Guard Headquarters, San Francisco. It supposedly represented the correct messages received from the Earhart plane.

The second group was sent by the same ITASCA to San Francisco on July 5, 1937.

The third group represents the messages upon which the U.S.S. HUNTER based its search for the missing plane.

THESE GROUPS ARE TAKEN FROM THE OFFICIAL LOGS OF THE TWO VESSELS.

I. 0742 REPORTED ONE HALF HOUR OF PUTL AND NO LAND FALL POSITION DOUTFUL

0646 REPORTED APPROX ONE HUNDRED MILES FROM ITASCA BUT NO RELATIVE BEARING

0843 REPORTED LINE OF POSITION 157 DASH 337 BUT NO REFERENCE POINT, PRESUME HOLLAND ISLAND PERIOD ESTIMATE 1200 MAXIMUM TIME ALONG AIR IF NONARRIVAL BY THAT TIME WILL CONSIDER SEARCH NORTHWEST QUADRANT FROM HOLLAND AS MOST PROBABLE AREA.

II. 0512 WANT BEARINGS ON 3105 KILOCYCLES ON HOUR WILL WHISTLE IN MICROPHONE

0515 ABOUT TWO HUNDRED MILES OUT (WHISTLED BRIEFLY IN MIKE)

0545 PLEASE TAKE A BEARING ON US AND REPORT IN HALF HOUR I WILL MAKE NOISE IN MICROPHONE. ABOUT 100 MILES OUT

0730 WE MUST BE ON YOU BUT CANNOT SEE YOU BUT GAS IS BURNING LOW HAVE BEEN UNABLE TO REACH YOU BY RADIO WE ARE FLYING AT 1,000 FEET

0757 WE ARE CIRCLING BUT CANNOT SEE YOU CANNOT HEAR YOU GO AHEAD ON 7500 KILOCYCLES WITH LONG COUNT EITHER NOW OR ON SCHEDULE TIME ON HALF HOUR

0803 EARHART CALLING ITASCA WE RECEIVED YOUR SIGNALS BUT UNABLE TO GET ANSWER PLEASE TAKE BEARINGS ON US AND ANSWER ON 3105 KCS. (EARHART MADE LONG DASHES FOR BRIT PERIOD BUT EMERGENCY HIGH FREQUENCY DIRECTION FINDER COULD NOT CUT HER IN ON 3105 KCS.)

0844 WE ARE ON THE LINE OF POSITION 157 DASH 337 WILL REPEAT THIS MESSAGE ON 6210 KCS WE ARE NOW TURNING NORTH AND SOUTH

III. 0615 TWO HUNDRED MILES OUT AND NO LANDFALL

0646 APPROX 100 MILES FROM ITASCA, POSITION DOUTFUL

Not  
Correct  
Not correct

ALL  
Incorrect



0742 30 MINUTES GAS REMAINING, NO LANDFALL, POSITION DOUBTFUL

0758 CIRCLING, TRYING TO PICK UP ISLAND

0843 ON A POSITION LINE 157-337 DEGREES (THIS LINE MAY HAVE BEEN A SUN SIGHT OR IT MAY HAVE BEEN A RADIO BEARING OBSERVED BY THE PLANE ON THE ITASCA AND IT PRESUMABLY PASSED THROUGH HOWLAND ISLAND.)

From comparing these groups of messages, it becomes painfully obvious that the LEXINGTON based its search on the first group of messages sent by the ITASCA to San Francisco, each of which appears to have been incorrect as to time and content.

When George Palmer Putnam, Amelia Earhart's husband, saw the second group of messages, the corrected ones, sent to San Francisco on July 5, 1937, from the ITASCA, he cabled Admiral Hurfin, Commandant of the 11th Naval District, with a request in regard to the LEXINGTON'S search plan. The paragraph below is again taken from the official search report of the LEXINGTON.

"Through the San Francisco Division of the Coast Guard, Lt. Palmer Putnam requested reconnaissance of the vicinity longitude 170 degrees East, latitude 0 degrees 09' North, for the drifting plane. The Commandant 11th Naval District, in his 0007-1100 replied that it was impracticable to search the area requested and that all the Gilbert Islands had been searched."

