Form 14

DEPARTMENT OF COMMERCE

BUREAU OF AIR COMMERCE

835

Bureau of Air Commerce file number 910.0

Subject: EARHART FLIGHTS, Amelia

Volume No. ----------

From ----------

To ----------

To be returned to room ----------

U.S. GOVERNMENT PRINTING OFFICE 11—11599

Kansas City [illegible]
Columbus that day,
bad that all the airline[illegible]
on the ground.

Came on in from Columbus yesterday. Flying with him were Col. Ruby H. Garrett, his constant flying companion, and Roy Godsey, of the Kansas City C. of C.

Today at noon they were to be received by President Hoover. This afternoon they will take off for Greensboro, visiting some southern friends on their way back home.

* * *

Dr Brock is very, very quiet. He just does the flying, and Col. Garrett does the talking.

This summer they made a tour of the U. S. and Canada, visited every state capital in the Union, never missed a schedule and were never one minute late.

Col. Garrett made six speeches a day, urging states to help build emergency landing fields and get the names of towns painted where the airman can see them.

Dr. Brock has been flying since 1922, has 2700 hours in the air. He manufacturers eye-glasses, does an annual million dollar business. He is married and doesn't look as old as in his pictures. When he meets President Hoover he probably won't say six words.

He is an old friend of Capt. Isaiah Davies, of the Air Corps, and Capt. Davies was one of the first over to his hotel room when he arrived.

* * *

It seems to me that Dr. Brock, in doing this rather spectacular thing of flying every single day for so long, is helping aviation a lot more than most of our ocean fliers.

Especially since he [illegi]zes his

89

C. A. A. [illegible] 9735

Earhart, Amelia

May 27, 1940

not attached

Major D. E. Browne, CE, A.U.S., U.S.A.
Post Office Box 181
Hollywood, California

Dear Major Browne:

Your letter to the Navy Department dated April 24, 1940, requesting information on the search of Miss Amelia Earhart, has been forwarded to the Civil Aeronautics Authority for further comments.

This is to advise that we have no information in our records other than what the Navy Department might have in regard to their search. For your information, the U. S. Coast Guard had one ship that was stationed at Howland Island, the U.S.C.G. Itasca, which participated in the search after Miss Earhart was overdue at the Island. It is suggested that you contact the U. S. Coast Guard authorities for what information they might have in connection with the search and a copy of their radio log on Miss Earhart's flight.

It is further suggested that you contact the Division of Territories and Insular Possessions in the Department of the Interior for such information as they might have in their records. It is thought that they might be in a position to supply some information, inasmuch as the jurisdiction of Howland Island comes under that Division.

Very truly yours,

W. T. Miller,
Acting Chief, Air Carrier
Inspection Section.

WTM

WTMiller:SL

910.0
Earhart, Amelia

March 4, 1938.

Dr. J. R. Brinkley,
Del Rio,
Texas.

Dear Sir:

This acknowledges your letter dated February 23, 1938, requesting certain information concerning Miss Earhart's world flight and Howland Island.

In connection with Miss Earhart's flight from Lae, New Guinea, eastward, the United States Coast Guard Cutter ITASCA was standing by at Howland Island awaiting her arrival and carried on radio communications with her on 3105 and 6210 kilocycles. On July 2, 1937, 7:30 a.m., Miss Earhart advised the ITASCA, "Gas is running low", and the last authentic radio communication (voice) from Miss Earhart was at 8:44 a.m., same date, "We are on the line of position 157 dash 337. We are now running North and South". The Commanding Officer of the ITASCA advised his division headquarters in Honolulu, T.H., that the ITASCA would conduct a search for Miss Earhart and Mr. Noonan to the northwest of Howland Island as he believed she passed to the north and west of Howland Island about 8:00 a.m., and missed it in the glare of the rising sun, though the ITASCA was smoking heavily at that time. The commanding officer further advised that he thought she might be down in an area between 337° and 90° from Howland Island and within 100 miles.

Howland is a coral island covered with weeds, a small group of Kao trees, and inhabited by thousands of birds. Because of the lack of rain there is no fresh water supply or fruit growing on the island. Within the last two years a few coconut palms have been planted and seem to be thriving.

There are four Hawaiians living on the island at present who are supplied with food and fresh water from Honolulu, T.H. A Coast Guard cutter visits this island about every three months. A small radio station is located on Howland utilizing the amateur band of frequencies.

Trusting the above information is of value to you, I am,

Sincerely yours,

Also 616.7

WSH.

Fred D. Fagg, Jr.,
Director.

March 4, 1938.

Dr. J. R. Brinkley,
Del Rio,
Texas.

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Trusting the above information is of value to you, I am,

Sincerely yours,

Fred D. Fagg, Jr.,
Director.

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

Date 2-25-35

TO Mr W. T. Miller

- ☐ Reply for Assistant Secretary.
- ☑ Reply for my signature.
- ☐ Reply for your signature.
- ☐ See me reference this.
- ☐ Please handle.
- ☐ Investigate and report.

COMMENTS:

Form 205 GPO 35735

JOHN R. BRINKLEY, M. D.
DEL RIO, TEXAS

FEB 25 3 36 PM
RECEIVED
DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE

PRACTICE LIMITED TO
SURGERY AND DIAGNOSIS

February 23, 1938

The Department of Commerce
Washington, D. C.

Gentlemen:

I am planning to leave on my private yacht, DOCTOR BRINKLEY, about May 1st, 1938 to visit and explore some of the islands of the Pacific.

I expect to go to Howland Island as well as Tahiti and many islands of this group to see if it is possible to find any evidence of Amelia Earhart and her navigator, Noonan.

Will your Department kindly furnish me with what data you may have relating to her position when last heard from. All I know about it is what I have read in the papers and my information may be very inaccurate.

Is there any evidence to prove that she was ever heard from after her report to the station on Howland Island, that she had only 30-minutes of gas left?

Was her position known when she made this report to the station?

Are the islands in that group barren coral reefs or are some of them supplied with vegetation and fruit upon which a man or woman might live for many months?

Are any of them known to have a fresh water supply?

Any information you can give me will be deeply appreciated.

Yours very truly,
Jno. R. Brinkley, M.D.
J. R. Brinkley, M. D.

JRB:WH
EDIPHONED
Airmail

910.0
Earhart, Amelia

December 3, 1937

Miss Lillian Janetakos,
303 Oak Street,
Buffalo, New York.

Dear Miss Janetakos:

Your letter of November 24 addressed to the Secretary of Commerce has been referred to me for reply.

I am sure that we all share your anxiety and hopes for the eventual rescue of Miss Earhart. Such a long period of time has passed that the chances have diminished to a great extent.

This Bureau is without the legal authority to expend funds for this purpose but it is my personal understanding that there are people who are still doing everything possible to bring about the result for which we all hope.

Very truly yours,

Fred D. Fagg, Jr.,
Director.

EEC:TR

ANSWER my letter.

303 OAK STREET
BUFFALO, N.Y.
NOVEMBER, 24, 1937

DANIEL ROPER.
SECRATARY OF COMMERCE,
WASHINGTON. D.C.

Dear Sir,

I am very very much interested in Amelia Earhart. When I first heard that famous name I saw her her picture in the local magazine so I thought it would be nice to collect all articles concerning her and aviation. I found my hobby which I called "aviation of old and new" I have all kinds of planes in pictures in my hobby. I sent a letter to her, when she went to N.Y.C. after her crackup at Honolulu. I waited a month for an answer from her. One day when I went home my mother said "Whose picture is this?" my heart leaped. I was very happy in receiving not only a

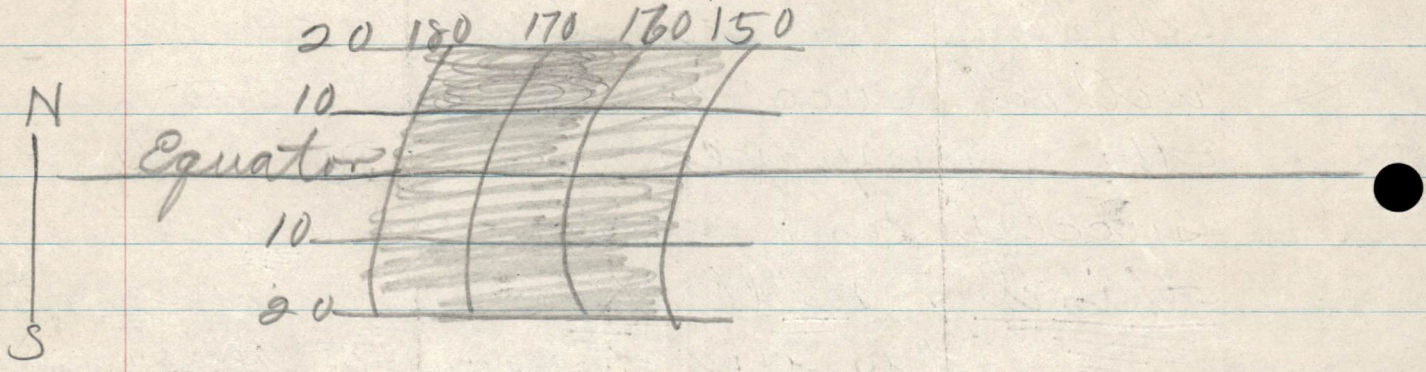
letter but an autographed picture.

One Saturday morning when my mother came home, she told me. "Your heroine is lost." It was unbelievable so I told her, "you're fooling me, and anyway she's exceedingly brave, to get lost, unless she's out of gas and has to make a forced landing".

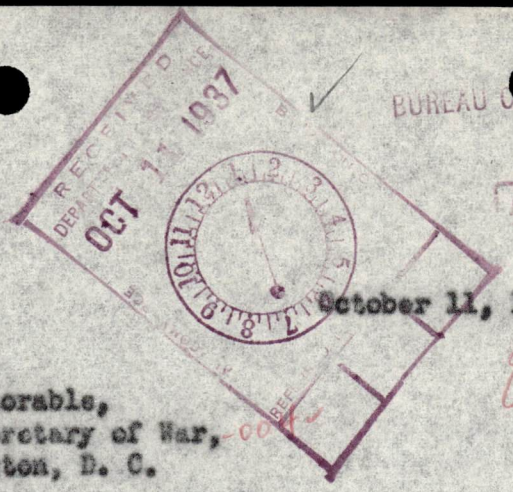
Later that day the newspaper boys were yelling "Amelia Earhart and her navigator forced landing". "Amelia Earhart lost — lost!" "Honest the blood in me froze. Every plan of my future career crashed, my heroine lost." It was as though every person in this world stabbed me with swords. I recalled a time in history when men used "Don't Give up" It seems to me if her searchers used that slogan she would have b here. I had the radio o after day. I wrote my pla

finding her to George Putnam, without success, I wrote to the newspaper we buy without success and now you are the thirod. Will there be success??? It is up to you to be successful. I hope there is. Please Mr. Roper dont give up. It is just as though finding the most preacious gem in 20 acres. Please try and see my point in my plan.-

When Amelia E. thought her radio was dying out she gave her last position (which always keeps ringing in my ear) 173° W.L. 5° S.L. When I looked there I saw that a holeing Island was there, but if she drifted southward. look and see in my drawing.



The space which is shaded is where I think she might be. I am looking forward to see the boys yell she's found! What a relief it will be to me. Not only to me but to everyone else. So Please tell Uncle Sam to continue the search. My friend told me that Mr. George Putnam went on an expedition to find it whether it's true or not I do not know some day U.S. will call upon an american woman to fulfil her proposition Please continue the search. She can't disappear in thin air "DON'T GIVE UP." I will be waiting for an answer. Please answer my letter, very sincerly, Lillian Janetak



BUREAU OF AIR COMMERCE FILES

AERONAUTICS BRANCH 910.0

October 11, 1937.

Earhart, Amelia

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

My dear Mr. Secretary:

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

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

Cordially yours,

J. M. JOHNSON

J. M. Johnson,
Assistant Secretary of Commerce.

mcd

OCT 11 1937 MCD
Mailed..... By.....

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

34

Date 9-4

TO Mr. Milligan Mr Brinkley

- ☐ Prepare reply Assistant Secretary's signature and return.
- ☐ Prepare reply your signature and return.
- ☐ Prepare reply my signature and return.
- ☐ See me reference this.
- ☐ Any suggestions?
- ☐ Please handle.
- ☐ Note and send to files.
- ☐ Note and return.
- ☐ For signature.
- ☐ Investigation and report.
- ☐ See notation.
- ☐ Incorrectly routed—send to_____

note last copy is acknowledgment.

Form 205 U. S. GOVERNMENT PRINTING OFFICE 123646

August 31, 1937.

AERONAUTICS FILE NUMBER 910.0

Earhart, Amelia

The Honorable

The Secretary of State,

Washington, D. C.

My dear Mr. Secretary:

This will acknowledge with thanks the receipt of your communication of August 27, 1937, transmitting a copy of a despatch from the American Consul General at Sydney, Australia, concerning the round-the-world flight of Miss Amelia Earhart.

Cordially yours,

J. M. Johnson
Assistant Secretary of Commerce.

L

x 140.8 /
x 910 - Australia /

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

September 3, 1937

Director Fagg:

The attached is sent to you for your information. It occurs to me that perhaps some publicity (Air Commerce Bulletin) should be given to the matter of certificates referred to in the marked paragraphs of the first and second pages of the despatch from Mr. Albert M. Doyle, American Consul at Sydney, Australia.

J. M. J.

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

Col Johnson

DEPARTMENT OF COMMERCE
1937 AUG 28 AM 8 19
CHIEF CLERK

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
IC 800.79611 Putnam, Amelia
Earhart/184

August 27, 1937.

Ackgd. 8/31/37

The Secretary of State presents his compliments to the Honorable the Secretary of Commerce and encloses a copy of a despatch from the American Consul General at Sydney, Australia, concerning the round-the-world flight of Miss Amelia Earhart.

Enclosure:

From Consulate General,
Sydney, July 21, 1937.

IB

Department of State

BUREAU / DIVISION: IC

ENCLOSURE

TO

Letter drafted

ADDRESSED TO

Secretary of Commerce

U.S. GOVERNMENT PRINTING OFFICE 1—1053

QUINTUPLICATE

THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

No.471

AMERICAN CONSULATE GENERAL

Sydney, Australia,

July 21, 1937.

SUBJECT: Round-the-world Flight of Miss Earhart.

THE HONORABLE

THE SECRETARY OF STATE

WASHINGTON

SIR:

With reference to the attempted round-the-world flight of Miss Earhart and Captain Noonan, and previous communications with the Department relating thereto, I have the honor to report an irregularity in documents presented by the fliers at Darwin, Northern Territory, and Australian reactions to the tragic ending of the flight.

The certificates of smallpox vaccination or immunity presented by Miss Earhart and Captain Noonan were signed by a private physician in the United States. In accordance with section 10(2) of the regulations set forth in the booklet entitled, CERTIFICATES UNDER THE QUARANTINE (AIR NAVIGATION) REGULATIONS, forwarded to the Department as an enclosure to my despatch no. 398 (File No.879.6), dated April 9, 1937, these certificates should have been signed by an officer of the United States Public Health Service. Due to this lack of compliance with Australian requirements, the Health Officer at Darwin held the fliers and their

airplane

airplane in technical quarantine until special permission to accept the certificates presented was obtained from Canberra. Fortunately, this permission was received in ten hours and, as Miss Earhart had planned to remain in Darwin over-night, no delay or inconvenience resulted. There is no assurance however, that the regulations will be waived in similar circumstances in the future, and it is suggested that fliers to and through Australia be specifically instructed to obtain smallpox vaccination or immunity certificates from a United States Public Health Officer.

My cablegram of July 3, 10 p.m., concerning radio signals purporting to be from Miss Earhart, was sent in the hope that it might be of possible assistance in the search for the fliers. Wireless stations of the Amalgamated Wireless, Ltd. and its affiliates maintained continuous watch for messages from the fliers, but no subsequent signals were received.

On July 7 the following telegram was received from the Honorable, C. L. A. Abbott, M. P., Administrator of the Northern Territory at Darwin:

> "Deeply regret news about Mrs. Putnam and Captain Noonan. When in Darwin she endeared herself to us all by charming disposition. Citizens of Northern Territory hope to hear reassuring news shortly."

My telegraphic reply on the same day was:

> "Deeply appreciate your telegram regarding Mrs. Putnam and Captain Noonan."

From the time of receipt of the first reports that Miss Earhart was overdue at Howland Island and throughout the search for her airplane, the Australian people and

the

the Australian press were greatly concerned for the safety of the fliers. The local newspapers printed detailed New York and Honolulu despatches, supplemented by reports from Australian and Pacific Island sources. As hopes of rescue dwindled, the press was unanimous in eulogizing Miss Earhart and Captain Noonan as pioneers and explorers of the air, and in expressing the deepest regret and sympathy with the American people in their loss.

Without criticizing Miss Earhart, background and editorial commentators have questioned the wisdom of "stunt" flights which are by their very nature hazardous and predisposed to disaster. The difference between the exploratory flights of the Clipper ships and such flights as Miss Earhart's has been repeatedly emphasized. The stand of the United States Department of Commerce against further "stunt" flights is without exception approved and commended.

Respectfully yours,

Albert M. Doyle
American Consul

879.6
EDM:bs

To the Department of State in quintuplicate.

AERONAUTICS FILE NUMBER 910.0

Earhart, Amelia

August 25, 1937.

Mr. E. M. Manning,
17 Varnum Park,
Waltham, Massachusetts.

Dear Sir:

Reference is made to your communication of August 6, 1937, enclosing letter received from Commander L. F. Reifsnider, U. S. Navy Public Relations Officer, in connection with letter sent by you to the President relative to the last flight of Miss Amelia Earhart and enclosing also an excerpt from the Waltham News-Tribune of Tuesday, August 3, 1937.

The Department of Commerce is pleased to have you submit the expression of your views.

Sincerely yours,

Fred D. Fagg, Jr.,
Director.

DM:lm

Aero 835. Gen.

DEPARTMENT OF COMMERCE
Office of the
DIRECTOR OF AIR COMMERCE

Date 8-11

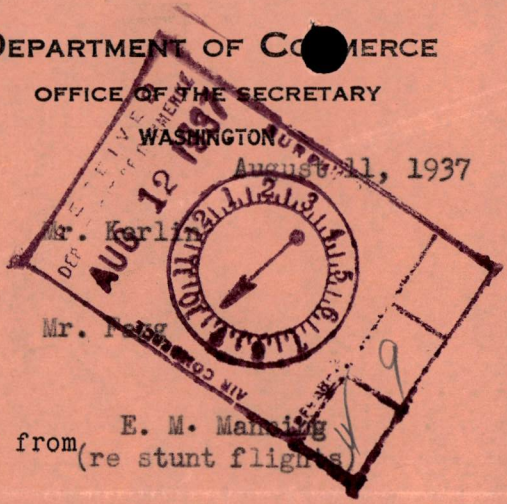
To Mr. Mulligan

( ) Prepare reply for Ass't Secretary's signature and return.
( ) Prepare reply your signature.
( ) Prepare reply your signature and return.
(✓) Prepare reply my signature and return.
( ) See me reference this.
( ) Any suggestions?
( ) Please handle.
( ) Note and send to files.
( ) Note and return.
( ) For signature.
( ) Investigation and report.
( ) See notation.
( ) Incorrectly routed_____
send to_____

DEPARTMENT OF COMMERCE

OFFICE OF THE SECRETARY

WASHINGTON



August 11, 1937

From Mr. Karl

To Mr. Pegg

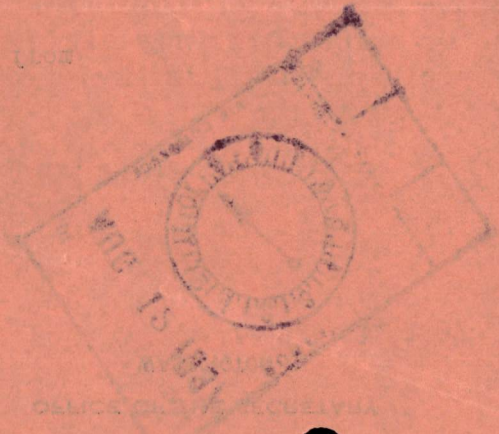
Letter from E. M. Manning
(re stunt flights)

Dated August 6, 1937

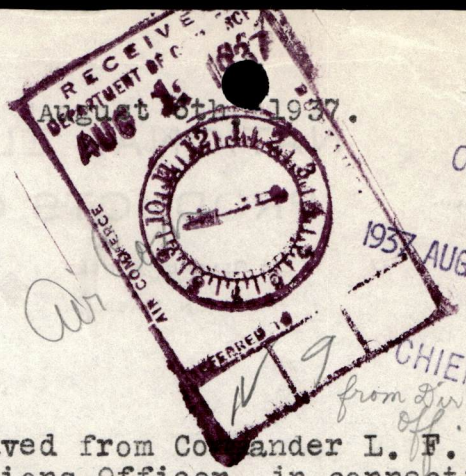
For appropriate action

RECEIVED
AUG 11 1937
J. M. JOHNSON

Col Johnson



August 6th, 1937.