The preceding research raises the following questions:

Why did the LEXINGTON base its search on the first, incorrect group of messages instead of the July 5 group?

Why did Admiral Hurfin dismiss the request to search the area of 170 degrees East, 0 degrees 09' North?

Why was the LEXINGTON dispatched for the search in the first place? The vessel was in Santa Barbara, California, when the Earhart plane vanished, and it was twelve days before the carrier could launch its first plane. Air-Sea-Rescue considers anyone adrift on the open sea to be dead after ten days.

Why was Captain Leigh Noyes, Commander of the LEXINGTON, called to Pearl Harbor for a special conference with Admiral Hurfin before the carrier was allowed to proceed to the vicinity of Howland Island? Search information and recommendations could have been relayed by radio without the resultant loss of time.

Why did the Japanese move their carrier, KANOI, and several other warships into the Marshall Islands area coincident with the arrival of the LEXINGTON in the Howland-Gilberts Area?

Wrong  
Also!

?

Right!

Just too  
far distant!

on  
President  
and Sec-  
Nav  
direction!

It had to  
be a  
conference  
must!

coincidence.



SO IT POSSIBLE ANSWERS:

Initially, the search for Earhart and Noonan was a secondary mission for the LEXINGTON. It must have seemed an ideal opportunity to the fact-hungry Naval Intelligence Department to have planes investigate the Marshalls and the Carolines ostensibly in search of a missing woman flyer. Sudden orders from Washington may have altered that initial assignment.

NUTS!

The Japanese began their full-scale invasion of the China Mainland only four days after the Earhart disappearance. Japan, at that juncture, could not afford an altercation with the United States over the illegal fortification of the Mandates; hence, the arrival of the KAI OI and other warships. 170 degrees East, 0 degrees 09' North, represents the Marshall Islands area.

In a recent conversation with Admiral D.M. Smith, Jr., Chief of Naval Information in Washington, I asked him if we were close to war on this particular occasion. He nodded his head, and said, "There were several times during that period when the least spark might have touched it off."

It's interesting to conjecture what the course of world events might have been had the LEXINGTON launched its planes in a search of the Marshalls.

Is there a possibility Earhart and Noonan were on a mission for U.S. Intelligence? Doubtful!

It's possible, but I don't know.

A high-ranking naval officer dropped a hint to me recently. He had served under the Chief of Naval Intelligence, Admiral Hephburn. "There was one thing I noticed about Admiral Hephburn after the Earhart disappearance," he said, "the Admiral seemed a great deal more concerned about finding the plane than he did the flyers. You can be sure he didn't want the plane for itself because the Japanese could have bought one on the open market. It might be interesting for you to find out about the special equipment the Navy installed aboard that plane, and why both Earhart and Noonan were given special Navy physicals just before the flight began."

After all Amelia and  
Elmore were good  
friends!



(7)

Who has testified to the presence of Earhart and Noonan on Saipan?

Eleven reputable Saipanese and Carolinians now living on Saipan and in the United States have given accurate descriptions of the pair, and have detailed their arrival and incarceration on the island before the war.

When was this testimony gathered?

During two CDS sponsored trips to Saipan: June 1960 and September 1961.

*Who sponsored these trips?*

Who collected the testimony?

Monsignor Oscar L. Calvo, Father Sylvan Conover, O.F.M. Cap., Father Arnold Bendowski, O.F.M. Cap., all of Saipan's Catholic Church, and Commander Paul Bridwell, USN, Commander of Saipan's Naval Facilities.

What is the story?

Two white flyers, a man and a woman, flew or were flown to the island sometime in 1937 or early 1938. The pair were in the custody of the Japanese Military Police Officers. They answer the description of Earhart and Noonan so closely as to be nearly unmistakable. Those who saw the white couple were told they were spies. After much interrogation at the Japanese Military Police Headquarters in the village of Garapan, the man was imprisoned in a stockade at Puntotuchot near Tanapag Harbor, while the woman was lodged in a house of detention within the limits of Garapan. Much testimony indicates that the woman died of dysentery at some later date, and the man was beheaded a day or so after her death.

None of the witnesses saw the burial, but several had heard from the Japanese that they had been buried together somewhere outside of the native cemetery at Garapan.

Why hasn't this story been told before?

It has. Brother Gregorio of Saipan's Catholic Church tried to tell Naval Intelligence in 1944, but no one paid any attention because of the press of the war. Many of the natives have seen no benefit to themselves in revealing such a story. Their lives before and during the war were ones of terror. Under the Japanese, it was not wise to know of their doings, and less wise to speak of them. Many of them would not have testified even now if it had not been for the urging of the Catholic Priests. The events in the Marshalls were first discovered by Lts. Eugene T. Bogan and Charles James Toole, who served as Military Government Officers for the Atolls of Majuro, Ailinglapalap and Jaluit after the Naval invasion of 1944. Eugene Bogan is now an attorney in Washington D.C. and Toole is Chief Analyst for Manpower for the Undersecretary of the Navy. His home is in Bethesda, Maryland.



ABOUT RECORDS:

Lt. Col. Leroy Hippe, Executive Officer, ComNav Saipan, told me June, 1960, that 22 tons of captured records had been taken off Saipan after the American invasion in June, 1944. Most of the records, he said, had been brought to the United States for study, but when the war ended, it was thought to be too expensive a job to do no good purpose, and the records were stored.

According to Hippe, most of the records had never been investigated at all, and none of them to his knowledge had been microfilmed.

CBS began to try to locate those records in July, 1960. To this moment, not one ~~ounce~~, say nothing of twenty-two tons, has been located.

The Navy Department first reported they were being held at San Bruno, California. Later, that was changed to Clearfield, Utah, and still later, Mechanicsburg, Pennsylvania. There was some little delay until it was decided that the Naval Archives at Arlington, Virginia might be a better bet.

Then the General Services Administration entered the missing records hunt with word that they had all been shipped back to Japan in 1958 without any kind of inspection. A bit later that was changed to read, "they were all shipped back, but they were all inspected."

The very latest determination has come from Sherrod East, Chief Archivist for the World War II Records Division. "Probably they weren't shipped back at all. Address your request to the Central Intelligence Agency."

The ubiquitous records are still just as "missing" as ever.

The normal questions come to mind: How has the Navy been able to determine land ownership on Saipan without records? How was the United States able to decide who was to be repatriated to Okinawa, Korea and Japan from Saipan after the war without records? Why would records from a United Nations Trust Territory be sent back to Japan, especially pre-war records that dealt with civilian as well as military matters?



⑨  
The flight to Saipan theory:

Incredible is the most descriptive word. To reach Saipan, with Howland Island as a destination, would represent a navigational error of more than 90 degrees.

The best experts available have said a one in a million set of circumstances would have to exist to get an experienced navigator such as Noonan that far off course.

Overcast and undercast would have to exist for almost the entire flight to prevent accurate celestial observations.

The gyro compass would have to tumble in a bank of thirty to forty degrees caused by severe turbulence, and the caging mechanism would have to fail to respond.

The direction finding equipment would have to be faulty or too far away to receive the homing station's signals with sufficient strength for a heading. CR too close!

Something would have to cause the magnetic compass to home on a false heading. Something like lightning striking the plane and magnetizing the ferrous metal in the wings.

Saipan lies fifteen hundred miles North of Los, New Guinea, and the last Earhart check-in with Los was 785 miles on course to Howland. Considering gas consumption and distance, then, this million to one set of circumstances would have had to have set in not later than mid-night of the flight for the craft to have reached Saipan.

One other situation would have to exist: Abnormal atmospheric "skip" conditions would have to exist for the ITASCA to receive the plane's signals at that distance. Nets!

It is true that two international airliners have made worse mistakes within the last eight years, using the latest navigational aids. Corrigan Dd!