DEPARTMENT OF COMMERCE
1937 AUG 7 AM 11 26
CHIEF CLERK

Secretary,
Department of Commerce,
Washington, D. C.

Dear Sir:

I enclose letter received from Commander L. F. Reifsnider, U. S. Navy Public Relations Officer, in connection with letter I sent President Roosevelt, relative to the unfortunate Earhart flight.

I agree with the Commander that the Navy, and all other Government Departments, should search at any time for those in distress at sea, or any place, whether they be rich or poor, providing something of their probable location is known.

With my letter of July 17th to President Roosevelt, I enclosed an article from the Boston Post, issue of July 7th, written by "Bill" Cunningham, which seemed to express my views very clearly.

In this article "Bill" expressed himself as feeling that some Government Department should stop any future adventures of this nature, as many of the people attempting these flights, and other such stunts, are merely publicity seekers and chiselers, and fortheir own protection, and peace of mind of the people of this Country, also save the expense to this Country - no matter how small - incurred in endeavouring to rescue them, they should be prevented from attempting any more of them unless some real benefit is going to accrue to the Government or this Country.

I am enclosing Editorial from the Waltham News-Tribune, issue of August 3rd, which seems to further back up my contention, and I hope some action will be taken to stop these foolhardy flights so this Country can devote all time, energy and money to the one big job we have on our hands getting this good old United States of ours back to the peace and prosperity we once enjoydd.

Until we accomplish that let us let us hold up all these frills and stunts, and we will be the better for it.

Thanking you for your consideration, I am,

Sincerely,

E. M. Manning.

17 Varnum Park, Waltham, Mass.

REPRESENTING

CLAYTON MARK & CO.
EASTERN INSULATED WIRE & CABLE CO.
ELECTRO-ACOUSTIC PRODUCTS CO.
THE GILLETTE-VIBBER CO.
MINERALLAC ELECTRIC CO.

NATIONAL ELECTRICAL PRODUCTS COMPANY

131 BEVERLY STREET
BOSTON, MASS.

TELEPHONE
CAPITOL 1446
1447
1448

REPRESENTING

J. H. PARKER PORCELAIN
THE PYLE-NATIONAL CO.
TASHJIAN & HOLDEN LABORATORIES, INC.
UNION INSULATING CO.

NAVY DEPARTMENT

OFFICE OF NAVAL INTELLIGENCE

WASHINGTON

In reply refer to No.

Op-16-C-2
A4-3/Earhart,A.

30 July 1937.

My dear Mr. Manning:

Your letter of July 17th 1937 in reference to the Earhart search was referred by the White House to the Navy Department for appropriate reply.

The President of the United States made the matter clear to the press correspondents when he stated that the cost had been comparatively small if the fact was considered that the USS LEXINGTON and her airplanes would have been engaged in Fleet maneuvers and would have expended slightly less fuel than when engaged in the search. Of course, all salaries of Navy personnel are continuous.

The President also said that we would search at any time for those in distress at sea, whether they be rich or poor, if something of their probable location were known. The President added that it was thought we knew where to search for Miss Earhart, but the thorough search disclosed that we were in error.

Your attention is invited to the fact that the Navy has nothing to do with the permits for airplane flights of private individuals, and that inspections and permits are properly a function of the Department of Commerce.

Very truly yours,

L. F. Reifsnider

L. F. Reifsnider
Commander, U.S. Navy
Public Relations Officer

Mr. E. M. Manning,
19 Varnum Park,
Waltham, Mass.

~~Electro-Acoustic Products Company~~
~~2131 BUETER ROAD~~
~~FORT WAYNE, INDIANA~~

17 Varnum Park,
Waltham, Mass.

WALTHAM
AUG 6
8 PM
1937
MASS.

Secretary,
Department of Commerce,
Washington, D. C.

WALTHAM PUBLISHING CO.
18 Pine Street Waltham, Mass.

Waltham News-Tribune

Est. 1863 Tel. Wal. 1670.

Office Hours: 8 A. M. to 10 P. M.
except Saturday, 8 A. M. to 6 P. M.

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Published daily except Sundays and holidays, by the
WALTHAM PUBLISHING COMPANY

The News-Tribune assumes no financial responsibility for typographical errors in advertisements but will reprint that part of the advertisement in which the typographical error occurs. Advertisers will please notify the management immediately of any errors which may occur.

Subscription Rates:
$6.00 a year; $3.00 six months; 50c a month

Entered as second class matter at the post office at Boston, Mass.

Tuesday, August 3, 1937

Piano Redivivus

A few years ago the piano, once the mark of culture in the homes in many parts of the country and of snootiness in others, was pronounced obsolete. There was good reason for the verdict. The player-piano made the first inroad on the instrument's popularity and undoubtedly reduced the number of people who, with more or less success, tried to emulate Rubenstein and Josef Hoffman. The victrola, with its reproductions of the music of the masters of the art, dealt the domestic machine still another blow. The radio and the trend of city dwellers toward small apartments completed the supposed extinction of the musical instrument that was once considered a necessary accessory to every home.

The square piano was an instrument of mighty proportions, the grand piano hardly less formidable. Then, as apartments grew smaller and a larger number of the people lived in them, came the upright and the baby grand piano, both of which flourished for a number of years and kept the piano-makers busy. But the graphophone, the phonagraph and the victrola appealed to a lazy generation. Why take the trouble to learn how to play—or not to play—the piano, when by the mere turning of a crank or, a little later, plugging into an electric light socket, the music of the masters could be brought to any gathering?

When the radio, within a decade, enabled the world to hear the best that could be produced in any line of music, the final blow to the piano had apparently been dealt. Nevertheless, it is not at all improbable [illegible]

family, home and friends were wiped out by a series of castrophes remarked:—"This is getting to be monotonous."

Acquiring Some Sense

If Jimmie Mattern can show that the flight over the North Pole that he desires to make will yield any contribution to the science of aviation, his request to the Department of Commerce for permission to make the hazardous journey should be granted. Unless he can make a convincing argument, the department is justified in refusing to sanction the flight even in 1938.

Russian aviators have demonstrated that it is possible to fly from Moscow to the west coast of this country by way of the Arctic regions. A properly sponsored and well-equipped flight in the opposite direction might add to the sum of knowledge now possessed as to the feasibility of the Arctic route for communication by air between the two continents. But there is no reason why the government should sanction a stunt flight.

Miss Amelia Earhart undertook her world flight frankly as an adventure. She made no pretense that it was in the interest of the science of aviation, although there is no doubt that the fate of herself and her companion has furnished a negative aid to the development of flying. But the government cannot afford to sponsor, through its permission, any flights that are not undertaken with proper equipment, navigators thoroughly skilled in their business and with an objective that has more practical value than the duplication of a feat undertaken systemtically, with due consideration of the risks but with the intent of establishing the feasibility of a route between Europe and America, shorter and more safe than those heretofore pursued.

It would be unjust to class Miss Earhart's fatal attempt to follow the equator around the world as a stunt. It was, however, in the nature of an adventure which the government would have done well not to sanction, even it if did not take steps to prevent it. A properly organized flight through the Arctic regions to Russia and beyond might well be undertaken, but it should be scientifically planned and carried out, as the trans-Pacific lines were mapped and tested by experimental flights minimizing the chances of accidents.

Roosevelt In 1940

Most of th[illegible] political

Joint Observance Of Two Birthdays

At a luncheon in observance of the birthday anniversaries of Jean and Patricia Anne, the four and two-year-old daughters of Mr. and Mrs. John F. Rice of 79 Hammond street, Sunday afternoon, there were guests present from Pittsfield, Roslindale, Newton and Waltham. Among them were Ethel and George Messinger, Nancy Mara, Doris, Elinor and Arthur Ormond, Richard, Robert, Jimmie and Francis Aldred.

Games were played and the children received numerous pretty gifts. Mrs. Mary Smith, maternal grandmother of the children, recently arrived in Waltham from Chelsea, Michigan, was present.

Girls' Jr. Lodge Plans Field Day

The Waltham Girls' Junior Lodge, at a regular meeting last night in the club room at 30 Middle street, planned to attend Junior Field Day at Seiler's Ten Acres in Wayland on Sunday, August 22.

For their next regular meeting, Monday, August 16, they will meet at their club room at 7.30, take refreshments and go to Prospect Hill. Their guests will be members of the Somerville and Waltham Boys' Junior Lodges.

The officers unable to attend last night included Mary Paresi, Mary Falzone, Mary Perna and Louise Pintabona.

BUILDING PERMITS

Doris D. Leonard, addition to dwelling, 97 Seminole avenue, $60.

GoingOnTonight

Prospect Lodge, I. O. O. F.
Quinobequin Tribe, I. O. R. M.
Dante Alighieri Lodge, Sons of Italy
Waltham Council, K. of C.
Council Rochambeau
Lakeview Ladies' Aid
Townsend Club No. 2

Breaks Kneecap In Church Fall

Ellen N. Chaiswood, 59, of 2085 Commonwealth avenue, Auburndale, suffered a fractured kneecap last night in a fall on a stairway in the Corpus Christi Church, Auburndale.

She was discovered by several persons who entered the church shortly after the accident occurred and was removed to the office of Dr. William T. O'Halloran.

The woman was taken home after treatment, but her condition became so serious that the police ambulance was summoned and she was removed to St. Elizabeth's by Patrolmen J. F. O'Donnell and Charles Goodale.

BIRTHS

Mr. and Mrs. Thomas Brophy, 8 Prospect avenue, a daughter, July 28.

Mr. and Mrs. Francis Finney, 84 Bacon street, a daughter, July 31.

Mr. and Mrs. Girlando Rizzo, 30 Bolton street, a daughter, July 31.

MARRIAGE INTENTIONS

Lawrence J. Anzivino, 65 Columbus avenue, Newton Upper Falls, inspector, and Anna T. Cloherty, 33 Eddy street, at home.

Convention Report Given By Delegate

Division 29, Ladies' Auxiliary, A. O. H., held a well attended meeting in K. of C. Hall last night. A complete report was made on the recent national convention in Atlantic City. Mrs. Elizabeth Tierney, County vice-president, who attended as a delegate, gave in detail the happenings from the time the party left until its return.

Mrs. Margaret Glynn reported on the success of a recent penny sale of which she served as chairman.

The next regular meeting will be held on Monday night, August 16.

Engagement Announced

Mrs. Mary Gorman of 23 Benefit street announces the engagement of her daughter, Frances Louise, to Mr. Lloyd C. Hamill, of 38 Wadsworth avenue. No date has been set for the wedding.

CORNS REMOVED WITH CASTOR OIL

Say goodbye to clumsy corn-pads and risky razors. A new liquid called NOXACORN ends pain in 60 seconds. Dries up peskiest corns or callus. Contains pure castor oil, camphor and corn-aspirin. Absolutely safe. Winner of Good Housekeeping Seal. Easy directions on label. 35c bottle saves untold misery. Druggist returns money if NOXACORN fails to remove any corn or callus.

SPECIAL MEETING
WOMEN OF THE MOOSE
At
53 ROBBINS ST.,
WEDNESDAY, AUGUST 4th
Phyllis Kezer, Senior Regent.

FIVE STAR ★★★★★ AUGUST SALE FEATURES

Wednesday and Thursday

2 DAY TRADE-IN SENSATION ON A

New 1937 DUAL OVEN RANGE

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE

CONGRESSIONAL MAIL

Augudt 10,1937

FROM: Byron N.Scott

TO: Fred D.Fagg

SUBJECT: re your letter of August sixth
re Earhart flight.

DATE: August 9,1937

REMARKS:

RECEIVED
DEPARTMENT OF COMMERCE
AUG 10 1937
AIR COMMERCE
BUREAU OF
REFERRED TO:
43

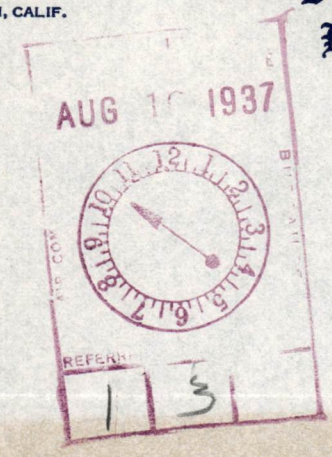
BYRON N. SCOTT
18TH DISTRICT CALIFORNIA

HOME ADDRESS:
202 POST OFFICE BUILDING
LONG BEACH, CALIF.

Congress of the United States
House of Representatives
Washington, D. C.

NATHAN T. BARTLETT
SECRETARY

COMMITTEE:
NAVAL AFFAIRS



AERONAUTICS
FILE NUMBER 910.0

file.
Earhart, Amelia

August 9, 1937

Mr. Fred D. Fagg, Jr. Director
Department of Commerce
Washington, D. C.

Dear Mr. Fagg:

I have your letter of August sixth, in regard to the Earhart flight. Thank you very much.

Sincerely yours,

Byron N. Scott

Byron N. Scott

BNS:CG

BUREAU OF AIR COMMERCE FILES

AERONAUTICS FILE NUMBER 910.0
Earhart Flights
Amelia

August 6, 1937

Hon. Byron N. Scott,
House of Representatives,
Washington, D. C.

My dear Congressman:

This will acknowledge receipt of your letter of July 17, 1937, with reference to the basis on which permission was granted to Miss Amelia Earhart for a round-the-world flight in her Lockheed aircraft, model Electra 10-E, serial number 1055, restricted license NR-16020.

The indicated purpose of this flight, as disclosed in the application made in October, 1936, appeared to be primarily for a thorough field test of this modern aircraft and its various items of scientific equipment. Moreover, the flight was to have been conducted as part of the program of aeronautical activities in which Miss Earhart was engaged under the auspices of Purdue University, Lafayette, Indiana. There did not appear to be any commercial sponsorship, whatsoever.

In view of Miss Earhart's previous successful long distance flights both over land and large bodies of water, it was believed that she was thoroughly competent as a pilot to make the flight. As a precautionary measure, she was given a flight test on instrument flying, just prior to her departure, which she passed successfully. This test is the same as that given to pilots operating on the scheduled air lines. Consideration was also given to the fact that she was to be accompanied by a very competent navigator. The aircraft, with its abundance of instruments of latest type and design, was deemed to be satisfactory for the purpose of the flight.

In view of the foregoing, coupled with the fact that final preparations for the flight were commenced approximately six months in advance of the take-off, with respect to meteorological conditions prevailing over the route of the flight and, particularly, with respect to the Pacific Ocean, permission was granted for the flight.

also

AERONAUTICS FILE NUMBER 844
International N. York
& Paris Race

Hon. Byron N. Scott. August 6, 1937

Furthermore, it was felt that there would undoubtedly be some scientific benefit accruing from the flight with respect to the functioning of the modern instruments and radio with which the aircraft was equipped and in reports of weather conditions which Miss Earhart undoubtedly expected to make upon the completion of the flight.

Miss Earhart's flight differed from the proposed Trans-Atlantic Lindbergh Anniversary Race in that hers was not a race against time, nor was it competitive in any way. Hers was a leisurely flight which gave full opportunity for proper care and servicing of her aircraft, opportunity for ample rest for the pilot, and opportunity to study and report on any conditions which might have had beneficial effect with respect to aeronautics.

In conclusion, it may be stated that the aircraft and pilot were both well within the Department of Commerce restrictions governing similar flights and the Department's policy with respect to long distance over water flights was modified subsequent to the granting of this permit.

Sincerely yours,

Fred D. Fagg, Jr.,
Director.

RRR-fej

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

Date 7/29/37

TO Mr. Reining

- ☐ Prepare reply Assistant Secretary's signature and return.
- ☐ Prepare reply your signature and return.
- ☑ Prepare reply my signature and return.
- ☐ See me reference this.
- ☐ Any suggestions?
- ☐ Please handle.
- ☐ Note and send to files.
- ☐ Note and return.
- ☐ For signature.
- ☐ Investigation and report.
- ☐ See notation.
- ☐ Incorrectly routed—send to _____

Form 205 U. S. GOVERNMENT PRINTING OFFICE 123646

DEPARTMENT OF COMMERCE
Office of the
DIRECTOR OF AIR COMMERCE

Date 7-19-37

To Mr. Mulligan

( ) Prepare reply for Ass't Secretary's signature and return.
( ) Prepare reply your signature.
( ) Prepare reply your signature and return.
(✓) Prepare reply my signature and return.
( ) See me reference this.
( ) Any suggestions?
( ) Please handle.
( ) Note and send to files.
( ) Note and return.
( ) For signature.
( ) Investigation and report.
( ) See notation.
( ) Incorrectly routed_____
send to_____

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE

CONGRESSIONAL MAIL
July 19, 1937

RECEIVED
DEPARTMENT OF COMMERCE
JUL 19 1937
AIR COMMERCE
BUREAU OF

FROM: Byron N Scott

TO: F D Fagg

SUBJECT: re the basis on which premission was granted the Earhart trip.

DATE: july 17, 1937

REMARKS:

REFERRED TO:
3 | 1 | 9 2

BYRON N. SCOTT
18TH DISTRICT CALIFORNIA

HOME ADDRESS:
202 POST OFFICE BUILDING
LONG BEACH, CALIF.

NATHAN T. BARTLETT
SECRETARY

COMMITTEE:
NAVAL AFFAIRS

Congress of the United States
House of Representatives
Washington, D. C.

RECEIVED
DEPARTMENT OF COMMERCE
JUL 19 1937
REFERRED TO: 8 1 92

July 17, 1937.

Mr. Fred D. Fagg, Jr.
Director of Air Commerce,
Department of Commerce,
Washington, D. C.

Dear Mr. Fagg:

I will appreciate it if you can give me the basis on which permission was granted to Amelia Earhart for her flight? Did the department feel at the time, that nothing but publicity would result from the flight, or was permission granted on the basis of some benefit accruing in a scientific way. Also, how did her trip differ from the Lindberg Anniversary race?

Sincerely yours,

Byron N. Scott.

Byron N. Scott.

1937 JUL 27 AM 10:57
REGISTRATION

FILE NUMBER 910.0
BUREAU OF AIR COMMERCE FILES

Earhart flight, Amelia

8-3-37

INFORMATION

ON

MISS EARHART'S FLIGHT

ON THE LAE, NEW GUIENA, - HOWLAND ISLAND

SECTION OF HER WORLD FLIGHT

1

c-o-p-y

RADIOGRAM

Washington D C July 20 1937

Poindexter Governor
Honolulu Hawaii

For Black from Miller quote kindly radio summary weather information Earhart flight July first and second including ground wind direction and velocity ceiling and cloud formations temperature and upper air wind conditions stop question one comma was voice from plane received clearly and what was quality stop two comma did Miss Earhart attempt to use code and if so what was content of message stop three comma what time of day was the last authentic radio received from Miss Earhart and contents of message stop four comma was Miss Earhart able to receive messages from Itasca without difficulty stop five comma did she contact either Ontario or Swan during flight from Lae and if so state contents of messages if information available stop six comma did armature station on Howland contact or receive message from Earhart plane and was range find on Howland utilized unquote

Hampton

c-o-p-y

United States
Department of the Interior

Office of the Secretary
Division of the Territories and Island
Possessions

Washington

July 22, 1937.

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

My dear Mr. Miller:

Conforming telephone advice to you of this date, the following radiograms for you from Mr. Richard B. Black, Field Representative, Department of the Interior, stationed at Honolulu, T. H., have just been received in this Division:

"U.S.C.G. Itasca - July 22, 1937.
Hampton Interior Department Territories Washington, D. C.