ESTIMATION: It was physically possible for the plane to have flown to Saipan, but certainly highly improbable...a million to one chance. There is one final challenge to this theory: If Earhart and Noonan had arrived in the vicinity of the Marianas, why didn't they land at Guam which was American controlled and only 115 miles from Saipan?



The flight to the Marshalls theory: (10)

Definitely possible describes this theory. Many, many things point to this conclusion:

Messages received by the ITASCA from the plane indicate that it was flying in cloudy, overcast weather. The ITASCA reported clear weather to the South and East of Howland, but a heavy front with clouds rising to 12,000 feet fifty to seventy five miles to the North and West of the Island.

Wind was from the South-East during the latter hours of the flight. In a heavy front, Noonan would have had no way to check his drift. These winds could have driven them several hundred or more miles to the Northwest.

The Earhart plane never received the ITASCA'S homing signals with sufficient strength to provide a heading. Barring radio failure aboard the Earhart, the only justifiable reason is the craft was too far away from its homing station to receive the signals.

Not So

Also Not So

The last radio message received from the Earhart plane indicated: "We are 157-337. Running Northern and Southern Courses." This is not the kind of position any pilot or navigator radios if they know where they are. There is no reference point. 157-337 simply represents a sunline shot in the early morning hours. Without a reference point, a plane can be anywhere along two thousand miles of that sunline, thus, the "running north and south." In reading the reciprocal of a compass heading, 157-337 could clearly represent a northwest direction from Howland Island; indeed, this was the final estimation of many of those aboard the ITASCA, evidenced by the fact the vessel began its search in the northwest quadrant from the island.

The Marshalls, 600 to 700 miles from Howland, lie directly in the northwest quadrant. The Earhart plane could have stumbled on them while conducting a search pattern believing it had overshot its destination....OR....If the plane went into the sea, the drift of the sea from Howland Island was from the Southeast to the Northwest which would have carried a life raft directly into the Marshalls.

?

The Itasca log indicates the sea was SMOOTH the day of the disappearance at Howland Island. There is no way of knowing the conditions of the sea in the vicinity of the Marshalls.

A final point: The search of the northwest quadrant from Howland up to the perimeter of the Marshalls by the ITASCA, COLORADO, LEXINGTON, and several other assorted vessels, turned up not one scrap of wreckage or even one native in the Gilberts that had heard a plane fly overhead. Absolutely no search of the Marshalls was made, as they represented a Japanese Mandate.

ESTIMATION: Not only possible, but highly probable. Almost everything, including much testimony, points to the Marshalls as Earhart's and Noonan's initial landing place.



Marshall's to Saipan theory:

If Earhart and Noonan landed in the Marshalls or drifted there after a landing at sea, how did they then reach Saipan?

To the Japanese before World War II, the secrecy surrounding the Mandated Islands represented a near-fetish. It was worth the life of any mariner or traveller who ventured near them. The arrival of a white woman and a white man who were supposedly flying around the world must have seemed to the Japanese stationed in the remote Marshalls like the height of design.

There was another aspect to the pre-war Japanese personality. Very seldom did they act without the sanction of higher authority, and then it would take at least three to make a final decision.

Noonan and Earhart, captured by the remote outposts of the Marshalls, would have been sent along to a higher authority. The headquarters for Japan's "South Sea Development Company" was at Palau in the Western Carolines. The harbor at Palau had been kept open for tourists as a front. The military headquarters for the Carolines was at Yap, but the overall military headquarters for the Mandates was located at the Naval Base at Tanapag Harbor on Saipan.

Commander Paul Bridwell, USN, COMNAV, SAIPAN, has informed me that documentation to the transport of Earhart and Noonan from the vicinity of Majuro, Ailinglapalap and Jaluit Atolls in the Marshalls to Yap and then to Saipan can be found in the radio logs of the vessels listed below. These vessels were U.S. logistic vessels serving the U.S. Far East fleet before World War II. Bridwell reported those ships intercepted coded messages sent by Japanese vessels and shore installations in the Mandated Islands to the home Islands of Japan.

why Not-  
its done  
that way

THE U.S.S. GOLD STAR

THE U.S.S. BLACKHAWK

THE U.S.S. HENDERSON

THE U.S.S. CHAUFFUIT later named THE OGALA

until

As the Japanese code was not broken after 1937, there is every reason to believe the intercepted messages were not decoded until much later, or may not have been decoded until recent years.