Following for Miller "Here copy msg giving forecast for July 1 from LT True FAB 'For Earhart, Lae, accurate forecast difficult account lack of reports your vicinity. Conditions appear generally average over route, no major storms apparent. Partly cloudy skies with dangerous local rain squalls about 300 miles east of Lae and scattered heavy showers remainder of route. Winds ESE about 25 knots to Ontario and then E to ENE about 20 knots to Howland.' Will answer six questions your radio in order as follows: Answer 1 - Voice first heard on 3105 to 248 AM fragmentary then fairly good from six fourteen then clear from seven thirty until last with signal strength five. Answer 2 - Only voice signals received from Earhart although ITASCA repeatedly asked for key signals on 500 to make use of ship direction finder possible. Answer 3 - Last reception Earhart 844 to 846 follows 'We on the line of position 157 dash 337 will repeat this message we will repeat this message on 6210 Kilocycles we are running north and south'. Nothingwas heard on 6210 Kilocycles, acknowledged our signals only once at 803. ITASCA asked on every transmission that she acknowledge. Answer 5 - Not to our knowledge. Answer 6 - Direction finder I borrowed from Navy was manned by USCG operator on Howland all night but no positive reception until 710 and then transmission too brief to get bearings and added difficulty plane signal hundred percent modulated so no adequate carrier for getting bearing and as stated before no key signals. Here weather Howland July 1, Bar 29R81 temp dry 87 wet 78 two-tenths

cumulus surface wind ENE 14 aloft by thousands ENE 18 ENE 19 ENE 24 ENE 26 ENE 25 ENE 30 ENE 31 July 2, 29R81 D87 W81 five-tenths cumulus surface ESE 16 one ESE 15 two E 17 clouds at 2650 feet. Both noon observations. Suggest contact Coast Guard Headquarters for further information on text of radio contact with Earhart."

Black

"U.S.C.G. ITASCA - July 22, 1937

Hampton Interior Department Territories Washington, D. C.

Reurad 20th - until time our departure Howland noon 18th no planes or other ships of search sighted by Howland Island. Twice daily contact with Howland since and no word. Had hoped that plane landing might be made in accordance with implied invitation my memorandum to Kilpatrick, copy of which you have

Black"

Sincerely yours,

/S/ Ruth Hampton
Assistant Director.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To San Francisco Div.

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

6002 Earhart contact 0742 reported one half hour fuel and no land fall position doubtful contact 0646 reported approximately one hundred miles from Itasca but no relative bearing period 0843 reported line of position 157 dash 337 but no reference point presume Howland period estimate 1200 for maximum time aloft and if nonarrival by that time will commence search north west quadrant from Howland as most probably area period sea smooth visibility nine ceiling unlimited period understand she will float for limited time 1015

Tor 1717 Navy NR 34 DL

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To San Francisco Div.

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

6002 Earhart unreported Howland at 1200 believe down shortly after 0915 AM

searching probable area and will continue 1315

Tor 2025 Navy NR 54 DL

C-O-P-Y

U S COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Hawaiian Section

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

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

TOR 2117 Navy NR 57 DL.

C-O-P-Y

U S COAST GUARD
OFFICIAL DISPATCH

From Itasca

To San Francisco Division

Hawaiian Section

6002 Itasca Earhart search up to this time negative results period broadcasting to steamers but few in this area period following estimated opening of possibilities up to happening period Earhart apparently handicapped through night by cloudy weather as portions of received messages indicated overcast and cloudy weather period Earhart direction finder apparently not functioning as well as she could not get out on Itasca on agreed frequencies period Earhart had barely sufficient fuel under the conditions to make Howland period though close to Howland at 0758 when circling trying to pick up land and attempts Itasca to give Earhart radio bearings failed after thorough tests both ways period belief based on signal strength only that at 0758 Earhart passed close to and to northward of Howland as believed that she would have seen Baker Island if passing to southward period Itasca contacted Earhart to receive incomplete message on agreed schedules from 0248 to 0855 this morning Earhart only acknowledged receiving Itasca signals once and did not answer question as to position course speed time arrival period Earhart used voice entirely static interference heavy and Itasca reception fragmentary in early hours period conditions Howland forenoon good smooth sea good visibility unlimited ceiling period consider search results depend upon continued good weather and ability plane or emergency boat remain aloat period have heard no signals from Earhart since 0855 this morning when she gave Itasca a line of position believed to mean radio bearing and stated she was running north and south period Itasca using every resource to locate plane period black requests gruening interior be kept advised developments 1940

TOR 0704 Navy 70 WD

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Headquarters

Hawaiian Section

6003 reference your 6003 dash 1756 Itasca search three thousand square miles daylight yesterday period guarded navy plane during night and arrived Howland daybreak this morning under orders Commandant fourteenth Naval District departed Howland 0600 today plane having returned to base owing to bad weather period search being pressed with all possible energy and weather conditions favorable thereto period areas searched north of Howland on assumption most logical as no definite position from Earhart plane received at any time 1250

Tor 2005 Navy NR 47 BL.

C-O-P-Y

U. S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Headquarters

San Francisco Div.

8004 following text messages received by itasca from Earhart morning 2 july zone eleven and one half time period forwarded for headquarters release to associated and other presses period all messages voice on 3105 kilocycles period any press release should clearly indicate that Itasca was at Howland as homing vessel only and that this with weather was sole radio duty requested by Earhart period ship met all Earhart requests with exception inability to secure emergency radio bearing on 3105 kilocycles due brief Earhart transmissions and use voice period with exception 0803 message no Itasca message or request acknowledged by Earhart period Earhart apparently never received Itasca requests transmit on 500 kilocycles in order Itasca cut her in with ship direction finder 0245 recognized Earhart voice message not clear except quote cloudy weather cloudy unquote 0345 quote Itasca from Earhart Itasca broadcast on 3105 kilocycles on hour and half hour repeat broadcast on 3105 kilocycles on hour and half hour overcast unquote 0453 heard Earhart voice signals unreadable with five listening 0512 quote want bearings on 3105 kilocycles on hour will whistle in microphone unquote 0515 quote about 200 miles out unquote whistled briefly in microphone 0545 quote please take bearing on us and report in half hour I will make noise in microphone about 100 miles out unquote 0730 quote we must be on you but cannot see you but gas gas is running low have been unable reach you by radio we are flying at 1000 feet unquote 0757 quote we are circling but cannot see island cannot hear you go ahead on 7500 kcs with long count either nor or on schedule time on half hour unquote 0803 Earhart calling Itasca we received your signals but unable to get minimum please take bearings on us and answer on 3105 KCS unquote Earhart made long dashes for brief period but emergency high frequency direction finder could not cut her in on 3105 KCS 0844 Earhart called Itasca quote we are on the line of position 157 dash 337 will repeat this message on 6210 KCS we are now running north and south unquote nothing further heard from Earhart on 621L or other frequencies period high frequency direction finder on Howland was set up as an additional emergency caution without Earharts request or knowledge period Itasca had it manned throughout night but never able to secure bearings due to Earhart very brief transmissions and her use of voice period Earhart advised 28 June Itasca direction finder frequency range 550 to 270 kilocycles period Itasca transmit on 500 KCS to enable ship to cut her in period she neither acknowledged nor complied though our advice indicates her ability to transmit on 500 KCS period communications monitored throughout by Lieutenant Commander Baker Lieutenant Commander Kenner Ensign Sutter and Lieutenant Cooper US Army Air Corps 1900

Tor 0500 Navy NR 6 BL.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

From Itasca

To Headquarters

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

C-O-P-Y

TELEGRAM

Frank Griffin
Russ Bldg.
San Francisco Calif

If convenient it will be appreciated by this Bureau if you could obtain the following information from New Guiena relative to Miss Earharts departure from Lae stop time of her departure from Lae amount of gasoline aboard on takeoff condition of motors and radio equipment weather conditions length of take off did Miss Earhart contact ground station by radio if so contents of messages and any other additional knowledge or information of interest relative Miss Earharts visit and flight stop this is for government official record purposes stop the above information if available could be air mailed to W T Miller Bureau of Air Commerce Department of Commerce Washington DC stop any courtesies or suggestions extended will be greatly appreciated

W T Miller

C-O-P-Y

TELEGRAM

W T Miller Bureau of Air Commerce Washn DC

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

Frank Griffin

Departed Lae 10 a.m. July 2nd.
1100 gallons gasoline
75 gallons oil
Motors O.K.
Length of takeoff 2550 feet
Radio ground station received radiophone messages until 5:18 p.m.

Two and one-half hour difference in time between Lae, New Guiena and Howland Island.
Flying time 20 hours 16 minutes

$$\begin{array}{r} 30 \quad " \\ \hline 20 \quad " \quad 46 \quad " \end{array}$$ gas left in plane as reported by last radio

Distance 2550 miles

Wasp motors - 550 HP each.

1100 gallons gasoline - flying time 20 hours 46 minutes - Miss Earharts consumation would be about 53 gals. per hour.

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

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

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

C-O-P-Y

TELEGRAM

Frank Griffin
Russ Bldg
San Francisco Calif

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

W T Miller

LOS ANGELES
FILE NUMBER

9-10-0
Earhart flights
Amelia

July-26-1937.
Mr. E. C. McKowan.
434-Wood. S.T.
Johnstown. P.a.

Dear. Sir. ÷

I. Ernest. C. McKowan.

Have feen doing a grate deal.
Of wark with aronotic. S.
I beleave that I may fe afle
to help clear up the mestry of
the disapearence of Miss amelia
airharts fatil crash. of cose
Ma. fagg. I do not know it all.
But what I know may fring to
light something that I am
thinking afout. If you please
think clear. & have faith in
my letter. all I ask of you is
to come & see me. or send some
wone else. so that. I may talk
to them or you in person.,

P. S.

This is what I should like you to find. -1- a map of her route.
-2- the wait of her plain.
-3- what time the plain was due when hop was completed.
-4- $ mileage for amount of fuel to be used on hop.

Yours Truly
Mr. E. C. McGowan,

FILE NUMBER 910.0
Earhart flights, Amelia

July 24, 1937.

Mr. P. V. H. Weems,
Weems System of Navigation,
Annapolis, Maryland.

Dear Sir:

Receipt is acknowledged of your letter of July 19, 1937, regarding information on radio communication facilities on the Earhart plane.

We are informed that the aircraft was equipped with a transmitter which could be used for either voice or code.

The licensing of personnel to operate radio equipment is handled by the Federal Communications Commission and the information as to whether or not Miss Earhart or Mr. Noonan had the grade of radio operator's license which requires ability to transmit or receive code could probably be obtained from that office.

Very truly yours,

B. M. Jacobs,
Chief, Certificate and Inspection Division.

BMJ:EH

also

FILE NUMBER 501

WEEMS SYSTEM OF NAVIGATION

P. V. H. WEEMS
Lt.-Commander, U. S. Navy, Retired

L. H. McDONALD
Lt.-Commander, U. S. Navy, Retired

ANNAPOLIS, MARYLAND

COL. ALEXIS ILLYNE
Executive Secretary

July 19, 1937

1937 JUL 21 AM 8:59

DEPARTMENT OF COMMERCE
AERONAUTICS BRANCH

We have no information on this flight. MJ.

Radio Section
U. S. Department of Commerce
Bureau of Air Commerce
Washington, D. C.

Gentlemen:

Will you please give me the following information concerning the Earhart plane:

I. Was the plane equipped with a code transmitter capable of communication with the U. S. R. C. ITASCA ?
II. Was either Noonan or Miss Earhart trained to use code equipment?

Our interest in wanting to know this is the fact that we specialize in navigation, including radio, and would like to get all the facts we can to use in our business. Thank you very much.

Sincerely yours,

WEEMS SYSTEM OF NAVIGATION

P. V. H. Weems

Price List

AIR NAVIGATION THIS IS THE FAMOUS WEEMS GOLD MEDAL TEXT BOOK. IT IS A STANDARD TEXT BOOK ON AIR NAVIGATION AND CLEARLY AND THOROUGHLY SURVEYS THE FOUR PRINCIPAL METHODS OF AIR NAVIGATION: PILOTING, DEAD RECKONING, RADIO POSITION FINDING, AND CELESTIAL NAVIGATION. THIS BOOK TELLS THE WHOLE STORY OF AIR NAVIGATION. IT FULLY DESCRIBES THE USE OF ALL THE TABLES, CHARTS, INSTRUMENTS AND EQUIPMENT USED IN FLIGHTS. IN THE LAST CHAPTER THE AUTHOR USES AN IMAGINARY FLIGHT AROUND THE WORLD TO SHOW GRAPHICALLY HOW THE USE OF ALL FOUR METHODS WOULD BE COMBINED BY AN EXPERT NAVIGATOR ON A LONG AND DIFFICULT FLIGHT, AND BY A COINCIDENCE POST AND GATTY FOLLOWED NEARLY THE SAME ROUTE. USED AS A TEXT BOOK AT SCHOOLS, COLLEGES, ETC. IT CONTAINS 600 PAGES OF VALUABLE DATA FOR BOTH THE AERIAL AND MARINE PILOT, TOGETHER WITH NUMEROUS ILLUSTRATIONS AND DESCRIPTIONS OF NAVIGATION INSTRUMENTS. IT IS HANDSOMELY BOUND, AND IS A STANDARD TEXT AND REFERENCE BOOK FOR BOTH STUDENT AND INSTRUCTOR ——— $5.00

AIR NAVIGATION. BRITISH EMPIRE EDITION, 1937, MOSTLY NEW AND ORIGINAL MATERIAL ——— 30 SHILLINGS

DEAD RECKONING EQUIPMENT

AIRCRAFT PLOTTER, MARK II. (DEPARTMENT OF COMMERCE TYPE). A DEVICE ESPECIALLY DESIGNED FOR USE WITH THE DEPARTMENT OF COMMERCE AERONAUTICAL CHARTS (REGIONAL AND SECTIONAL), AND REPLACES THE PROTRACTOR, DIVIDERS AND PARALLEL RULERS. IT IS 13 INCHES LONG, MADE OF TRANSPARENT MATERIAL, VERY ACCURATE AND CARRIES SCALES 1:1,000,000 AND 1:500,000. INCLUDING INSTRUCTIONS AND PLOTTING SHEET ——— $2.50

NAVIGATION NOTE BOOK. A STANDARD WORK BOOK, JOURNAL AND LOG FOR SEA AND AIR NAVIGATORS. THE LEFT PAGES ARE UNIVERSAL PLOTTING CHARTS WITH A FIXED LATITUDE AND DISTANCE SCALE TO FIT THE MARK II PLOTTER. 144 PAGES, 8.5 BY 14 INCHES ——— $2.00

COMBINATION: NAVIGATION NOTE BOOK AND PLOTTER $4.00

UNIVERSAL PLOTTING SHEETS. LOOSE SHEETS AND IN PADS, FROM ——— $0.25

GATTY GROUND SPEED AND DRIFT METER. THE BASIC PRINCIPLE OF THIS NEW DEVICE DESIGNED BY HAROLD GATTY ESPECIALLY FOR THE POST-GATTY ROUND-THE-WORLD FLIGHT IS A CONSTANT SPEED FILM SYNCHRONIZED BY VARYING THE POSITION OF THE EYE WITH THE APPARENT MOTION OF THE EARTH'S SURFACE. USED SUCCESSFULLY OVER LAND AND WATER BY MRS. LINDBERGH ON THE LINDBERGH SURVEY FLIGHT, AND CONSIDERED THE BEST AVAILABLE GROUND SPEED METER BY COLONEL LINDBERGH. WEIGHT, 4 LBS. COMPACT AND EASY TO INSTALL ——— $450.00

GATTY DRIFT INDICATOR "WILL FIT ANY PLANE." DESIGNED BY HAROLD GATTY FOR THE AIR CORPS TO PROVIDE A MEANS FOR MEASURING DRIFT FROM INSIDE A PLANE BY A PILOT AT THE CONTROLS AND WITH THE EYE HELD IN NORMAL POSITION. OBSERVATIONS EASY TO MAKE. MAY BE MOUNTED EITHER THROUGH THE BOTTOM OR SIDE OF THE PLANE ——— $150.00

COASTWISE NAVIGATION BY WEEMS & SMITH (MIMEOGRAPHED) A SHORT TREATISE ON THE PRINCIPLES AND METHODS OF MARINE DEAD RECKONING AND PILOTING. CONVENIENT FOR YACHTSMEN ——— $2.50

CELESTIAL NAVIGATION EQUIPMENT

LINE OF POSITION BOOK. THIS BOOK OF 44 PAGES CONTAINS ACCURATE AND COMPLETE TABLES FOR SOLVING ALL CELESTIAL NAVIGATION PROBLEMS. IT IS THE QUICKEST AND EASIEST METHOD OF FINDING THE ALTITUDE AND AZIMUTH OF A HEAVENLY BODY, AND MAY BE USED FOR MARINE AS WELL AS AIR NAVIGATION. USED BY LINDBERGH, ELLSWORTH AND MANY OTHERS ——— $2.50

POLAR EDITION OF LINE OF POSITION BOOK ——— $3.50

ILLYNE STAR CHART. 22 BY 22 INCHES WITH DESCRIPTIVE BOOKLET FOR FINDING AND LEARNING THE NAVIGATION STARS ——— $0.50

STAR ALTITUDE CURVES. THIS ORIGINAL METHOD AFFORDS THE QUICKEST AND SIMPLEST MEANS OF DETERMINING POSITION BY THE STARS. A FIX MAY READILY BE DETERMINED IN ONE MINUTE. IN ORDERING, SPECIFY THE 10° BAND OF LATITUDE DESIRED. COMPLETED FOR 10° TO 60° N. PER 10° BAND OF LATITUDE ——— $5.00

RUST'S AZIMUTH DIAGRAM THIS DIAGRAM AFFORDS A CONVENIENT MEANS FOR DETERMINING AZIMUTH FROM THE ARGUMENTS HOUR ANGLE, DECLINATION AND ALTITUDE ——— $1.00

SECOND SETTING NAVIGATION WATCH. THIS MODERN TIME-PIECE PROVIDES A MEANS FOR SETTING THE EXACT SECONDS OF TIME ON THE WATCH FACE. ABOUT 30 PER CENT OF PREVIOUSLY REQUIRED TIME AND POSSIBLE ERRORS ARE ELIMINATED ——— $80.00

NEW SECOND SETTING WATCH. WRIST SIZE, BEZEL SETTING, WITH LARGE CENTRAL SECOND HAND. ESPECIALLY DESIGNED TO PERMIT EASY READING AND FOR GENERAL USE AS WELL FOR NAVIGATORS (LONGINES) ——— $50.00

THE AIRCRAFT SEXTANT BUREAU OF STANDARDS TYPE BUBBLE SEXTANT, USED BY COL. CHARLES A. LINDBERGH, HAROLD GATTY, LINCOLN ELLSWORTH AND OTHER PROMINENT NAVIGATORS ——— $400.00

DEEP SEA NAVIGATION BY WEEMS & SMITH (MIMEOGRAPHED). A SHORT TREATISE ON THE PRINCIPLES AND METHODS OF MARINE CELESTIAL NAVIGATION. CONVENIENT FOR YACHTSMEN ——— $2.50

HOME STUDY COURSES

COURSE I. DEAD RECKONING

TEN ASSIGNMENTS COVERING INSTRUMENTS, MAPS, DEAD RECKONING, AEROLOGY AND RADIO ——— $25.00

COURSE II. CELESTIAL NAVIGATION

TEN ASSIGNMENTS COVERING THE THEORY AND PRACTICE OF CELESTIAL NAVIGATION, METHODS, AND EQUIPMENT ——— $50.00

COURSE III. COMPLETE COURSE

WITH $35.00 WORTH OF EQUIPMENT ——— $100.00

THE HOME STUDY COURSES REQUIRE ABOUT 3 TO 6 MONTHS

RESIDENCE COURSES

1. **ANNAPOLIS, MD.**
2. **RYAN SCHOOL OF AERONAUTICS, SAN DIEGO, CALIF.** (ALSO FLIGHT AND GROUND SCHOOL COURSES).