Right after my return from Saipan in September, I requested an investigation of these records by the Navy Department. Admiral Smith's Office recently told me the logs of these vessels prior to 1927 have been located, but from 1937 through 1940 have seemingly disappeared.



(12)

The Japanese in the South Pacific prior to World War II:

Naval Intelligence in the Far East suspected the Japanese were fortifying the Mandates (Marianas, Carolines and Marshalls) in violation of international law as early as 1923. Several attempts were made to place agents ashore on these islands, but the agents never returned.

In 1935, the Navy requested permission of the State Department to reinstitute good will visits to these islands in an effort to gain information, but the request was denied.

When war began with the Japanese attack at Pearl Harbor, little or nothing was known about any of the islands.

When invasions were made in these islands, it was discovered that a string of airfields and seaplane bases had been constructed by the Japanese from Saipan to the Marshalls beginning as early as 1929 at Saipan, and other fortifications were begun much earlier.

During the War Crimes trials held in Tokyo in 1946-47, Japan still denied any pre-war construction of military facilities in the Mandates. "The airfields," said the Japanese, "were used for cultural purposes, and for aiding fishermen to locate schools of fish."

Saipan itself was closed to all visitors save military personnel from Japan in 1935. Inter-island travel by the natives of the Marianas was even prohibited.

It is quite obvious that Japanese cannot admit the Farhart incident without also admitting a far graver sin: The fortification of the Mandates prior to the War. If the War Crimes trials did not produce an admission, certainly a polite request from our State Department will not produce results.

What  
would  
that  
mean?

REFERENCE:

UNITED STATES NAVAL ADMINISTRATION OF THE TRUST TERRITORY OF THE PACIFIC ISLAND VOLUNTIES I & II. OFFICE OF THE CHIEF OF NAVAL OPERATIONS, 1957. U.S. GOVERNMENT PRINTING OFFICE, WASHINGTON 25, D.C.

JAPAN OVER ASIA, William Henry Chamberlin, LITTLE, BROWN AND COMPANY, BOSTON, 1937.

BEHIND THE RISING SUN, James R. Young, DOUBLEDAY, MORAN & CO., GARDEN CITY, NEW YORK, 1943.

SECRET MISSIONS, Ellis H. Zacharias, Rear Ad. USN., G.P. PUTNAM'S SONS, NEW YORK, 1946.

U.S. INTELLIGENCE FILES, NAV AD WINTERS SAIPAN AND GUAM. INTELLIGENCE FILE 14.



# PRESS RELEASE

SAIPAN REMAINS NOT THOSE OF EARHART AND NOONAN,  
U.C. ANTHROPOLOGY PROFESSOR REPORTS TO KCBS

(For Immediate  
Release- 12/4/61)

## SAN FRANCISCO

Human remains recovered from an unmarked grave on Saipan and shipped to the United States last week are not those of Amelia Earhart and her navigator, Frederick Noonan, according to findings disclosed this morning by Dr. Theodore McCown, Professor of Anthropology at the University of California, in his report to Station KCBS, San Francisco.

Dr. McCown, one of the nation's most prominent anthropologists, had been commissioned by the radio station to examine seven pounds of bones and teeth found on the island by KCBS reporter Fred Goerner, assisted by a U.S. Naval Officer, a Catholic priest, and natives of Saipan.

It was hoped the remains would supplement two years of investigation by Goerner, in which Saipanese natives had told him a white woman flyer had been on the island prior to World War II.

McCown, who has spent a week reconstructing and examining the remains, said they appear to be those of more than two persons. Further, he said, he's inclined to believe they are from persons who are indigenous to that part of the world, rather than from Americans or Caucasians.

The release of Dr. McCown's full report was accompanied by a statement from Jules Dundes, CBS Radio Vice President and General Manager of KCBS, in which he said, "In completing any story of the past, or solving any real-life mystery, there are moments of disappointment. It is with this feeling that KCBS learns from Dr. McCown that the remains uncovered on Saipan are not those of Amelia Earhart and Frederick Noonan.

"Yet, our faith in the basic details of the story reported by KCBS newsman Fred Goerner is unshaken", Dundes continued. "The testimony of so many residents of Saipan that a white woman flyer was there, and in



fact, the receipt only yesterday of more information from U. S. soldiers who had been on the island during World War II, convinces us that the search for the final chapter of Miss Earhart's life will indeed be completed as a result of the evidence which Fred Goerner had reported.

"The discovery of remains in an unmarked grave by Fred Goerner, a U.S. Naval Officer, a Catholic priest, and Saipanese natives -- remains which a doctor and dentist on Saipan declared, after superficial examination, to be those of a white man and a white woman -- was in itself a startling incident and one which might have led to extravagant claims. But KCBS was careful to say at that time, to all the press, radio and TV, that we could only hope this might be a physical clue to supplement all the verbal evidence which had been compiled in the past two years.

"In fact, it was our intention to bring those remains to this country quietly, and receive a confidential report from a qualified scientist, before deciding whether or not to publicize the find. However, the package containing the remains was discovered by a newsman on Guam as it was being transferred from one plane to another. It was only then that we revealed the package's contents and the details of our investigation.

"KCBS went ahead with its plans, having previously commissioned Dr. McCown of the University of California to make the study. We now accept his findings without reservation.

"But even as this disappointing news is received, KCBS has received support for its basic story from two former U.S. soldiers on Saipan, one of whom mentions a photograph of Miss Earhart which he found on a Japanese



prisoner and turned over to U. S. Military Intelligence in 1944.

"The information contained in these letters will become part of our continuing investigation. We welcome any offers of information and help from private and official quarters", Mr. Dundes concluded.



COPY OF LETTER FROM MR. RALPH R. KANNA

252 Ackley Avenue  
Johnson City, N. Y.

Dear Mr. Goerner:

I assume that this letter will be of some importance to you.

In it I shall endeavor to state some facts concerning the disappearance of Amelia Earhart.

I was Platoon Sergeant of the I & R Platoon of Headquarters Co. of the 106th Infantry, 27th Inf. Division during the assault on Saipan.

As Platoon Sergeant it was my duty at the time to insure that we would take as many prisoners as possible for interrogation purposes.

On Saipan we captured one particular prisoner near an area designated as "Tank Valley" at the time. This prisoner had in his possession a picture which showed the late Amelia Earhart standing near Japanese Aircraft on an airfield. Assuming the picture of the aircraft to be of value, it was forwarded through channels to the S-2 (Intelligence Officer).

But more important, upon questioning this prisoner by one of our "Nesei Boys" (interpreters) he stated that this woman was taken prisoner along with a male companion and subsequently he felt that both of them had been executed.

From time to time I have told these facts to associates, and they finally have convinced me to write.

I obtained your address from an article in the Herald Tribune (New York Herald Tribune) dated November 25, 1961. This article stated of your interest and endeavor in this case.

My memory is not accurate as to dates and times or the actual contact with the prisoner, but I only had three interpreters during my tour as Platoon Sergeant of the Intelligence Section. They are (or were):



PAGE 2 - COPY OF LETTER FROM MR. RALPH R. KANNA

Mr. Roy Higashi

Mr. Willian Nuno

Mr. Richard Moritsugu

I am sure that if contact could be made with these persons they would corroborate my story. I assure you I am not a crank.

Currently I am employed as a test deskman with the New York Telephone Company. I have been employed here 16 years.

I can be reached at an official telephone number at Endicott, New York, ST-5-9964, or at my home in Johnson City, New York, at RA-9-3922.

This picture I spoke of must be somewhere in Government files. How it can be obtained, I wouldn't try to even imagine.

I realize I should have produced these happenings quite some time ago, actually this error is what causes people of your standing unnecessary labors.