THE RESIDENCE COURSES REQUIRE ABOUT 1 TO 3 MONTHS, DEPENDING ON THE NEEDS OF THE STUDENT, WITH $35.00 WORTH OF EQUIPMENT ——— $150.00

3. **HAYDEN PLANETARIUM, NEW YORK CITY.** ADVANCED COURSE IN CELESTIAL NAVIGATION GIVEN ON WEDNESDAY EVENINGS. ENROLL AT PLANETARIUM ——— $50.00
4. **FELS PLANETARIUM, PHILADELPHIA.** ADVANCED COURSE IN CELESTIAL NAVIGATION GIVEN ON TUESDAY EVENINGS. ENROLL AT PLANETARIUM ——— $50.00

CONSULTANT SERVICE

Experienced flyers planning an extensive flight will often find it difficult to choose the best route, and to collect the needed equipment and data. We furnish the personal consultant service to assist our patrons on difficult navigation problems. The charges for such service will be reasonable, but will depend on the time required.

DALTON AIRCRAFT NAVIGATIONAL COMPUTER (MARK VII). Designed to facilitate the computations required in dead reckoning, which is the basis of all navigation. It simplifies the procedure and eliminates many sources of error. Is rapidly being adopted by military, airline and private pilots ——— $ 7.50

THE TEST OF TIME

Our business was originally built on the success of our methods and equipment in the hands of Lindbergh, Gatty, Dr. Light, de Pinedo and other noted air navigators.

Entering 1937, the worth of our work has been further demonstrated by the notable success of our methods and equipment in the hands of Pan American navigators and Lincoln Ellsworth.

We feel that in all modesty we are justified in calling to the attention of our clients:

1. The original development of the Greenwich Hour Angle idea now incorporated in the American Nautical Almanac.
2. The success of the Weems Second-Setting Watch used by Noonan, navigator of P.A.A. "China Clipper," by Ellsworth on his recent Antarctic discoveries, by Gatty, Lindbergh, Light, and others.
3. The Bureau of Standards Type Aircraft Sextant as used by Lindbergh, Gatty, Ellsworth, and U. S. and Foreign Governments.
4. The Line of Position Book used on the 1933 Lindbergh Flight, the Byrd Antarctic Expeditions, and by many others.
5. The Star Altitude Curves used by Gatty for making night landfalls in Russia on the memorable Post-Gatty Round-the-World Flight.
6. Our minor equipment, such as the Navigation Note Book and Aircraft Plotter (Department of Commerce Type), Dead Reckoner (VC-O) from which has grown a long series of developments including the famous Dalton Mark VII Computer, etc.

WEEMS SYSTEM OF NAVIGATION
Annapolis, Md.

E/S/H

Please call Reining & see if this airplane was equipped with code & 2 way radio or voice or both.

P.M.D.

File attached

BMJ.

She had both code and voice by throwing switch could select desired operation

RDH

BMJ.

Any phone transmitter can be converted to code transmitter by simple operation x This was done on Amelia's ship x As to qualifications: Miss Earhart personally informed me last September that she could not receive or transmit more than 10 words per minute. Have been informed by reliable sources that Noonan could not receive or transmit more than 10 or 12 words per minute x Qualification for radio operators are 22 WPM with ease x I do would not

believe that Earhart or Noonan could or should be classified as "qualified code operators."

RDH

AERONAUTICS
FILE NUMBER 910.0

Earhart Flights, Amelia

7-24-37

AMELIA STILL LOST ON 39TH BIRTHDAY

NEW YORK, July 24 (AP).—Today is the 39th birthday of Amelia Earhart.

The aviatrix, apparently drowned after she was forced down in the Pacific Ocean July 2 near Howland Island during an attempted 'round-the-world air tour, was born at Atchison, Kas., July 24, 1898. She became the first lady of aviation after completing solo flights across both the Atlantic and Pacific Oceans.

File 37

$8000 CARGO LOST

Aero.

FILE NUMBER 910-0
Earhart Flights.
Amelia

July 14, 1937

Mrs. Ernst Smith
8340 De Longpre Avenue
Hollywood, California

Dear Mrs. Smith:

This will reply to your letter of July 7, in which you protest the granting of a certificate for the Amelia Earhart flight. I wish to thank you for the interest you manifest in this matter.

I wish to call your attention to the fact that, under the laws and regulations, each United States airplane that is registered is given an airworthy certificate. Those crafts that are found to meet the full maximum safety requirements receive a general airworthy certificate. Other ships that are to be used for experimental and certain other limited purposes, and do not carry passengers but meet the safety requirements for those purposes, are granted restricted licenses. This was the type of certificate that was issued for the Earhart flight several months ago. Prior to this, however, consideration had been given to the nature of the journey, the general characteristics of the ship and its equipment and the experience and skill of the pilot.

The Bureau of Air Commerce found that Miss Earhart's craft met the then prevailing requirements and was suitable for the scientific purposes represented to the Department. In addition to this, Miss Earhart had a remarkably successful record, including previous ocean flights. Over a period of years she had rendered outstanding service in scientific testing to the Department of Commerce, involving procedures and research in the interest of safety in air commerce.

The general certificates of airworthiness are granted to those aircraft that have been thoroughly tested and approved. The restricted license is for the purpose of enabling the testing and development of new equipment and devices, as well as undertakings for penetrating new areas or high altitudes.

It has been our policy not to discourage the initiative of individuals in air adventures. However, as time advanced with progress, the large increase in purely adventuresome flights presented a problem.

Thus, in the interest of safe progress, arose the necessity for requiring all such proposed undertakings to comply with greater safety requirements. We cannot say that all flights of an experimental or discovery nature must cease, because such an exclusive attitude would affect vital scientific research and the wise and safe development of the industry. Risks, however, must be reduced to the minimum.

As to your quotation of Miss Earhart's statement that the flight was "just for fun," her certificate was granted on the basis of the statement that it was for scientific purposes. Furthermore, you have also doubtless seen frequent reference to her ship as being a "flying laboratory."

Very sincerely,

S/ Roper.

DANIEL C. ROPER,
Secretary of Commerce.

mailed July 15/37 by J.

DCR-S-a

DEPARTMENT OF COMMERCE

OFFICE OF THE SECRETARY

WASHINGTON

July 16, 1937

From Mr. Kerlin

To Mr. Fagg

Letter from Department of State
(flight of Amelia Earhart)

Dated July 15, 1937

For appropriate action

1937 JUL 19 PM 1:30
REGISTRATION

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

DEPARTMENT OF STATE
WASHINGTON

SIGNATURE FILE NUMBER 710.0

air copy

In reply refer to
PC 800.79611-Putnam, Amelia Earhart/142 July 15, 1937

The Secretary of State presents his compliments to the Honorable the Secretary of Commerce and encloses a copy of a despatch from the American Legation at Baghdad concerning permission for the flight of Miss Amelia Earhart.

It will be noted that advance permission is not necessary for flights over the territory of Iraq, notification of arrival being the only requirement.

Enclosure:
From Legation, Baghdad,
No. 801, June 2, 1937.

1937 JUL 19 PM 1:30
REGISTRATION

DEPARTMENT OF STATE

DIVISION (PC
XXXXXXXX(

ENCLOSURE

TO

LETTER DRAFTED 7/10/37

ADDRESSED TO

Secretary of Commerce

LEGATION OF THE
UNITED STATES OF AMERICA

Baghdad, June 2, 1937.

No. 801

Subject: Permission for Flight of Miss Amelia Earhart

1937 JUL 19 PM 1:00
REGISTRATION

The Honorable

The Secretary of State,

Washington, D.C.

Sir:

With reference to a telegram dated May 20, 4 p.m., 1937, which the Legation received from the American Embassy at Paris requesting it to obtain permission for Miss Amelia Earhart to fly over Iraq on an around-the-world flight, I have the honor to enclose, in confirmation of my telegram of May 28, 11 a.m. to Paris, a copy in translation of a note from the Foreign Office stating that the Iraqi authorities have no objection to the flight over Iraqi territory if Miss Earhart's passport and the passports of the persons traveling with her are legally in order.

In this connection, I may add that both the Chief of Protocol of the Foreign Office and the Director of the Baghdad Airport have pointed out in discussing this case that it is

not

not necessary to obtain prior permission to fly over Iraqi territory. However, the Iraqi authorities desire to be informed as many hours in advance as possible of the time of arrival of persons intending to land at airports in Iraq.

Respectfully yours,

P. Knabenshue.

Enclosure:
Copy of note from
Foreign Office.

Copy to American Embassy, Paris.

JCS:MH
File No. 879.6

A true copy of the signed original.

1937 JUL 19 PM 1:30
REGISTRATION

Enclosure to Despatch No. 801 - Diplomatic - dated June 1, 1937, from American Legation, Baghdad, Iraq.

Iraq Government
Ministry of Foreign Affairs
Division of Consular Affairs

No. 5755/75/18

Baghdad, May 29, 1937.

The Ministry of Foreign Affairs presents its compliments to the American Legation at Baghdad and with reference to the Legation's note No. 361 of May 21, 1937 has the honor to advise that the Iraqi authorities have no objection to the flight over Iraqi territory of Miss Amelia Earhart in her airplane if her passport and the passports of the persons traveling with her are legally in order.

The Ministry avails itself of this opportunity to express the assurance of its highest consideration and respect.

Seal

American Legation,
Baghdad.

REGISTRATION
1937 JUL 19 PM 1:30

54

FOR SECRETARY'S FILES

CHIEF CLERK

March 12, 1937

Miss Amelia Earhart,
Locust Avenue,
Rye, New York.

Dear Miss Earhart:

Permission is hereby granted for foreign flight in accordance with the terms of a letter dated March 5, 1937, from Mr. Richard Southgate, Chief of the Division of Protocol and Conferences, State Department, Washington, D. C., to Mr. George Putnam, who has acknowledged receipt thereof, subject to the modifications listed below.

Permission has been granted for flight over Costa Rica.

Permission has been granted by Venezuela for landing at Maracay.

The British Foreign Office advises that it has been unable to obtain permission for flight covering the southern coast of Arabia, including Muscat. This, therefore, will involve a change in the itinerary of which the State Department should be immediately advised so that they can arrange to secure the proper permission.

Following are the conditions under which the authorization for your flight is premised:

1. Aircraft. Lockheed, model Electra 10-E, serial number 1055, license NR-16020, recorded as owned by Amelia Earhart.

2. Pilot. Amelia Earhart, transport pilot's license No. 5716.

3. Navigator. Harry Manning, private pilot's license No. 17063.

4. Apparatus Carried. Two small hand cameras. Two-way radio. No firearms.

5. Third Party Insurance. The British Government has requested that third party insurance be taken out to cover the flight over all British territories.

Miss Amelia Earhart.

6. Unless sooner suspended or revoked, this authorization shall remain in force until August 15, 1937, provided that the above mentioned aircraft license and the license of the pilot shall remain in full force and effect during the period.

The foregoing authorization is issued with the understanding that neither the aircraft nor its equipment constitutes or involves military secrets of interest to the national defense. In this connection, your attention is invited to the provisions of Title 1 of the Espionage Act of June 15, 1917.

It is the duty of the pilot to inform herself of the air regulations in force of all countries over which the flight is to be made and to comply with such regulations in so far as they are applicable.

This authorization shall be kept in the personal possession of the pilot at all times during the flight.

Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

Enclosure
Nicaraguan permission

Original letter sent air, mail, special delivery to Mr. Wm. T. Miller, c/o Bureau of Air Commerce, Oakland Airport, Oakland, Calif. 3/12/37. fej

RRR-fej

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

34

July 12, 1937

Mr. Fagg:

Telegram of July 8, 1937 from H. M. R., 1919 Geary, San Francisco, to the President referring to Miss Earhart.

For your information.

MCF

M. C. Foster,
Assistant.

FW

DEPARTMENT OF COMMERCE

OFFICE OF THE SECRETARY

WASHINGTON

AERONAUTICS FILE NUMBER 910.0

July 10, 1937

Earhart, Amelia

COLONEL JOHNSON:

For your attention.

RECEIVED

JUL 10 1937

J. M. JOHNSON

D. C. R.

THE WHITE HOUSE
WASHINGTON

July 9, 1937

Respectfully referred to the Department of Commerce for consideration.

M. H. McINTYRE
Secretary to the President

TELEGRAM

The White House
Washington

FA28wumc 28NL 5exa

Vn San Francisco, Cal.,July 8,1937

Courtesy

THE PRESIDENT.

Situation of Amelia Earhart tragic. In order avoid reoccurrences no airplane should be allowed to leave this country without the company of another airplane.

H.M.R.,

1919 Geary, San Francisco.

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

34

July 12, 1937

Director of Air Commerce:

Letter of July 6, 1937 (name illegible) to the Department of Commerce with reference to the flying activities of Miss Earhart.

For your information.

M. C. Foster,
Assistant

Joe Johnson

500 Fifth Avenue
New York City
July 6, 1937

RECEIVED
JUL 8 1937
J. M. JOHNSON

DEPARTMENT OF COMMERCE
NUMBER 910.0
1937 JUL 7 AM 8 35
CHIEF CLERK

U S Department of Commerce
Washington, D. C.

Earhart, Amelia

Dear Sirs:

Your aviation department should put a stop to the flying activities of Amelia Earhart by cancelling her license to fly.

This woman has crashed several times yet she continues with her flying just for the sake of publicity. She is one of America's worst femminisits and that's why she is keeping up her aviation activities.

So long as the U S Navy can be relied upon by her(at the taxpayers expense) she will go on. It is just about time your Department put a stop to her activities. If your Department does not do that it will be subjected to severe criticism in the halls of our Congress.

Yours truly,

G. M. Zumstein

FIFTEENTH AND HARRISON STREETS HOTEL COIT OAKLAND, CALIFORNIA

July 9, 1937.

Secretary of Navy, Care,
United States Navy,
Washington, D.C.

Earhart, Amelia

An expenditure of about $250,000. per day and for what:

a. To rescue two people who admitted it was all just a "joy-ride", and was serving no purpose whatsoever, except as a publicity stunt.

b. To show how foolish and expensive it is even to expect airplanes to fly without sufficient gas, particularly land planes over water, when even a child would know better.

c. To show how foolish it is to attempt such stunts poorly equipped, especially with radios.

THE PROBABLE FINAL RESULT: The death of some naval flier in the performance of his duty in attempting to find a couple of fools.

Why in hell didn't you take that $250,000. per day of our taxpayers money and buy sufficient planes for our fighting forces?

Wonder when the Department of Commerce is going to okay some more of such nonsensical trips. They'll probably stop Jimmie Mattern on his flight over the pole, which has a real value to it.

See America First

Yours truly,

L. H. Reese

We cannot too strongly
urge you to use the
Army & Navy air fa-
cilities & every ship
at Sea & spend one
thousand millions, if
need be, to find and
save Amelia. You
know she is such a
close pal of our be-
loved Leader of the
Ag Pn. Her loss would
cause an Gov. pain.
And perhaps make
the Supreme Court
consist of 3 or 4 Jurists
or Yes men. Now do do
your best to save our
sorely pressed Nation.
Eu Burn

THIS SIDE OF CARD IS FOR ADDRESS

Commerce - Secy., Roper,

Washington,

D. C.

AERONAUTICS
FILE NUMBER 910.0

Eachort Flights

July 8, 193-

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(11

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
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NLT = Cable Night Letter
Ship Radiogram

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1937 JUL 6 PM 4 12

Received at 708 14th St., N. W. Washington, D. C.

WH124 15=WASHINGTON DC JUL 4 112P

AERONAUTICS FILE NUMBER 835

Earhart Flight

GEORGE P PUTNAM=

CARE U S COAST GUARD SFRANK CONFIRMATION COPY

DELIVER CARE DC OFFICE)=

:GREATLY DISTRESSED OVER SITUATION AND I TENDER FACILITIES DEPARTMENT OF COMMERCE FOR ANY POSSIBLE ASSISTANCE=

DANIEL C ROPER.

3 4/1

WESTERN UNION MESSENGERS ARE AVAILABLE FOR THE DELIVERY OF NOTES AND PACKAGES

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at 708 14th St., N. W. Washington, D. C.

1937 JUL 6 PM 1 54

H84 10 GOVT=WASHINGTON DC JUL 4 858P

GEO PALMER PUTNAM=

OAKLAND MUNICIPAL AIRPORT OAKLAND CALIF

(CARE DC OFFICE COPY REQUESTED)=

OFFER FULLEST BUREAU COOPERATION PLEASE KEEP US ADVISED OF DEVELOPMENTS=

=FRED D FAGG JR.(

NO ADDITIONAL CHARGE IS MADE FOR REQUESTING A REPLY BY WESTERN UNION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

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R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
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(16)

RECEIVED DEPARTMENT OF COMMERCE JUL 4 1937

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Received at 708 14th St., N. W. Washington, D. C.

RXAA99 54=WUX OX OAKLAND CALIF 4 359P PT 1937 JUL 4 PM 7 17

DEPARTMENT OF COMMERCE=

WASHDC=

THANKS MESSAGE WOULD LIKE TO HAVE EXACT TEXT OF MESSAGE IF POSSIBLE STOP GRATEFUL IF YOU CAN ARRANGE WITH OTHER COMPETENT AMATEURS THAT GENERAL REGION LISTEN IN TONIGHT AND ESPECIALLY EARLY MORNING WHEN RECEPTION HOWLAND REGION OBVIOUSLY BEST STOP POSSIBLE SOME DEPARTMENT STATION CAN DO LIKEWISE HEARD SECRETARY ROPER BELIEVES FULLEST OFFICIAL COOPERATION OBTAINABLE=

GEORGE PUTNAM.

RADIOGRAM

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Mackay Radio

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Postal Telegraph

SEND YOUR Congratulations VIA Postal Telegraph SPECIAL BLANK SPECIAL ENVELOPE

1937 JUN 22 PM W

259MK M 16 NL GOVT

OAKLAND CALIF 22ND

AERONAUTICS FILE NUMBER 910.0

AIR COMMERCE DIRECTOR DEPARTMENT OF COMMERCE

WASHINGTONDC

RETEL ROOM NOW IN USE HOWEVER CAN BE MADE AVAILABLE WITHOUT UNDUE INCONVENIENCE FOR EARHART FLIGHTS

BEAN

RECEIVED DEPARTMENT OF COMMERCE JUN 23 1937

34
726

TO SEND A MESSAGE TELEPHONE NATIONAL 5166 OR ANY POSTAL TELEGRAPH OFFICE.
FOR MESSENGER TELEPHONE POSTAL TELEGRAPH OR RING POSTAL CALL BOX.

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

June 18, 1937.

Acting Director Rough:

For your information.

J. M. J. Jr.

DAY LETTER

W T MILLER

AERONAUTICS FILE NUMBER 910.0

Earhart flights

air commerce

AIC 1937

WASHINGTON D C JUNE 25 1937

G P PUTNAM
OAKLAND AIRPORT
OAKLAND CALIFORNIA

BLACK ADVISES ONTARIO SWAN AND ITASCA ARE AT THEIR STATIONS STOP SUGGEST HAVE COAST GUARD OFFICE SAN FRANCISCO GIVE YOU COPIES OF BLACKS COMMUNICATIONS PERTAINING TO AMELIAS FLIGHT WHICH WILL EXPEDITE INFORMATION YOU DESIRE STOP BLACK REQUESTS BE ADVISED PROGRESS OF AMELIAS FLIGHT

RECEIVED
DEPARTMENT OF COMMERCE
JUN 25 1937
REFERRED TO:

W T MILLER

CIS:VCC

AERONAUTICS FILE NUMBER 910.0

C I STANTON
CHIEF AIRWAYS ENGINEERING DIVISION
AIR COMMERCE

MANF 1937

WASHINGTON D C JUNE 22 1937

MANAGER
SIXTH AIRWAYS DISTRICT
201 NEW POST OFFICE BUILDING
OAKLAND CALIFORNIA

ADVISE IF ROOM FORMERLY USED FOR EARHART FLIGHT STILL VACANT AND AVAILABLE FOR SUCH USE

STANTON

34

CONFIRMATION

6/22

COPY SENT OVER MAIL DESK

STANDARD FORM No. 14
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

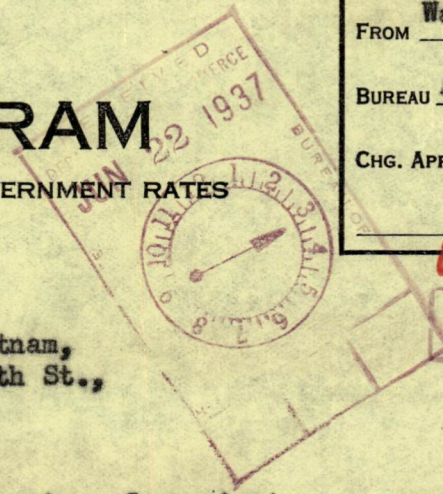
FROM Washington, D.C., June 21, 1937.