I wish you continued success in your investigation, because I am positive that your assumptions are correct.

Thank you and good luck.

Ralph R. Kanna

Mr. Ralph R. Kanna  
c/o New York Telephone Co.  
108 West Fayette Street  
Syracuse 2, New York



COPY OF LETTER FROM MR. FREDERICK CHAPMAN

Frederick Chapman  
R.D., West Coxsackie, N. Y.  
Box 31

November 27, 1961

Dear Mr. Goerner:

I thought perhaps you might be interested to know that I was on Saipan during the battle with the 27th Division.

I read the article about your investigation in the "Times Union" an Albany paper and I remember seeing snapshots of Miss Earhart at that time. Perhaps some of our former buddies might still have some snapshots.

Best of luck.

Very truly yours,

Fred Chapman

P.S. We have a publication put out by the 27th Division called the "Orion Gallivanter" published in Albany. It is edited by Edward J. Healey, 105 Clesmont Street, Albany 3, New York, and Joseph J. Droyer is Historian - 48-5th Avenue, Troy, New York.



TO: Mr. Jules Dundes  
Vice President and General Manager  
KCBS Radio, San Francisco 5

FROM: Dr. Theodore D. McCown  
Professor of Anthropology  
Department of Anthropology  
University of California  
Berkeley, California

Subject: REPORT ON HUMAN REMAINS FROM SAIPAN ISLAND

MATERIAL AVAILABLE FOR STUDY

All the material is fragmentary, and is divisible into:

- (a) Bone fragments
- (b) Isolated teeth

The bone fragments comprise between 500-600 pieces.

There are 6 or 7 fair-sized pieces, the largest of which is a fragment of the shaft of the tibia, about 90 mm long.

Generally, the more numerous pieces are quite small. Some of this is due to the recent recovery operations, but the stained and soil-encrusted edges of many fragments show that prior to the recent recovery, the bones were already heavily fragmented.

The teeth consist of 36 adult teeth, 11 molars, 7 premolars, 18 canines and incisors. None of these have any adhering fragments of alveolar bone.

The teeth indicate that more than one individual is involved. The bone material is about one-fifth by weight of the minimal weights of a dried intact skeleton.



#### THE TEETH

The appended list of teeth indicates both a certain and a less certain identification. All the teeth are moderately-to-heavily worn. X-Ray examination confirms visual macroscopic examination that no metallic fillings are present. Clearly developed carious lesions are minimal, although in most small-to-large areas the dentine is exposed by wear. Some considerable decalcification is present, and the dentine is worn moderately soft. Low power examination with a binocular microscope reveals no traces of wear on the crowns which would argue for the former presence of bridges or partial plates.

There are eight teeth which clearly form part of a single set. These are moderately worn and include upper right incisors and canine, upper left lateral incisor, the lower left incisors and canine, and the lower right canine. Size, shape, wear facets and crown morphology indicate that these are from a single dentation. The upper incisors, both medial and lateral have characteristic shovel-shaped lingual surfaces. Associated with these are 2 upper premolars and a lower left first molar.

The remaining teeth are heavily worn, with one exception. In several instances, only small parts of the enamel of the crown is left: These conditions have prevented certain identification of the position of the teeth in their respective series. There are eight upper molars, only one of which is a third. The seven first and second molars suggest, then, two individuals since a single upper



dentation should have two first molars and two seconds.

A right upper premolar is the most heavily worn tooth of the entire group. The wear is obliquely inward. The enamel forms a crescent in the buccal aspect only. It appears to be unrelated to any other tooth in the lot.

Another premolar, probably a second upper left, shows moderate wear, again not matched by any of the other premolars present.

The teeth suggest a minimum of four individuals. The extreme wear which is present on well over half of the teeth, suggests conditions that would be rarely met with in the diets of most Americans. Such conditions of wear are met with in some individuals of our population, but among those in the seventh or later decades of life. The conditions present, however, would be not at all uncommon in many middle-aged individuals of Pacific Islands or Asiatic populations. The characteristic of the crowns of the incisive teeth described above would be uncommon to the point of virtual absence in white Americans.