BUREAU Assistant Secretary of Commerce

CHG. APPROPRIATION "Contingent Expenses, 1937"

BUREAU OF AIR COMMERCE FILES

U. S. GOVERNMENT PRINTING OFFICE: 1933 10—1723



AERONAUTICS FILE NUMBER 835

Earhart Amelia Flights

George Palmer Putnam,
2 West Forty-Fifth St.,
New York, N. Y.

Miller will cooperate. Communicate your wants. Glad the trip is flowing smoothly.

J. M. Johnson,
Assistant Secretary of Commerce.

JMJ:med

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
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Received at 708 14th St., N. W. Washington, D. C.

1937 JUN 21 PM 2 19

WH101 39 DL=FI NEWYORK NY 21 148P =

J M JOHNSON=

BUREAU OF AIR COMMERCE FILES

:ASST SECY COMMERCE=

THANKS FOR YOUR THOUGHTFUL TELEGRAM EVERYTHING APPARENTLY PROGRESSING WELL ON COAST WHITHER I PROCEED WEDNESDAY STOP GRATEFUL IF MILLER CAN COOPERATE SOMEWHAT IN WASHINGTON IN COORDINATING ARRANGEMENTS NOW IN PROGRESS WITH WHICH BELIEVE HE FAMILIAR THANKS FOR YOUR HELPFULNESS=

GEORGE PUTNAM.

NO ADDITIONAL CHARGE IS MADE FOR REQUESTING A REPLY BY WESTERN UNION

FILE NUMBER 910.0

June 18, 1937. Earhart flights Amelia

Mr. George P. Putnam, —004
2 West 45th Street,
New York, N. Y.

Dear Mr. Putnam:

In reply to your note of the seventeenth, Mr. Miller should land in a few days at San Francisco. He, however, is returning from Australia and New Zealand, where I sent him on an important mission, and several very important matters are being held in abeyance awaiting his return here. I would be glad to have him consult with you there but he would not be able to spend any time out at Oakland.

I certainly hope that Mrs. Putnam will have a highly successful flight in every respect.

Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

JMJ:mcd

X 140.2 - Miller W. T.

GEORGE PALMER PUTNAM

RECEIVED
JUN 18 1937
J. M. JOHNSON

2 West 45th Street,
New York City.

June 17, 1937.

Dear Colonel Johnson:

I am venturing this note to inquire the present whereabouts of W. T. Miller. I have the impression that he is due shortly back from his trans-Pacific trip.

As you know, thanks to your generous co-operation, he was of the greatest help to Amelia and me prior to her last take-off in San Francisco. If by any chance in the next ten days he is arriving on the coast there is nothing I would like better than contacting him again out in Oakland. Perhaps he could put in a few days there with me. He is, of course, intimately familiar with the entire Pacific situation, knows the personnel involved, etc.

For your information, present indications are that Amelia should be getting to New Guinea about the 24th preparatory to the difficult flight to Howland. It is my present intention to go out to Oakland probably next Tuesday, the 22nd, headquartering again at the airport there.

I will be grateful for word as to Miller's whereabouts and doubly grateful if it is possible for him to lend me a hand should he be returning in time.

Sincerely,

G P Putnam

Colonel J.M.Johnson,
Assistant Secretary of Commerce,
Washington, D.C.

AERONAUTICS
FILE NUMBER 835

May 25, 1937

District Manager, Oakland, Calif.

Subject: Earhart Flight.

Reference: District letter May 15.

It now appears that Miss Earhart is going around the world in an easterly direction, and will not require an office and staff on the west coast to get the flight underway.

C. I. Stanton
Chief, Airways Engineering Division.

CIS:OD

5/26

IN REPLY ADDRESS
MANAGER
SIXTH DISTRICT
AIR NAVIGATION DIVISION
201 NEW POST OFFICE BUILDING
OAKLAND, CALIF.

0269

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE

IN REPLY REFER TO
FILE

1937 MAY 17 AM 9:25

OAKLAND, May 15,1937.

(Air Mail)

Assistant Director of Air Commerce,
(Air Navigation)

Subject: Proposed Earhart Flight.

Just prior to and during Miss Earhart's recent flight from Oakland to Honolulu, this office placed at the disposal of the Bureau's representative, Mr. W.T. Miller, one of the rooms which is a part of our control station located at Oakland Airport. This room was used by Mr. Miller, Miss Earhart and her personnel as flight headquarters during the time that preparations were being made for the flight as well as during the time that it was in progress. Further, this office instructed several Sixth District communication stations to stand a continuous watch on frequencies that were to be used by Miss Earhart. Two stations were designated to relay any messages which they received direct to the flight headquarters by telephone. This procedure worked out exceptionally well and Mr. Putnam personally extended his appreciation for the very fine service rendered by the Bureau of Air Commerce. Further, the logs submitted by the several stations were found to be very complete and have been placed on file in this office.

This office is now of the understanding that Miss Earhart will again attempt her round-the-world flight in the next two weeks and we will undoubtedly be called upon to again make the room at the airport available, as well as having certain Air Commerce stations stand a watch on her frequencies. Accordingly, in the event that a Bureau representative will not be in Oakland at that time for handling such matters, it is respectfully requested that the Bureau advise this office relative to any instructions or policies that are to be carried out in this regard.

H. T. Bean
District Manager

HTB:LO

Mr Fagg: How about this in view of Col. J's pronouncement on such flights.
Also 103.56-6th.

, May 15,1937.

(Air Mail)

Assistant Director of Air Commerce,
(Air Navigation)

Subject: Proposed Earhart Flight.

Just prior to and during Miss Earhart's recent flight from Oakland to Honolulu, this office placed at the disposal of the Bureau's representative, Mr. W.T. Miller, one of the rooms which is a part of our control station located at Oakland Airport. This room was used by Mr. Miller, Miss Earhart and her personnel as flight headquarters during the time that preparations were being made for the flight as well as during the time that it was in progress. Further, this office instructed several Sixth District communication stations to stand a continuous watch on frequencies that were to be used by Miss Earhart. Two stations were designated to relay any messages which they received direct to the flight headquarters by telephone. This procedure worked out exceptionally well and Mr. Putnam personally extended his appreciation for the very fine service rendered by the Bureau of Air Commerce. Further, the logs submitted by the several stations were found to be very complete and have been placed on file in this office.

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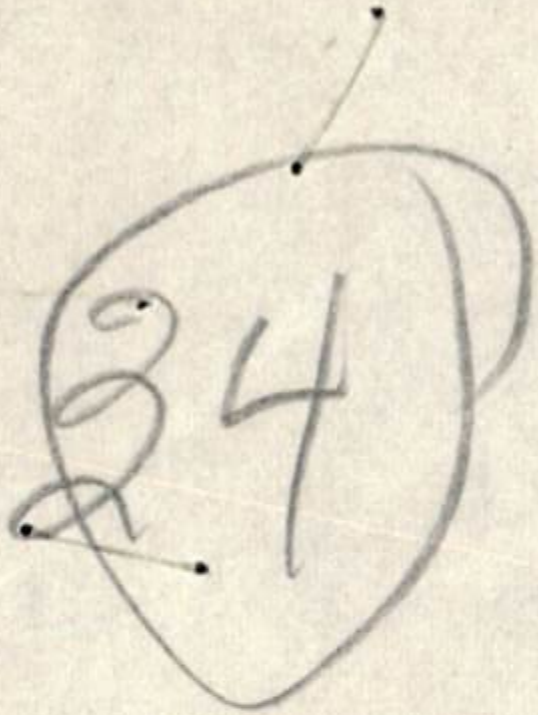
H. T. Bean
District Manager

HTB:LO



Title

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

Mr Mulligan

May 20, 1937.

~~Director Fagg:~~

Pls file in your files.

For your information and any attention that may be necessary.

J. M. J.

J. M. J.

Contents noted 5.3.'37
file DLR

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

RECEIVED
MAY 19 1937
J. M. JOHNSON

DEPARTMENT OF STATE
WASHINGTON

File
9 10:0
Earhart, Amelia

In reply refer to
PC 800.79611 Putnam, Amelia Earhart/

May 18, 1937

My dear Mr. Secretary:

I have received your letter of May 14, 1937, with further reference to Miss Amelia Earhart's around-the-world flight. 34

There is enclosed for your information a copy of a letter of even date to Mr. Putnam, concerning the arrangements which are being made to permit Miss Earhart to resume her flight.

Sincerely yours,

For the Secretary of State:

R. Walton Moore
Assistant Secretary.

Enclosure:
To Mr. Putnam, with
copy of enclosure thereto.

The Honorable

Daniel C. Roper,

Secretary of Commerce.

Department of State

DIVISION: PC

ENCLOSURE

TO

Letter drafted 5/17/37

ADDRESSED TO

Secretary of Commerce

U. S. GOVERNMENT PRINTING OFFICE: 1951 1—1033

AIRMAIL

May 18 1937

In reply refer to
PC 800.79611 Putnam, Amelia Earhart/

My dear Mr. Putnam:

I have received your letter of May 10, 1937, with further reference to Miss Earhart's plans for resuming her flight around the world.

The governments of the countries on the route are being notified that Miss Earhart is resuming the flight in an easterly direction and is substituting Mr. Noonan for Captain Manning. In addition, permission is being requested for the alternate route across Africa. If Miss Earhart follows this route, she should be advised to avoid the territory of Rio de Oro, which is Spanish and for which permission cannot be obtained due to the unsettled conditions in Spain.

Attention is invited to previous correspondence and particularly my letter of March 5, setting forth the conditions and restrictions with respect to the permissions for the various countries. In the case of Surinam (Netherland Guiana), the local authorities should be notified as far in advance as possible of the date of arrival, since the landing field must be specially put in condition immediately before Miss Earhart's arrival.

The permission which you previously requested for landings at Quiriquire and Maracaibo, Venezuela, has now been granted, and a copy of the notification from the American Minister at Caracas is enclosed.

Sincerely yours,

Richard Southgate,
Chief, Division of Protocol
and Conferences.

Enclosure:
From Legation, Caracas,
No. 686, April 9, 1937.

Mr. George Palmer Putnam,
Union Air Terminal,
Burbank, California.

PC:SBS:VW
5/17/37

LA WE

LEGATION OF THE
UNITED STATES OF AMERICA

No. 686 Caracas, April 9, 1937.

Subject: Permission for Miss Amelia Earhart to Land at Quiriquire and Maracaibo on her Proposed Flight Around the World.

The Honorable

The Secretary of State,

Washington.

Sir:

With reference to the Department's telegram No. 14 of March 11, 6 p. m., requesting the Legation to obtain permission for Miss Amelia Earhart to land at Quiriquire and Maracaibo on her proposed flight around the world, I have the honor to report that the Minister for Foreign Affairs in a note dated today has transcribed to me a communication, dated April 7, from the Minister of Labor and Communications granting the desired permission and adding "the exact date of Miss Earhart's entrance into the country must be communicated to this office

office with due anticipation".

Respectfully yours,

Meredith Nicholson

879.6
VBZ/vbz

A true copy of
the signed original.

BUREAU OF AIR COMMERCE FILES

54

RRR-fej

FILE SUBJECT 910.0
Earhart, Amelia

May 14, 1937

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

My dear Mr. Secretary:

With reference to the proposed around-the-world flight of Miss Amelia Earhart, we are in receipt of a letter, dated May 10, 1937, requesting renewal of the permission, in view of the revised direction of the route which is to be flown.

The flight, as now contemplated, will proceed from West to East over practically the same route as originally contemplated and for which, permissions have been heretofore obtained, as indicated in the letter, dated March 5, 1937, from Mr. Richard Southgate, Chief of the Division of Protocol and Conferences, to Mr. George Palmer Putnam.

The route from Dakar to Karachi will either be directly via Kartoum and Aden, or via Casa Blanca, Benghasi, Basra via Baghdad to Karachi.

The aircraft to be used on the flight is Lockheed, model Electra 10-E, serial number 1055, restricted license NR-16020, recorded as owned by Miss Amelia Earhart, Rye, New York. The pilot of the aircraft will be Miss Amelia Earhart, who holds transport pilot license No. 5716. It is understood that Mr. Frederick J. Noonan will be part of the crew and will act in the capacity of navigator. Mr. Noonan is not a licensed airman.

It is understood that the subject aircraft has been thoroughly repaired after its recent accident. Undoubtedly, these repairs will be approved upon inspection by an inspector of this Department within the course of a day or two. Therefore, this Department perceives no objection to the flight and it is requested that the State Department go forward with the matter of notifying the various foreign Governments involved with respect to the changes of dates in the itinerary.

Cordially yours,

(Signed) J. M. Johnson

Assistant Secretary of Commerce.

x 630 - Earhart, Amelia

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(39)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C. RECEIVED 1937 MAY 14 AM 9 40

WH13 49 DL=FI NEWYORK NY 14 858A

COLONEL J M JOHNSON=

DEPT OF COMMERCE=

BUREAU OF AIR COMMERCE FILES

J. M. JOHNSON

AERONAUTICS FILE NUMBER 910.0 Earhart, Amelia.

CONFIDENTIAL EXPECT FLY COAST TOMORROW SATURDAY NIGHT STOP GRATEFUL IF COULD RECEIVE PERMISSION LETTER HERE SPECIAL DELIVERY TOMORROW MORNING STOP ASSUME STATE DEPARTMENT NOTIFIED IT BEING ISSUED SO THEY CAN PROCEED NOTIFYING COUNTRIES OF INTEREST CONCERNING CHANGE IN FLIGHTS DIRECTION STOP SORRY BE SUCH A NUISANCE APPRECIATE YOUR HELPFULNESS=

GEORGE PALMER PUTNAM.

Answered by phone 5/14

MCP

WESTERN UNION GIFT ORDERS SOLVE THE PERPLEXING QUESTION OF WHAT TO GIVE

54

CHIEF CLERK

AERONAUTICS FILE NUMBER 835

May 14, 1937

Mr. George Palmer Putnam,
2 West Forty-fifth Street,
New York City.

Dear Mr. Putnam:

This will acknowledge receipt of your letter of May 10, 1937, with reference to the renewal of permission for Miss Amelia Earhart's around-the-world flight, with a change in the itinerary by reason of the fact that the flight will proceed from West to East rather than from East to West as originally contemplated.

In view of the fact that the route is approximately the same as originally contemplated, no objection is perceived to changing the direction of the flight. Accordingly, permission is hereby granted for foreign flight, in accordance with the terms of the authority granted on March 12, 1937, except for the substitution of Mr. Frederick J. Noonan as navigator in place of Mr. Harry Manning, subject to approval of the aircraft after completion of repairs.

This authorization is supplemental to that issued to Miss Earhart under date of March 12, 1937, and should be attached thereto.

Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

RRR-fej

Sent air mail, special delivery.

54

CHIEF CLERK FOR SECRETARY'S FILES

May 14, 1937

Mr. George Palmer Putnam,
2 West Forty-fifth Street,
New York City.

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54

BUREAU OF AIR COMMERCE FILES

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Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

RRR-fej

Sent air mail, special delivery.

REFERENCE SLIPS

MAIL AND FILES SECTION:

Please classify, charge,

and send these papers to

Miss Johnson, Rm. 6863, Registration Sect.

as soon as possible

fej

(Initials)

May 14, 1937

(Date)

CHARGED TO 54

(Name)

5/15/37 (Date)

(Initials)

54

BUREAU OF AIR COMMERCE FILES

RRR-fej

May 14, 1937

AERONAUTICS FILE NUMBER 835

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

My dear Mr. Secretary:

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Cordially yours,

(Signed) J. M. Johnson

Assistant Secretary of Commerce.

BUREAU OF AIR COMMERCE FILES

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Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

RRR-fej

Send air mail, special delivery.

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

May 11, 1937

Director Fagg:

For attention and preparation of a reply for my signature.

J. M. J.

1987 MAY 13 AM 10:55

REGISTRATION

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

Date 5/14/37

TO Mr. Cuming

- [x] Prepare reply Assistant Secretary's signature and return.
- [ ] Prepare reply your signature and return.
- [ ] Prepare reply my signature and return.
- [ ] See me reference this.
- [ ] Any suggestions?
- [ ] Please handle.
- [ ] Note and send to files.
- [ ] Note and return.
- [ ] For signature.
- [ ] Investigation and report.
- [ ] See notation.
- [ ] Incorrectly routed—send to_____

Form 205 U. S. GOVERNMENT PRINTING OFFICE 123646

GEORGE PALMER PUTNAM

RECEIVED
MAY 11 1937
J. M. JOHNSON

Noonan for Manning

2 West 45th Street,
New York City.

May 10, 1937.

Let Amb. to Kro by Saturday air mail Spec or Air Phone Collect

Dear Colonel Johnson:

Miss Earhart, as perhaps you know, expects to renew her world flight attempt. Likely she will be ready to start towards the end of this month.

The plane has been thoroughly repaired in the Lockheed plant, of course under the direction of Department inspectors. Material strenghtening has been effected, notably in connection with the landing gear.

Please consider the following information absolutely confidential.

Because of the delay, weather conditions different from those encountered in mid-March will prevail in June on certain stages of the journey. After careful study it has been decided, because of this, that it will be better for the flight to proceed from west to east rather than east-west as originally contemplated. This reverse course is definitely decided and arrangements are being made accordingly.

The Navy, the Coast Guard and Department of Interior, are generously cooperating again. Admiral Waesche of the Coast Guard has agreed to send a cutter again to Howland to take there the Interior Department's personnel as approved by the Department. Thanks to Admiral Lahey Navy mechanics and an aerographer will accompany the cutter. Admiral Lahey also is repeating his generous cooperation of the first attempt and two Navy vessels will stand by, one mid-way between Honolulu and Howland, and the other between Howland and New Guinea. The Army has graciously given its necessary permission for the use of the military fields involved, etc.

The State Department is securing the extension of permissions. Incidentally, the most difficult

1937 MAY 13 AM 10:55

REGISTRATION

of these, involving the British Possessions, have already been arranged directly with Sir Francis Shelmerdine.

I am advised by the Department of State that in view of the revised direction route it will be necessary to get a new letter of authority from the Department of Commerce. I am venturing this letter to request such authority.

For your own information, it is probable that Miss Earhart will take off from Oakland without any prior announcement, presumably for a test flight. She hopes to proceed to El Paso, New Orleans and Miami. If everything is then okeh with the ship, she will fly from Miami to San Juan, Porto Rico, thence to Venezuela and on to Natal. The balance of the route will be the same as that originally planned except in reverse direction -- subject only to certain local variations due to the changed weather conditions of the later season.

The route from Dakar to Karachi will either be directly via Karoum and Aden, or via Casa Blanca, Benghasi, Basra via Baghdad to Karachi.

Amelia and I are most grateful for all the help you have given the flight in the past. I know you sympathize with her determination to try to finish what she has started. Indeed, your friendly message, and the cooperative attitude of the entire Department, have helped her immeasurably in her determination to carry on.

By the way, I cannot express too strongly our thanks to you for permitting us to utilize the services of W. T. Miller. He was extraordinarily helpful. I only wish he were around now to lend a hand!

Sincerely,

G P Putnam

J. M. Johnson, Esq.,
Department of Commerce,
Washington, D.C.

1937 MAY 13 AM 10:55

REGISTRATION

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

PROFESSOR FAGG -

AERONAUTICS
FILE NUMBER 835

Earhart

3 cc

Files

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

ACTION COPY

Bob Johnson

DEPARTMENT OF COMMERCE

1937 MAR 20 AM 8

835

PRIORITY

NPG 617Ø RDO SANFRANCISCO/CK CALIF 84 GOVT CG PRIORITY 1129. TWENTIETH.

U.S. GOVERNMENT PRINTING OFFICE 4—7143

MAILED 4

~~TWENTIETH~~ GOVT CG PRIORITY SECRETARY OF COMMERCE WASHINGTON DC. COMDG GENERAL FORT SHAFTER HONOLULU DR GRUENING DEPT INTERIOR WASHINGTON DC.