#### THE BONY SKELETON

About 100 fragments of skull and jaw are present. There is most of the right mastoid part of the temporal. There is a fragment of the left part of a frontal bone above the left orbit. Most of the breakage is of long standing, and there are no overlapping pieces so that two skulls are identifiable. What there is suggests a single individual, perhaps a male, since the fragments of the temporal bone and the general thickness of the bone suggest size and ruggedness.



The front part of a lower jaw has been reconstructed from two fragments. It is thick from back to front in the chin region, but with a low height of body, a median and not prominent chin eminence. There is nothing to disassociate it from the skull.

The right mandibular condyle and neck are present. Two fragments came from the left side at the angle where the descending front margin of the wing of the jaw joins the body. These two fragments overlap and indicate two jaws and two individuals.

The larger mandible fragment is so broken along the tooth bearing border that none of the teeth present can be fitted to the partially preserved sockets with any degree of confidence.

The limb bones are represented by:

- (a) Fragments of the shafts of the right and left tibiae (shin bone.)
- (b) A stout piece of the upper right shaft of a thigh bone is present; there is another shaft fragment, but damaged, and of a size where the side is indeterminable; a less stout piece of the lower part of the shaft of a right bone; this also indicates two individuals.
- (c) Upper part of the shaft of a left ulna.
- (d) Mid-shaft fragment of a left radius; a small shaft fragment of a radius, side indeterminable.
- (e) A fragment of the left scapula.
- (f) A fragment of the shaft of a left clavicle.
- (g) Half a dozen pieces of the shafts of metacarpals



or metatarsals and phalanges.

(h) A 30 mm long rib fragment.

Some interesting absences may be noted. There appear to be no identifiable parts of the hip bones, the sacrum or any vertebrae. The moderately firm state of the bone present for examination does not suggest a differential chemical action that would destroy pelvis and vertebrae without leaving some pieces of their more resistant parts.

The general conclusion, relevant to the hypothesis that the remains are those of a white American male and female buried not more than twenty-five years ago in the Saipan location, is not supported. The implications are more strongly in favor of a supposition that a secondary interment of the fragments of several individuals was made, but how anciently cannot be determined with precision.

Dr. Theodore D. McCown  
Professor of Anthropology  
University of California





HEADQUARTERS



ADDRESS THE COMMANDANT, U. S. COAST GUARD

AND REFER TO NO.

OP-73

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651

# TREASURY DEPARTMENT

UNITED STATES COAST GUARD

WASHINGTON

21 September, 1937

U. S. COAST GUARD

Rec'd SEP 28 1937

Ans'd

CUTTER ITASCA

From: Commandant.  
To : BELLARTS, Leo G., C.R.M. (100-832), ITASCA.

Subject: Recognition of duty performed.

Reference: (a) Letter, Commanding Officer, ITASCA, 31 August, 1937 (73-800), with 1st Indorsement, Commander, San Francisco Division, 3 September, 1937 (73-800).

1. In reference (a), it appears that you, while attached to the ITASCA, during the search for the Earhart plane for the period 2-7 July, 1937, stood radio watches without regard to personal convenience and rest.

2. Headquarters desires to express its appreciation for the zeal, ability and devotion to duty displayed by you during the above period.

*L. C. COVELL*  
L. C. COVELL,  
Acting.

73-650-651.

First Indorsement.

San Francisco, Calif.

SAN FRANCISCO DIVISION.

27 September, 1937.

From: Commander, San Francisco Division.  
To: BELLARTS, Leo G. (100-832) C.R.M. (via Commanding Officer, ITASCA).

1. Forwarded.

By direction,

*R. S. Patch*  
R. S. PATCH.

73-650-651.

Second Indorsement.

San Diego, Calif.,

ITASCA.

29 September, 1937.

From: Commanding Officer, ITASCA.  
To : BELLARTS, Leo G. (100-832) C.R.M.

1. Forwarded.

*Roger C. Heimer*  
ROGER C. HEIMER