8Ø2Ø QUOTE MISS EARHART DETERMINED TO RESUME HER FLIGHT AS SOON AS PLANE REPAIRED PERIOD AN ESTIMATE OF DAMAGE TO PLANE IS BEING MADE IN ORDER TO DETERMINE WHETHER OR NOT PLANE IS TO BE REPAIRED IN HONOLULU OR UNITEDSTATES PERIOD MISS EARHARTS CREW EXPRESSED DESIRE TO CONTINUE ON WITH HER WHEN PLANE IS REPAIRED SIGNED W T MILLER UNQUOTE 1129

RECEIVED MAR 23 1937

FONED COMMERCE 151Ø
INTERIOR 1835
COMDR HARDISON 164Ø
COMDR SLINGLUFF 152Ø

ER

SIGNED COMMANDING SANFRANCISCO DIVISION

38 ACTION
ØØA Ø5 1ØA 11 16 19 2Ø 2ØB BUAER PX

1458 OD MX 2Ø MAR

NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON, D. C.

OFFICIAL BUSINESS

op 19

WASHINGTON, D.C.
MAR 22
3:30 PM
1937

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

SECRETARY OF COMMERCE

Washington DC

Miller Foster

MAR 22 1937

(COPY)

FROM NAVY RADIO COMMUNICATION ADDRESSED TO SECRETARY OF COMMERCE, Commanding General, Fort Shafter, Honolulu, Dr. Gruening, Department of Interior, office reference 8020:

"Miss Earhart determined to resume her flight as soon as plane repaired. Estimate of damage to plane is being made in order to determine whether or not plane is to be repaired in Honolulu or United States. Miss Earhart's crew expressed desire to continue on with her when plane is repaired."

(Signed) W. T. Miller

11:29

Commander San Francisco Division.

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

MR. FAGG

34

Filed

DEPARTMENT OF COMMERCE
1937 MAR 28 AM 8:28
AERONAUTICS FILE NUMBER 835
213
CHIEF CLERK

NPG 617Ø RDO SANFRANCISCO (COPY PC)

RDO SANFRANCISCO CALIF CK 84 GOVT CG PRIORITY 1129 TWENTIETH

Loe Johnson

GOVT CG PRIORITY SECRETARY OF COMMERCE WASHINGTON DC

COMMANDING GENERAL FORT SHAFTER HONOLULU OR GRUENING DEPT INTERIOR

WASHINGTON DC.

8Ø2Ø QUOTE MISS EARHART DETERMINED TO RESUME HER FLIGHT AS SOON AS PLANE REPAIRED PERIOD AN ESTIMATE OF DAMAGE TO PLANE IS BEING MADE IN ORDER TO DETERMINE WHETHER OR NOT PLANE IS TO BE REPAIR-EDIN HONOLULU OR UNITEDSTATES PERIOD MISSEARHARTS CREW EXPRESSED DE-SIRE TO CONTINUE ON WITH HER WHEN PLANE IS REPAIRED SIGNED W T MILLER UNQUOTE 1129

SIGNED COMMANDER SANFRANCISCO DIVISION

1458 GD MX 2Ø MAR

38 ACTION

ØØA Ø5 1ØA 11 16 19 2Ø 2ØB BUAER PX

FONED COMMERCE 151Ø
INTERIOR 1835
COMDR HARDISON 164Ø
COMDR SLINGLUFF 152Ø

RECEIVED
MAR 24 1937
J. M. JOHNSON

G 6141 RDO SANFRANCISCO CALIF CK 56 GOVT CG PRIORITY ø954 TWENTIE
-TH

GOVT CG PRIORITY SECRETARY OF COMMERCE WASHINGTON DC.

DR GRUENING

DEPT OF INTERIOR WASHINGTON DC.

8ø2ø MISS EARHARTS PLANE CRASHED ON TAKE OFF ON LUKE FIELD PEARL HARBOR ACCOUNT OF LEFT TIRE BLOWING OUT ALL OCCUPANTS SAFE PERIOD MISS EARHART CALM AND COLLECTIVE REPORT FURTHER SITUATION LATER SIGNED W T MILLER ø95ø

SIGNED COMMANDER SANFRANCISCO DIVISION

1315 OD MX 2ø MAR

FONED COM FN TO LQS 1327
FONED UNITED PRESS 1329
FONED ASSOCIATED PRESS 1331
FONED DR GRUENING 1323

NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON, D. C.

OFFICIAL BUSINESS

WASHINGTON, D.C.
MAR 22
3-PM
1937

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

HON SECRETARY OF COMMERCE

COMMERCEY DEPT

CI TY

AERONA

835

Earhart Flights

March 24, 1937

MEMORANDUM:

To: Mr. Foster.

From: Director of Air Commerce.

(Re Amelia Earhart's flight)

To save time I have notified General Westover of the situation and understand that he is now taking it up with the Navy Department as they are believed to have some interest in the matter also.

This proposed wire, I believe, meets the situation from our standpoint.

Fred D. Fagg, Jr.

Att.

NOT SENT OVER MAIL DESK

March 24, 1937

MEMORANDUM:

To: Mr. Foster.

From: Director of Air Commerce.

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Att.

NOT SENT OVER MAIL DESK

Foreign flight file.

fej

34

AERONAUTICS
FILE NUMBER 910.0

Earhart, Amelia

INFORMATION

ON

MISS EARHART'S FLIGHT

ON THE LAE, NEW GUINEA, - HOWLAND ISLAND

SECTION OF HER WORLD FLIGHT

By W. T. Miller

c-o-p-y

RADIOGRAM

POINDEXTER GOVERNOR
HONOLULU HAWAII

WASHINGTON D C JULY 20 1937

FOR BLACK FROM MILLER quote KINDLY RADIO SUMMARY WEATHER INFORMATION EARHART FLIGHT JULY FIRST AND SECOND INCLUDING GROUND WIND DIRECTION AND VELOCITY CEILING AND CLOUD FORMATIONS TEMPERATURE AND UPPER AIR WIND CONDITIONS stop QUESTION ONE comma WAS VOICE FROM PLANE RECEIVED CLEARLY AND WHAT WAS QUALITY stop TWO comma DID MISS EARHART ATTEMPT TO USE CODE AND IF SO WHAT WAS CONTENT OF MESSAGE stop THREE comma WHAT TIME OF DAY WAS THE LAST AUTHENTIC RADIO RECEIVED FROM MISS EARHART AND CONTENTS OF MESSAGE stop FOUR comma WAS MISS EARHART ABLE TO HECEIVE MESSAGES FROM ITASCA WITHOUT DIFFICULTY stop FIVE comma DID SHE CONTACT EITHER ONTARIO OR SWAN DURING FLIGHT FROM LAE AND IF SO STATE CONTENTS OF MESSAGES IF INFORMATION AVAILABLE stop SIX comma DID ARMATURE STATION ON HOWLAND CONTACT OR RECEIVE MESSAGE FROM EARHART PLANE AND WAS RANGE FIND ON HOWLAND UTILIZED unquote

HAMPTON

c-o-p-y

United States
Department of the Interior

Office of the Secretary
Division of the Territories and Island
Possessions

Washington

July 22, 1937.

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

My dear Mr. Miller:

Conforming telephone advice to you of this date, the following radiograms for you from Mr. Richard B. Black, Field Representative, Department of the Interior, stationed at Honolulu, T. H., have just been received in this Division:

"U.S.C.G. Itasca - July 22, 1937.
Hampton Interior Department Territories Washington, D.C.

Following for Miller "Here copy msg giving forecast for July 1 from LT True FAB 'For Earhart, Lae, accurate forecast difficult account lack of reports your vicinity. Conditions appear generally average over route, no major storms apparent. Partly cloudy skies with dangerous local rain squalls about 300 miles east of Lae and scattered heavy showers remainder of route. Winds ESE about 25 knots to Ontario and then E to ENE about 20 knots to Howland.' Will answer six questions your radio in order as follows: Answer 1 - Voice first heard on 3105 to 248 AM fragmentary then fairly good from six fourteen then clear from seven thirty until last with signal strength five. Answer 2 - Only voice signals received from Earhart although ITASCA repeatedly asked for key signals on 500 to make use of ship direction finder possible. Answer 3 - Last reception Earhart 844 to 846 follows 'We on the line of position 157 dash 337 will repeat this message we will repeat this meaasage on 6210 Kilocycles we are running north and south'. Nothing was heard on 6210 Kilocycles, acknowledged our signals only once at 803. ITASCA asked on every transmission that she acknowledge. Answer 5 - Not to our knowledge. Answer 6 - Direction finder I borrowed from Navy was manned by USCG operator on Howland all night but no positive reception until 710 and then transmission too brief to get bearings and added difficulty plane signal hundred percent modulated so no adequate carrier for getting bearing and as stated before no key signals. Here weather Howland July 1, Bar 29R81 temp dry 87 wet 78 two-tenths

cumulus surface wind ENE 14 aloft by thousands ENE 18 ENE 19 ENE 24 ENE 26 ENE 25 ENE 30 ENE 31 July 2, 29R81 D87 W81 five-tenths cumulus surface ESE 16 one ESE 15 two E 17 clouds at 2650 feet. Both noon observations. Suggest contact Coast Guard Headquarters for further information on text of radio contact with Earhart."

Black

"U.S.C.G ITASCA - July 22, 1937.

Hampton Interior Department Territories Washington, D.C.

Reurad 20th - until time our departure Howland noon 18th no planes or other ships of search sighted by Howland Island. Twice daily contact with Howland since and no word. Had hoped that plane landing might be made in accordance with implied invitation my memorandum to Kilpatrick, copy of which you have

Black"

Sincerely yours,

/S/ Ruth Hampton
Assistant Director.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO SAN FRANCISCO DIV.

HAWAIIAN SECTION
(CHIEF OPNAV 12TH NAV DIST FROM 14TH NAVDIST)

6002 EARHART CONTACT 0742 REPORTED ONE HALF HOUR FUEL AND NO LAND FALL POSITION DOUBTFUL CONTACT 0646 REPORTED APPROXIMATELY ONE HUNDRED MILES FROM ITASCA BUT NO RELATIVE BEARING PERIOD 0843 REPORTED LINE OF POSITION 157 DASH 337 BUT NO REFERENCE POINT PRESUME HOWLAND PERIOD ESTIMATE 1200 FOR MAXIMUM TIME ALOFT AND IF NONARRIVAL BY THAT TIME WILL COMMENCE SEARCH NORTH WEST QUADRANT FROM HOWLAND AS MOST PROBABLY AREA PERIOD SEA SMOOTH VISIBILITY NINE CEILING UNLIMITED PERIOD UNDERSTAND SHE WILL FLOAT FOR LIMITED TIME 1015

TOR 1717 NAVY NR 34 DL.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO SAN FRANCISCO DIV.

HAWAIIAN SECTION
(14TH NAV DIST OPNAV FROM 12TH NAV DIST)

6002 EARHART UNREPORTED HOWLAND AT 1200 BELIEVE DOWN SHORTLY AFTER 0915 AM

SEARCHING PROBABLE AREA AND WILL CONTINUE 1315

TOR 2025 NAVY NR 54 DL.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO HAWAIIAN SECTION

SAN FRANCISCO DIV. (OPNAV FROM 12TH NAV DIST)

6002 YOUR 6002 1401 WE HAVE HAD NO POSITIONS COMMA SPEED COMMA OR COURSES FROM EARHARTS PLANE EXCEPT SO CALLED LINE OF POSITION AT 0843 WHICH HAD NO REFERENCE POINT PERIOD SHE GAVE US NONE OF HER BEARINGS PERIOD BELIEVE SHE PASSED NORTH AND WEST OF ISLAND ABOUT 0800 AND MISSED IT IN THE GLARE OF RISING SUN THROUGH WE WERE SMOKING HEAVILY AT THAT TIME PERIOD JUDGE SHE CAME DOWN BETWEEN 337 AND 90 FROM HOWLAND AND WITHIN 100 MILES PERIOD HAVE BROADCAST AS INDICATED 1402

TOR 2117 NAVY NR 57 DL.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO SAN FRANCISCO DIVISION

HAWAIIAN SECTION

6002 ITASCA EARHART SEARCH UP TO THIS TIME NEGATIVE RESULTS PERIOD BROADCASTING TO STEAMERS BUT FEW IN THIS AREA PERIOD FOLLOWING ESTIMATED OPENING OF POSSIBILITIES UP TO HAPPENING PERIOD EARHART APPARENTLY HANDICAPPED THROUGH NIGHT BY CLOUDY WEATHER AS PORTIONS OF RECEIVED MESSAGES INDICATED OVERCAST AND CLOUDY WEATHER PERIOD EARHART DIRECTION FINDER APPARENTLY NOT FUNCTIONING AS WELL AS SHE COULD NOT GET OUT ON ITASCA ON AGREED FREQUENCIES PERIOD EARHART HAD BARELY SUFFICIENT FUEL UNDER THE CONDITIONS TO MAKE HOWLAND PERIOD THOUGHT CLOSE TO HOWLAND AT 0758 WHEN CIRCLING TRYING TO PICK UP LAND AND ATTEMPTS ITASCA TO GIVE EARHART RADIO BEARINGS FAILED AFTER THOROUGH TESTS BOTH WAYS PERIOD BELIEF BASED ON SIGNAL STRENGTH ONLY THAT AT 0758 EARHART PASSED CLOSE TO AND TO NORTHWARD OF HOWLAND AS BELIEVED THAT SHE WOULD HAVE SEEN BAKER ISLAND IF PASSING TO SOUTHWSRD PERIOD ITASCA CONTACTED EARHART TO RECEIVE INCOMPLETE MESSAGE ON AGREED SCHEDULES FROM 0248 TO 0855 THIS MORNING EARHART ONLY ACKNOWLEDGED RECEIVING ITASCA SIGNALS ONCE AND DID NOT ANSWER QUESTION AS TO POSITION COURSE SPEED TIME ARRIVAL PERIOD EARHART USED VOICE ENTIRELY STATIC INTERFERENCE HEAVY AND ITASCA RECEPTION FRAGMENTARY IN EARLY HOURS PERIOD CONDITIONS HOWLAND FORENOON GOOD SMOOTH SEA GOOD VISIBILITY UNLIMITED CEILING PERIOD CONSIDER SEARCH RESULTS DEPEND UPON CONTINUED GOOD WEATHER AND ABILITY PLANE OR EMERGENCY BOAT REMAIN ALOAT PERIOD HAVE HEARD NO SIGNALS FROM EARHART SINCE 0855 THIS MORNING WHEN SHE GAVE ITASCA A LINE OF POSITION BELIEVED TO MEAN RADIO BEARING AND STATED SHE WAS RUNNING NORTH AND SOUTH PERIOD ITASCA USING EVERY RESOURCE TO LOCATE PLANE PERIOD BLACK REQUESTS GRUENING INTERIOR BE KEPT ADVISED DEVELOPMENTS 1940

TOR 0704 NAVY 70 WD

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO HEADQUARTERS

HAWAIIAN SECTION

6003 REFERENCE YOUR 6003 DASH 1756 ITASCA SEARCH THREE THOUSAND SQUARE MILES DAYLIGHT YESTERDAY PERIOD GUARDED NAVY PLANE DURING NIGHT AND ARRIVED HOWLAND DAYBREAK THIS MORNING UNDER ORDERS COMMANDANT FOURTEENTH NAVAL DISTRICT DEPARTED HOWLAND 0600 TODAY PLANE HAVING RETURNED TO BASE OWING TO BAD WEATHER PERIOD SEARCH BEING PRESSED WITH ALL POSSIBLE ENERGY AND WEATHER CONDITIONS FAVORABLE THERETO PERIOD AREAS SEARCHED NORTH OF HOWLAND ON ASSUMPTION MOST LOGICAL AS NO DEFINITE POSITION FROM EARHART PLANE RECEIVED AT ANY TIME 1250

TOR 2005 NAVY NR 47 BL.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO HEADQUARTERS

SAN FRANCISCO DIV

8004 FOLLOWING TEXT MESSAGES RECEIVED BY ITASCA FROM EARHART MORNING 2 JULY ZONE ELEVEN AND ONE HALF TIME PERIOD FORWARDED FOR HEADQUARTERS RELEASE TO ASSOCIATED AND OTHER PRESSES PERIOD ALL MESSAGES VOICE ON 3105 KILOCYCLES PERIOD ANY PRESS RELEASE SHOULD CLEARLY INDICATE THAT ITASCA WAS AT HOWLAND AS HOMING VESSEL ONLY AND THAT THIS WITH WEATHER WAS SOLE RADIO DUTY REQUESTED BY EARHART PERIOD SHIP MET ALL EARHART REQUESTS WITH EXCEPTION INABILITY TO SECURE EMERGENCY RADIO BEARING ON 3105 KILOCYCLES DUE BRIEF EARHART TRANSMISSIONS AND USE VOICE PERIOD WITH EXCEPTION 0803 MESSAGE NO ITASCA MESSAGE OR REQUEST ACKNOWLEDGED BY EARHART PERIOD EARHART APPARENTLY NEVER RECEIVED ITASCA REQUESTS TRANSMIT ON 500 KILOCYCLES IN ORDER ITASCA CUT HER IN WITH SHIP DIRECTION FINDER 0245 RECOGNIZED EARHART VOICE MESSAGE NOT CLEAR EXCEPT QUOTE CLOUDY WEATHER CLOUDY UNQUOTE 0345 QUOTE ITASCA FROM EARHART ITASCA BROADCAST ON 3105 KILOCYCLES ON HOUR AND HALF HOUR REPEAT BROADCAST ON 3105 KILOCYCLES ON HOUR AND HALF HOUR OVERCAST UNQUOTE 0453 HEARD EARHART VOICE SIGNALS UNREADABLE WITH FIVE LISTENING 0512 QUOTE WANT BEARINGS ON 3105 KILOCYCLES ON HOUR WILL WHISTLE IN MICROPHONE UNQUOTE 0515 QUOTE ABOUT 200 MILES OUT UNQUOTE WHISTLED BRIEFLY IN MICROPHONE 0545 QUOTE PLEASE TAKE BEARING ON US AND REPORT IN HALF HOUR I WILL MAKE NOISE IN MICROPHONE ABOUT 100 MILES OUT UNQUOTE 0730 QUOTE WE MUST BE ON YOU BUT CANNOT SEE YOU BUT GAS GAS IS RUNNING LOW HAVE BEEN UNABLE REACH YOU BY RADIO WE ARE FLYING AT 1000 FEET UNQUOTE 0757 QUOTE WE ARE CIRCLING BUT CANNOT SEE ISLAND CANNOT HEAR YOU GO AHEAD ON 7500 KCS WITH LONG COUNT EITHER NOW OR ON SCHEDULE TIME ON HALF HOUR UNQUOTE 0803 EARHART CALLING ITASCA WE RECEIVED YOUR SIGNALS BUT UNABLE TO GET MINIMUM PLEASE TAKE BEARINGS ON US AND ANSWER ON 3105 KCS UNQUOTE EARHART MADE LONG DASHES FOR BRIEF PERIOD BUT EMERGENCY HIGH FREQUENCY DIRECTION FINDER COULD NOT CUT HER IN ON 3105 KCS 0844 EARHART CALLED ITASCA QUOTE WE ARE ON THE LINE OF POSITION 157 DASH 337 WILL REPEAT THIS MESSAGE ON 6210 KCS WE ARE NOW RUNNING NORTH AND SOUTH UNQUOTE NOTHING FURTHER HEARD FROM EARHART ON 6211 OR OTHER FREQUENCIES BRIOD HIGH FREQUENCY DIRECTION FINDER ON HOWLAND WAS SET UP AS AN ADDITIONAL EMERGENCY CAUTION WITHOUT EARHARTS REQUEST OR KNOWLEDGE PERIOD UTASCA HAD IT MANNED THROUGHOUT NIGHT BUT NEVER ABLE TO SECURE BEARINGS DUE TO EARHART VERY BRIEF TRANSMISSIONS AND HER USE OF VOICE PERIOD EARHART ADVISED 28 JUNE ITASCA DIRECTION FINDER FREQUENCY RANGE 550 TO 270 KILOCYCLES BRIOD ITASCA TRANSMIT ON 500 KCS TO ENABLE SHIP TO CUT HER IN PERIOD SHE NEITHER ACKNOWLEDGED NOR COMPLIED THOUGH OUR ADVICE INDICATES HER ABILITY TO TRANSMIT ON 500 KCS PERIOD COMMUNICATIONS MONITORED THROUGHOUT BY LIEUTENANT COMMANDER BAKER LIEUTENANT COMMANDER KENNER ENSIGN SUTTER AND LIEUTENANT COOPER US ARMY AIR CORPS 1900

TOR 0500 NAVY NR 6 BL.

C-O-P-Y

U.S. COAST GUARD
OFFICIAL DISPATCH

FROM ITASCA

TO HEADQUARTERS

6004 YOUR 6004 1909 FOR SECRETARY MORGENTHAU HAVE SEARCHED AREA NW TO NE OF HOWLAND RADIUS 120 MILES WITH NEGATIVE RESULTS THOUGH VIS WEATHER AND SEA CONDITIONS EXCELLENT PERIOD EXTRA AND VIGILANT LOOKOUTS POSTED AND CONTINUAL USE BOTH HIGH POWER SEARCHLIGHTS DURING DARKNESS PERIOD AM REASONABLY CERTAIN PARTY IS NOT AFLOAT IN AREA INDICATED PERIOD COMMENCED RECTANGULAR SEARCH THIS MORNING AT DAY BREAK 180 MERIDIAN TO HOWLAND ISLAND BETWEEN LAT 020 NORTH AND 130 NORTH PERIOD ESTIMATE ORIGIN THIS SEARCH WELL TO WESTWARD AND LEEWARD OF PLANE POSITION IS PLANE DOWN WEST OF ISLAND PERIOD PRESENT CURRENT SETTING WEST ONE HALF KNOTS WIND ESTIMATED ONE KNOT WEST PERIOD WEATHER OVERCAST VIS EXCELLENT SEA VERY MODERATE AND FAVORABLE PERIOD WILL HAVE COVERED INDICATED AREA TO HOWLAND BY TUESDAY EVENING 6 JULY PERIOD ESTIMATE SEARCHING THREE THOUSAND SQUARE MILES DAYLIGHT VIS AND ONE THOUSAND FIVE HUNDRED SQUARE MILES DURING NIGHT 1515

TOR 224 NAVY # LN

C-O-P-Y

TELEGRAM

FRANK GRIFFIN
RUSS BLDG
SAN FRANCISCO CALIF

IF CONVENIENT IT WILL BE APPRECIATED BY THIS BUREAU IF YOU COULD OBTAIN THE FOLLOWING INFORMATION FROM NEW GUIENA RELATIVE TO MISS EARHARTS DEPARTURE FROM LAE STOP TIME OF HER DEPARTURE FROM LAE AMOUNT OF GASOLINE ABOARD ON TAKEOFF CONDITION OF MOTORS AND RADIO EQUIPMENT WEATHER CONDITIONS LENGTH OF TAKE OFF DID MISS EARHART CONTACT GROUND STATION BY RADIO IF SO CONTENTS OF MESSAGES AND ANY OTHER ADDITIONAL KNOWLEDGE OR INFORMATION OF INTEREST RELATIVE MISS EARHARTS VISIT AND FLIGHT STOP THIS IS FOR GOVERNMENT OFFFICIAL RECORD PURPOSES STOP THE ABOVE INFORMATION IF AVAILABLE COULD BE AIR MAILED TO W T MILLER BUREAU OF AIR COMMERCE DEPARTMENT OF COMMERCE WASHINGTON DC STOP ANY COURTESIES OR SUGGESTIONS EXTENDED WILL BE GREATLY APPRECIATED

W T MILLER

C-O-P-Y

TELEGRAM

W T MILLER BUREAU OF AIR COMMERCE WASHN DC

HAVE FOLLOWING WIRE FROM NEW GUINEA BEGINS MISS EARHART DEPARTED LAE TEN AM LOCAL TIME JULY 2ND ELEVEN HUNDRED US GALLONS GASOLENE SEVENTY FIVE GALLONS OIL ABOARD MOTORS PERFECT CONDITION LENGTH TAKE OFF RUN 850 YARDS LAE GROUND STATION RECEIVED RADIOPHONE MESSAGES FROM MACHINE UNTIL FIVE EIGHTEEN PM LOCAL TIME JULY SECOND STOP FULL REPORT POSTED VIA SYDNEY ENDS KIND REGARDS

FRANK GRIFFIN

Departed Lae 10 a.m. July 2nd.
1100 gallons gasoline
75 gallons oil
Motors O.K.
Length of takeoff 2550 feet
Radio ground station received radiophone messages until 5:18 p.m.

Two and one-half hour difference in time between Lae, New Guiena and Howland Island.
Flying time 20 hours 16 minutes

$$\begin{array}{r} 30 \text{ "} \\ \hline 20 \text{ " } 46 \text{ "} \end{array}$$

gas left in plane as reported by last radio
Distance 2550 miles

Wasp motors - 550 HP each.

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

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

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

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

C-O-P-Y

TELEGRAM

FRANK GRIFFIN
RUSS BLDG
SAN FRANCISCO CALIF

RECEIVED YOUR TELEGRAM INCLUDING INFORMATION FROM LAE WE APPRECIATE VERY MUCH YOUR INTEREST AND COURTESIES EXTENDED STOP WE SHALL BE INTERESTED IN RECEIVING THE FULL REPORT IF A COPY CAN BE MADE AVAILABLE TO THE BUREAU OF AIR COMMERCE

W T MILLER

20

835

Earhart Flights
Amelia

March 24, 1937

Mr. W. T. Miller,
c/o Oakland Airport,
Oakland,
California

Dear Mr. Miller:

From reports received from Campbell, I believe that it is advisable for him to return as previously scheduled. Wires indicate that only a very limited amount of gas remains for the operation of the equipment and that further improvements would require additional materials and equipment.

In checking with the Interior Department as to the permanent personnel assigned to Howland Island, I find that they are carefully selected and perhaps could handle the maintenance and minor improvements to this field during the time intervening before Miss Earhart's next flight. The ship schedules of the Coast Guard are such that unless an additional trip was authorized it would be June 1st before any additional gas or equipment could be shipped to the Island.

I am instructing Campbell to proceed to Honolulu, turning over certain equipment to the Personnel of Howland Island for whatever additional conditioning possible, with the personnel and material available. Unless some arrangements could be made whereby a special trip would be made by the Coast Guard, it would be impractical to keep present personnel located on the Island. If you feel that there will be some concession along these lines, or if you have any suggestions, please advise me immediately and we will be glad to cooperate.

It would be helpful if you would contact the proper persons to determine the time that will be involved in repairing Miss Earhart's ship, since this will enable this office to make plans accordingly. Your early advice on this matter will be appreciated.

Very truly yours,

A. B. McMullen
Chief, Airport Section
Airports, Marking and Mapping

sak:lch

March 24, 1937.

AERONAUTICS FILE NUMBER 835

Mr. Fagg:

Telegram of March 23, 1937 from Mr. G. P. Putnam, Burbank, Cal., re: request for permission from War Department to handle dissassembling of Miss Earhart's plane by Army mechanics.

Please prepare reply for Acting Secretary of Commerce.

M. C. Foster
Assistant to Col. Johnson.

F-L

COPY NUMBER 029
War

NOT SENT OVER MAIL DESK

DEPARTMENT OF COMMERCE

OFFICE OF THE SECRETARY

WASHINGTON

Earl. Johnson

AERONAUTICS FILE NUMBER 835

March 20, 1937.

MEMORANDUM

FOR: Mr. Kerlin, Administrative Assistant to the Secretary

FROM: Miss Buchanan, Office of the Secretary

The following message has just been telephoned from the Navy Department (9:05 a.m.):

"PRIORITY RADIOGRAM - from San San Francisco, Calif.

SECRETARY OF COMMERCE

MISS EARHART WILL DEPART FROM HONOLULU FOR HOWLAND MIDNIGHT THIS DATE OR AT DAWN MARCH 20TH LOCAL WEATHER PERMITTING

Signed - W. T. MILLER"

Above message sent from San Francisco at 9:32 p.m. March 19.

DEPARTMENT OF COMMERCE

1937 MAR 20 AM 8:24

CHIEF CLERK

NPG 5552 (COPY PC)

RRXXXX

GOVT CG TM2 PRIORITY SECRETARY COMMERCE WASHN

DR GRUENING DEPARTMENT INTERIOR WASHINGTON DC

MISS EARHART HAS POSTPONED HER DEPARTURE FROM HONOLULU TO HOWLAND ISLAND TWENTYFOUR HOURS ON ACCOUNT OF WEATHER

W T MILLER

FONED DR GRUENING AT 2130 MAR 18
FONED SECRETARY OF COMMERCE AT 2135 MAR 18
SENT TO CG FOR INFORMATION AT 2138

2121/2124 NL 18 MAR MX

ACTION 20B
COPIES
5
10A
11
19
20
38
BUAER.

MAIL TO SECRETARY OF COMMERCE.

NAVY DEPARTMENT
OFFICE OF CHIEF OF NAVAL OPERATIONS
WASHINGTON, D. C.

OFFICIAL BUSINESS

op 19

WASHINGTON D C
MAR 9
4-PM
1937

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

SECRETARY OF COMMERCE

WAshington DC

S.C. Form No. 37
Revised 5-8-33

PRIORITY

epo 3—10209

S. C. Form No. 11

Signal Corps, United States Army

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

RADIOGRAM

3—9313

U. S. GOVERNMENT PRINTING OFFICE

BUREAU OF AIR COMMERCE FILES

24WTJ JN 19 WD 1 EX PRTY

PEARLHARBOR TH 815P MAR 19 1937

AERONAUTICS FILE NUMBER 835

Col Johnson

GOVT COAST GUARD

SECRETARY COMMERCE WASHINGTON DC

MISS EARHART WILL DEPART FROM HONOLULU FOR HOWLAND ISLAND THIS DATE OR AT DAWN TWENTIETH LOCAL WEATHER PERMITTING

W T MILLER

150A

RECEIVED MAR 22 1937 DEPARTMENT OF COMMERCE BUREAU OF

RECEIVED MAR 20 1937 J. M. JOHNSON

DEPARTMENT OF COMMERCE

1937 MAR 20 AM 9:48

CHIEF CLERK

DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON

COLONEL JOHNSON

For your invormation.

M. G. R.

FOLLOWING MESSAGE telephoned from NAVY DEPARTMENT

12 noon, March 18, 1937

AERONAUTICS FILE NUMBER 835

RADIOGRAM from SAN FRANCISCO -- PRIORTY

SECRETARY OF COMMERCE (AND DR. GRUENING, Int. Dept.)
Washington, D. C.

8018 QUOTE Miss Earhart landed at Wheeler Field, Honolulu,

0825 (twentyfive minutes after eight) p.s.t. this date

W. T. Miller UNQUOTE 0837 - Signed

COMMANDER, San Francisco Division,
COAST GUARD

Taken over 'phone by Miss Buchanan -- confirmation will be sent during the day

THE COMPANY WI[illegible]PPRECIATE SUGGESTIONS FROM ITS PATRONS CO[illegible]ERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(26)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C.

1937 MAR 17 PM 10 27

RXFA21 83=WUX TDF OAKLAND CALIF 17 714P

COL JOHNSON=

AERONAUTICS FILE NUMBER 835

MAR 18 1937

J. M. JOHNSON

8.40 Km

ASSISTANT SECRETARY OF COMMERCE WASHDC=

MISS EARHART TOOK OFF FROM OAKLAND AIRPORT FOR HONOLULU AT FOUR THIRTY SEVEN HALF PM PACIFIC TIME STOP ABOARD HER PLANE WERE PAUL MANTZ CAPTAIN HARRY MANNING AND FRED NOONAN STOP MANTZ LEAVES PLANE AT HONOLULU NOONAN LEAVES PLANE AT HOWLAND ISLAND AND MANNING LEAVES PLANE AT DARWIN AUSTRALIA STOP MISS EARHART TOOK OFF INTO A FOURTEEN MILE WIND UTILIZING ONE EIGHT NINE SEVEN FEET OF RUNWAY STOP TAKEOFF TIME TWENTY FIVE SECONDS STOP AN EXCELLENT TAKEOFF ON A MUDDY FIELD IN RAIN=

W T MILLER.

TELEGRAMS MAY BE TELEPHONED TO WESTERN UNION FROM ANY PRIVATE OR PAY-STATION TELEPHONE

AERONAUTICS
FILE NUMBER

PHONED BY COAST GUARD MARCH 15, 1937

FOLLOWING FOR JOHN S. WYNNE, BUREAU OF AIR COMMERCE
WASHINGTON

ALL RUNWAYS COMPLETED AND READY FOR USE STOP NORTH-SOUTH RUNWAY 5,200 FEET LONG BY 150 FEET WIDE STOP SINCE BREAKDOWN REMAINING TRACTOR HAS BEEN WORKING DAY AND NIGHT FOR TOTAL LAPSED TIME OF 312 CONSECUTIVE HOURS EXCEPTING TWO STOPS FOR MINOR REPAIRS STOP SIGNED CAMPBELL

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPG 4401 SANFRANCISCO CK 58 GOVT CG FIFTEENTH 1211

1937 MAR 15 15 56

U.S. GOVERNMENT PRINTING OFFICE 4—7143

GOVT CG SECRETARY OF COMMERCE WASHINGTON DC

COMMANDING GENERAL FORT SHAFTER HONOLULU TH

8015 QUOTE MISS ERHART WILL NOT DEPART THIS DATE FROM OAKLAND AIRPORT ON HER ROUND THE WORLD FLIGHT ON ACCOUNT WEATHER CONDITIONS WILL ADVISE ON MARCH 16 FURTHER INFORMATION RELATIVE TO HER DEPARTURE FROM OAKLAND SIGNED W T MILLER UNQUOTE 1209

COMMANDER SANFRANCISCO DIVISION COASTGUARD

1552 RX MX 15 MAR

71

DEPARTMENT OF COMMERCE

1937 MAR 16 AM 9:40

CHIEF CLERK

1937 MAR 15 PM 4:27

NAVAL MESSAGE

AERONAUTICS FILE NUMBER 835

March 17, 1937

3 p.m.

Following message telephoned from Naval Communications:

8017 "Miss Earhart will depart Oakland Airport about four thirty p.m. Pacific Coast time this date on her round trip flight. Exact time of her departure will be transmitted immediately after takeoff.

/S/ W. T. MILLER"

(Signed) Commander San Francisco Division

M.G.R.

RECEIVED
MAR 13 1937
J. M. JOHNSON

T E E E GR A M

March 13, 1937

FOLLOWING FOR JOHN S WYNNE
BUREAU OF AIR COMMERCE WASHINGTON DC

THIS MESSAGE HAS BEEN DELAYED THREE DAYS BECAUSE OF STATIC INTERFERENCE TO TRANSMITTER AND RECEIVING STOP IN REPLY YOUR RADIO RE AIRPORT COMPLETION STATUS STOP EASTWEST RUNWAY COMPLETED LENGTH TWENTY FOUR HUNDRED FEET NORTHEAST-SOUTHWEST RUNWAY COMPLETE STOP LENGTH THREE THOUSAND FEET STOP NORTHSOUTH RUNWAY COMPLETE MARCH FIFTEENTH STOP LENGTH FIFTY TWO HUNDRED FEET

CAMPBELL

C O P Y

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1220-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
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Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 708 14th St., N. W., Washington, D. C.

1937 MAR 13 AM 7 38

FA22 142 NL GOVT=OAKLAND CALIF 12

SECRETARY OF COMMERCE=

WASHDC=

AERONAUTICS FILE NUMBER 835

Col Johnson

THE FOLLOWING IS FOR YOUR INFORMATION STOP THE TENTATIVE DEPARTURE OF MISS EARHART ON HER AROUND THE WORLD FLIGHT STARTING FROM OAKLAND AIRPORT IS MARCH FIFTEENTH STOP SHE MAY TAKE OFF MARCH FOURTEENTH OR THEREAFTER WEATHER PERMITTING STOP THE TAKEOFF WILL BE IN THE EVENING ABOUT FIVE PM AND ARRIVING IN HONOLULU ON THE FOLLOWING MORNING

STOP ABOARD HER PLANE LEAVING OAKLAND WILL BE CAPTAIN MANNING ALSO FRED NOONAN EX NAVIGATOR OF THE PAN AMERICAN CHINA CLIPPER AND PAUL MANTZ STOP MANTZ LEAVES THE WORLD FLIGHT AT HONOLULU AND NOONAN LEAVES THE FLIGHT AT HOWLAND ISLAND STOP MISS EARHART AND CAPTAIN MANNING WILL CONTINUE THE FLIGHT FROM HOWLAND TO DARWIN AUSTRALIA ALONE STOP EVERYTHING IS IN READINESS AND MISS EARHART EXPRESSES HER APPRECIATION FOR THE COOPERATION OF THE US NAVY US COAST GUARD DEPARTMENT OF INTERIOR DEPARTMENT OF COMMERCE AND OTHERS CONCERNED=

W. T. MILLER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Form 9625
TREASURY DEPARTMENT
U. S. Coast Guard
Ed. Sept. 1930

Col. Johnson

U. S. COAST GUARD

OFFICIAL DISPATCH

UNIT HEADQUARTERS DATE 13 MARCH 1937

INCOMING HEADING

AERONAUTICS FILE NUMBER 835 Earhart

CG6B Z QUAH V NRUV GR 76

FROM
SHOSHONE

TO (FOR ACTION)		ACKNOWLEDGE
		PRIORITY
HEADQUARTERS	X	ROUTINE
		NITE
TO (FOR INFORMATION)		ACKNOWLEDGE
		PRIORITY
		ROUTINE
		NITE

TEXT

8Ø13 FOLLOWING FOR MR J S WYNEE BUREAU OF AIR COMMERCE WASHINGTON DC

QUOTE THIS MESSAGE HAS BEEN DELAYED THREE DAYS BECAUSE OF STATIC

INTERFERENCE TO TRANSMISSION AND RECEIVING STOP IN REPLY ~~XXXX~~ YOUR RADIO

RE AIRPORT COMPLETION STATUS STOP EAST WEST RUNWAY COMPLETED LENGTH

TWO ~~X~~ THOUSAND FOUR HUNDRED FEET STOP NORTHEAST SOUTHWEST RUNWAY

COMPLETE STOP LENGTH THREE THOUSAND FEET STOP NORTH SOUTH RUNWAY

COMPLETE MARCH FIFTEENTH STOP LENGTH FIVE THOUSAND TWO HUNDRED FEET

CAMPBELL UNQUOTE Ø2Ø9

Operator's Record TOR Ø947 NAVY # 6 WD

Initials of "ACTION" officer.

U. S. GOVERNMENT PRINTING OFFICE 2--15426

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

NPG 3648 RDO USCGC SHOSHONE CK 37 GOVT INT ELEVENTH 2210

1937 MAR 12 17 06

AERONAUTICS FILE NUMBER 835 Earhart

U.S. GOVERNMENT PRINTING OFFICE 4—7143

GOVT INT J S WYNNE BUREAU OF ~~XX~~ AIR COMMERCE WASHINGTON

FOLLOWING FROM CAMPBELL TONIGHT QUOTE NORTHEAST SOUTHWEST COMPLETE AND USEABLE STOP BEING ROLLED TONIGHT STOP LENGTH THREE THOUSAND FEET STOP UNQUOTE ~~REMAINING~~ REMAINDER OF MESSAGE LOST

SIGNED BLACK

0654 SE MX 12 MAR

RECEIVED
MAR 12 1937
J. M. JOHNSON

RECEIVED MAR 12 1937 BUREAU OF AIR COMMERCE REFERRED TO:

22

DEPARTMENT OF COMMERCE

1937 MAR 12 AM 9 54

CHIEF CLERK

RECEIVED 4:30 PM

MAR 11 1937

J. M. JOHNSON

TELEGRAM

March 11, 1937

U S COAST GUARD CUTTER SHOSHONE

FOR MR WYNNE

ALL MESSAGES CLEARED TO HOWLAND EVENING NINTH BUT NO CONTACT HOWLAND TO SHOSHONE LAST NIGHT ACCOUNT INTERFERENCE SHORT WAVE DISTANCE CONTEST IN PROGRESS PERIOD CAMPBELL SAID NINTH QUOTE THERE IS NO REASON TO DELAY DEPARTURE EITHER SHOSHONE OR FLIGHT ON MY ACCOUNT UNQUOTE MILLER HAS ALL INFORMATION WE HAVE BEEN ABLE TO GET THROUGH

SIGNED BLACK

lch

ACTION COPY

NAVAL MESSAGE

RECEIVED AT NAVY DEPARTMENT

PRIORITY

CENTER
SIGNAL CORPS

NPG 5996 RDO SANFRANCISCO CK 41 GOVT CG PRIORITY NINETEENTH 2132

1937 MAR 20 AM 9:16

1937 MAR 20 2 05

U.S. GOVERNMENT PRINTING OFFICE 4—7143

GOVT CG PRIORITY SECRETARY COMMERCE WASHINGTON DC

COMMANDING GENERAL FORT SHAFTER HONOLULU TH DR GRUENING

DEPARTMENT INTERIOR WASHINGTON DC

MISS EARHART WILL DEPART FROM HONOLULU FOR HOWLAND MIDNIGHT THIS DATE OR AT DAWN MARCH TWENTIETH LOCAL WEATHER PERMITTING

W T MILLER

PHONED SECRETARY ROPER'S SECRETARY MISS BUCHANAN AT Ø854 AM ESB-MAR 2ØTH

Ø2Ø2 RX MX 2Ø MAR

PHONED DR GRUENING'S SECY MISS COAT COATES AT Ø9ØØ AM ESB.. MAR 2ØTH

23

Commerce

DEPARTMENT OF COMMERCE

1937 MAR 20 PM 12 44

CHIEF

Tel[illegible]m initialed by
Mr. [illegible]gg, Mr. Kerlin, Mr.
Foster and signed by
Ernest G. Draper,
Acting Secretary of Commerce.
Mar. 24, 1937
sent 5:30 P.M.

DIRECTOR'S OFFICE

AIR COMMERCE

AERONAUTICS FILE NUMBER 835

Earhart

NOT SENT OVER MAIL WIRE

STRAIGHT WIRE MARCH 24 1937

MR GEORGE PALMER PUTNAM
CARE UNION AIR TERMINAL
BURBANK CALIF

CONTENTS YOUR WIRE COMMUNICATED INFORMALLY TO WAR DEPARTMENT BUT AS THIS MATTER IS ENTIRELY WITHIN THEIR JURISDICTION SUGGEST THAT YOU DIRECT YOUR REQUEST TO THAT DEPARTMENT

FDF:T

ACTING SECRETARY OF COMMERCE

(ANSWER TO WESTERN UNION CA963 62 NL XC WG BURBANK CALIF 23Ø

DIRECTOR'S OFFICE

AIR COMMERCE

AERONAUTICS FILE NUMBER 835

MARCH 22 1937

STRAIGHT WIRE

GEORGE PALMER PUTNAM
OAKLAND CALIF (OAKLAND AIRPORT)

PLEASE EXPRESS TO MISS EARHART MY THANKS FOR HER CORDIAL MESSAGE TO THE DEPARTMENT OF COMMERCE FOR ITS COOPERATION STOP ALSO MY CONGRATULATIONS ON HER SPLENDID FEAT AND MY MOST SINCERE REGRET THAT A DISAPPOINTING MISHAP HAS DELAYED HER EFFORT STOP YOU MAY BE SURE THAT THE DEPARTMENT OF COMMERCE IS PROUD TO HAVE HAD A PART IN THIS ACHIEVEMENT

DANIEL C ROPER
SECRETARY OF COMMERCE

FDF:T

STANDARD FORM No. 14
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

FROM DIRECTOR'S OFFICE

BUREAU AIR COMMERCE

CHG. APPROPRIATION

MARCH 24 1937

U. S. GOVERNMENT PRINTING OFFICE 10—1723

STRAIGHT WIRE

MR GEORGE P PUTNAM
CARE UNION AIR TERMINAL
BURBANK CALIF

SUBJECT MATTER OF YOUR REQUEST IS ENTIRELY WITHIN JURISDICTION OF WAR DEPARTMENT AND WHILE WE SHALL BE GLAD TO BE OF ANY OTHER ASSISTANCE POSSIBLE I SUGGEST THAT YOU ADDRESS YOUR IMMEDIATE REQUEST TO WAR DEPARTMENT

TDF:T

ACTING SECRETARY OF COMMERCE

(ANSWER TO WESTERN UNION CA963 62 NL XC WG BURBANK CALIF 23)

DEPARTMENT OF COMMERCE
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

March 24, 1937.

Mr. Fagg:

Telegram of March 23, 1937 from Mr. G. P. Putnam, Burbank, Cal., re: request for permission from War Department to handle dissassembling of Miss Earhart's plane by Army mechanics.

Please prepare reply for Acting Secretary of Commerce.

M. C. Foster
Assistant to Col.Johnson.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 708 14th St., N. W. Washington, D. C.

1937 MAR 24 AM 12 38

RECEIVED

MAR 24 1937

J. M. JOHNSON

CA963 62 NL XC=WG BURBANK CALIF 23

COL J M JOHNSON=

ASST SECRETARY DEPT OF COMMERCE WASHDC=

MISS EARHARTS ELECTRA BEING DISSASSEMBLED BY ARMY MECHANICS FOR TRANSPORT FROM LUKE FIELD FOR SHIPMENT ON STEAMER AT HONOLULU SAILING SATURDAY STOP AM ADVISED WAR DEPARTMENT AUTHORITY FOR HANDLING IS ESSENTIAL LOCAL AUTHORITIES APPARENTLY TOLD AMELIA GLADLY HANDLE JOB STOP MOST IMPORTANT RUSH SHIPMENT FOR WHICH QUICK ACTION ESSENTIAL STOP DEEPLY APPRECIATE IF YOU CAN SECURE NEEDED AUTHORIZATION AND HAVE IT CABLED=

GEORGE PALMER PUTNAM.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

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Received at 708 14th St.. N. W. Washington, D. C. 1937 MAR 21 AM 12 52

FA18 99 NL=WUX TDF OAKLAND CALIF 20

HONORABLE DANIEL C ROPER=

SECRETARY OF COMMERCE WASHDC=

MISS EARHART TELEPHONING FROM HONOLULU HAS ASKED ME TO EXPRESS HER DEEPEST APPRECIATION FOR THE GENEROUS COOPERATION GIVEN HER BY THE DEPARTMENT OF COMMERCE IN CONNECTION WITH HER FLIGHT STOP SHE IS SORRY FOR ALL THE TROUBLE GIVEN OTHERS STOP SHE WANTS YOU TO KNOW SHE INTENDS TO TRY AGAIN WHEN REPAIRS ARE COMPLETED AND NEXT TIME HOPES TO BE LESS OF A NUISANCE TO ALL CONCERNED STOP ESPECIALLY I WANT TO ADD THAT BILL MILLER HAS BEEN OF INVALUABLE HELP AND OUR GREATEST HOPE IS THAT HE MAY BE ON DECK WITH US WHEN WE TRY IT AGAIN=

GEORGE PALMER PUTNAM.

NO ADDITIONAL CHARGE IS MADE FOR REQUESTING A REPLY BY WESTERN UNION

RECEIVED
MAR 22 1937
J. M. JOHNSON

BUREAU OF AIR COMMERCE FILES

Capt. Johnson
mc

8020

AERONAUTICS FILE NUMBER 835

Washington, D. C.

Miss Earhart's plane crashed on take-off on Luke Field, Pearl Harbor, account of left tire blowing out. All occupants safe. Miss Earhart calm and collective. Report further situation later.

/s/ W. T. Miller
/s/ Commander, San Francisco Division

0950

Phoned 1.40 p.m.

lqs

mcr

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WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
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Received at 708 14th St., N. W. Washington, D. C.

RECEIVED DEPARTMENT OF COMMERCE MAR 18

RXFA20 83=WUX TDF OAKLAND CALIF 17 718P

DIRECTOR OF BUREAU AIR COMMERCE

AERONAUTICS FILE NUMBER 835

WASHDC=

MISS EARHART TOOK OFF FROM OAKLAND AIRPORT FOR HONOLULU AT FOUR THIRTY SEVEN HALF PM PACIFIC TIME STOP ABOARD HER PLANE WERE PAUL MANTZ CAPTAIN HARRY MANNING AND FRED NOONAN STOP MANTZ LEAVES PLANE AT HONOLULU NOONAN LEAVES PLANE AT HOWLAND ISLAND AND MANNING LEAVES PLANE AT DARWIN AUSTRALIA STOP MISS EARHART TOOK OFF INTO A FOURTEEN MILE WIND UTILIZING ONE EIGHT NINE SEVEN FEET OF RUNWAY STOP TAKEOFF TIME TWENTY FIVE SECONDS STOP AN EXCELLENT TAKEOFF ON A MUDDY FIELD IN RAIN=

W T MILLER.

TELEGRAMS MAY BE TELEPHONED TO WESTERN UNION FROM ANY PRIVATE OR PAY-STATION TELEPHONE

1987 MAR 20 AM 10:56

REGISTRATION

[redacted]

AERONAUTICS
FILE NUMBER 835

Earhart (Amelia) Flight

RWS:MP

AIR COMMERCE

AIC

Robert Bedinger,
Supervising Aeronautical Inspector
Department of Commerce
Oakland Airport
Oakland, California

NOT SENT OVER MAIL DESK

RETEL THIRTEENTH EARHART FLIGHT APPARENTLY NON-COMMERCIAL STOP PILOT HAS BEEN CERTIFIED FOR RADIO AND INSTRUMENTS STOP AIRCRAFT GIVEN RESTRICTIVE CERTIFICATE FOR WEIGHT SPECIFIED THEREIN STOP THEREFORE UNLESS TAKEOFF WOULD INTERFERE WITH INTERSTATE OR FOREIGN COMMERCE RESPONSIBILITY FOR PLACE AND MANNER OF TAKEOFF RESTS WITH STATE OR LOCAL AUTHORITY AND PERSON MAKING SUCH TAKEOFF

Fred D. Fagg, Jr.,
Bureau Air Commerce

(Phoned to Western Union at 12 M, 3/14/37)

RWS:MP

AIR COMMERCE

1937 MAR 17 PM 4:16 AIC

Robert Bedinger,
Supervising Aeronautical Inspector
Department of Commerce
Oakland Airport
Oakland, California

REGISTRATION

AERONAUTICS FILE NUMBER 835

Earhart Flights - Amelia

RETEL THIRTEENTH EARHART FLIGHT APPARENTLY NON-COMMERCIAL STOP PILOT HAS BEEN CERTIFIED FOR RADIO AND INSTRUMENTS STOP AIRCRAFT GIVEN RESTRICTIVE CERTIFICATE FOR WEIGHT SPECIFIED THEREIN STOP THEREFORE UNLESS TAKEOFF WOULD INTERFERE WITH INTERSTATE OR FOREIGN COMMERCE RESPONSIBILITY FOR PLACE AND MANNER OF TAKEOFF RESTS WITH STATE OR LOCAL AUTHORITY AND PERSON MAKING SUCH TAKEOFF

Fred D. Fagg, Jr.,
Bureau Air Commerce

(Phoned to Western Union at 12 M, 3/14/37)

REFERENCE SLIPS

MAIL AND FILES SECTION:

Please classify, charge,

and send these papers to

Registration Sect., Rm. 6863,

as soon as possible

fej

(Initials)

24

Oct. 23, 1936.

(Date)

CHARGED TO #54

(Name)

10-26-36 O.

(Date) (Initials)

34

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

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WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at 708 14th St., N. W. Washington, D. C.

1937 MAR 14 AM 1 16

FA67 69 GOVT NL COLLECT=OAKLAND CALIF 13

CHIEF GENERAL INSPECTION SERVICE=

BUREAU OF AIR COMMERCE WASHDC=

RE EARHART FLIGHT STOP ACCOUNT UNSATISFACTORY CONDITION OAKLAND AIRPORT DUE TO RAINS TAKEOFF CONTEMPLATED FROM SANFRANCISCO AIRPORT STOP THREE THOUSAND FEET PAVED RUNWAYS THERE BUT PREVAILING WINDS NECESSITATE TAKEOFF TOWARDS OBSTRUCTION NOT NORMALLY HAZARDOUS BUT FOR HEAVILY OVERLOADED PLANE CONSIDERED DEFINITELY HAZARDOUS STOP DOOLIN MANAGER SANFRANCISCO AIRPORT CONCERNED OVER PROSPECT AND RELUCTANT TO GRANT PERMISSION STOP WIRE OR PHONE INSTRUCTIONS SUNDAY MORNING AS TAKEOFF SCHEDULED FIVE PM SUNDAY=

BEDINGER.

NO ADDITIONAL CHARGE IS MADE FOR REQUESTING A REPLY BY WESTERN UNION

1937 MAR 17 PM 4:16

REGISTRATION

WESTERN UNION

RXWH88 27 GOVT COLLECT WUX TDF OAKLAND CALIF 11 1116 A

CHIEF GENERAL INSPECTION SERVICE

ATTN REINING BUR AIR COMMERCE

FLIGHT CHECK EARHART INSTRUMENT FLYING SATISFACTORY STOP WRITTEN AND RADIO FLYING NOT GIVEN ACCOUNT HER DESIRE TO EXPEDITE AND SAVE ENGINES STOP AIR MAILING WRITTEN REPORT

BEDINGER

C O P Y

Original wire filed in Amelia Earhart's pilot folder. fej

WESTERN UNION

RXWH 69 10 Govt COLLECT WUX TDF OAKLAND CALIF 12 1138A

CHIEF GENERAL INSPECTION SERVICE

ATTENTION R R REINING BUREAU AIR COMMERCE

EARHART ALSO QUALIFIED FOR THREE B RATING REPORT FOLLOWS

BEDINGER

C O P Y

Original wire filed in Amelia Earhart's pilot folder. fej

Cross ref. file.

[redacted] RHR-fej

WASH[redacted]TON D C

AIR COMMERCE

VIA WESTERN UNION

AIR COMMERCE PAID

MARCH 12 1937

AERONAUTICS
FILE NUMBER 835

WM T MILLER
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

EARHART PERMIT SENT AIR MAIL SPECIAL DELIVERY THIS MORNING

REINING

SEND BY COMMERCIAL COMPANY

RRR-fej

WASHINGTON D C

AIR COMMERCE

COLLECT

SEND BY COMMERCIAL COMPANY

MARCH 12 1937

GEORGE P PUTNAM
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

AERONAUTICS
FILE NUMBER

EARHART PERMIT SENT AIR MAIL SPECIAL DELIVERY THIS MORNING

BUREAU AIR COMMERCE REINING

C O P Y

54

BUREAU OF AIR COMMERCE FILES

March 12, 1937

Miss Amelia Earhart,
Locust Avenue,
Rye, New York.

Dear Miss Earhart:

Permission is hereby granted for foreign flight in accordance with the terms of a letter dated March 5, 1937, from Mr. Richard Southgate, Chief of the Division of Protocol and Conferences, State Department, Washington, D. C., to Mr. George Putnam, who has acknowledged receipt thereof, subject to the modifications listed below.

Permission has been granted for flight over Costa Rica.

Permission has been granted by Venezuela for landing at Maracay.

The British Foreign Office advises that it has been unable to obtain permission for flight covering the southern coast of Arabia, including Muscat. This, therefore, will involve a change in the itinerary of which the State Department should be immediately advised so that they can arrange to secure the proper permission.

Following are the conditions under which the authorization for your flight is premised:

1. Aircraft. Lockheed, model Electra 10-E, serial number 1055, license NR-16020, recorded as owned by Amelia Earhart.

2. Pilot. Amelia Earhart, transport pilot's license No. 5716.

3. Navigator. Harry Manning, private pilot's license No. 17063.

4. Apparatus Carried. Two small hand cameras. Two-way radio. No firearms.

5. Third Party Insurance. The British Government has requested that third party insurance be taken out to cover the flight over all British territories.

Miss Amelia Earhart.

6. Unless sooner suspended or revoked, this authorization shall remain in force until August 15, 1937, provided that the above mentioned aircraft license and the license of the pilot shall remain in full force and effect during the period.

The foregoing authorization is issued with the understanding that neither the aircraft nor its equipment constitutes or involves military secrets of interest to the national defense. In this connection, your attention is invited to the provisions of Title 1 of the Espionage Act of June 15, 1917.

It is the duty of the pilot to inform herself of the air regulations in force of all countries over which the flight is to be made and to comply with such regulations in so far as they are applicable.

This authorization shall be kept in the personal possession of the pilot at all times during the flight.

Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

Enclosure
Nicaraguan permission

RRR-fej

WESTERN UNION

RXWH 69 10 Govt COLLECT WUX TDF OAKLAND CALIF 12 1138A

CHIEF GENERAL INSPECTION SERVICE

ATTENTION R R REINING BUREAU AIR COMMERCE

EARHART ALSO QUALIFIED FOR THREE B RATING REPORT FOLLOWS

BEDINGER

C O P Y

Original wire filed in Amelia Earhart's pilot folder. rej

WESTERN UNION

RXWH88 27 GOVT COLLECT WUX TDF OAKLAND CALIF 11 1116 A

CHIEF GENERAL INSPECTION SERVICE

ATTN REINING BUR AIR COMMERCE

FLIGHT CHECK EARHART INSTRUMENT FLYING SATISFACTORY STOP WRITTEN AND RADIO FLYING NOT GIVEN ACCOUNT HER DESIRE TO EXPEDITE AND SAVE ENGINES STOP AIR MAILING WRITTEN REPORT

BEDINGER

C O P Y

Original wire filed in Amelia Earhart's pilot folder. fej

[redacted]RRR-fej WA[redacted]GTON D C

VIA POSTAL TELEGRAPH

AIR COMMERCE

PAID

DAY LETTER

MARCH 11 1937

WM T MILLER
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

RETEL EARHART LETTER AUTHORITY WITHHELD PENDING RECEIPT INSPECTORS REPORT FLIGHT CHECK APPROVING INSTRUMENT RATING STOP SUGGEST WIRE APPROVAL AND MAIL REPORT

REINING

RRR/wb

In reply to Postal telegram NY35 32 DL Govt OA Oakland Calif 10 107P

C O P Y

RRR-fej

WASHINGTON D C

SEND BY COMMERCIAL COMPANY

AIR COMMERCE

AIR COMMERCE PAID

MARCH 9 1937

1937 MAR 9 PM 3:05

DAY LETTER

REGISTRATION

WM T MILLER
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

EARHART ADVISED BY WIRE TODAY TO CONTACT MARRIOTT OR BEDINGER TO OBTAIN NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY TO FLY ENTIRELY BY INSTRUMENTS STOP ISSUANCE AUTHORITY TO PROCEED MUST BE WITHHELD PENDING RESULT OF CHECK

VIA WESTERN UNION

REINING

RRR-fej

SEND BY COMMERCIAL COMPANY

WASHINGTON D C

AIR COMMERCE

AIR COMMERCE PAID

MARCH 9 1937

DAY LETTER

REGISTRATION

R D BEDINGER
SUPERVISING AERONAUTICAL INSPECTOR
BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

EARHART ADVISED BY WIRE TODAY TO OBTAIN NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY TO FLY ENTIRELY BY INSTRUMENTS STOP ISSUANCE AUTHORITY PROCEED WITHHELD YOUR ADVICE RESULT OF CHECK

REINING

VIA WESTERN UNION

[redacted]-fej

[redacted]WASHINGTON D C

SEND BY COMMERCIAL COMPANY

AIR COMMERCE

AIR COMMERCE PAID

MARCH 9 1937

DAY LETTER

1937 MAR 10 PM 3:00

REGISTRATION

J S MARRIOTT
SUPERVISING AERONAUTICAL INSPECTOR
BUREAU OF AIR COMMERCE
LOS ANGELES MUNICIPAL AIRPORT
INGLEWOOD CALIFORNIA

EARHART ADVISED BY WIRE TODAY TO OBTAIN NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY TO FLY ENTIRELY BY INSTRUMENTS STOP ISSUANCE AUTHORITY PROCEED WITHHELD YOUR ADVICE RESULT OF CHECK

REINING

VIA WESTERN UNION

RRR-fej WASH[redacted]ON D C

AIR COMMERCE

COLLECT

MARCH 9 1937

SEND BY COMMERCIAL COMPANY

DAY LETTER

REGISTRATION

AMELIA EARHART
CARE GEORGE PALMER PUTNAM
UNION AIR TERMINAL
BURBANK CALIFORNIA

REFERENCE LETTER OCTOBER 20 GEORGE P PUTNAM CONTACT MARRIOTT OR BEDINGER FOR NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY FLY ENTIRELY BY INSTRUMENTS STOP AUTHORITY PROCEED WILL ISSUE UPON WIRE FROM INSPECTOR RATING APPROVED

VIA WESTERN UNION

BUREAU AIR COMMERCE REINING

RRR-fej

WASHINGTON D C

AIR COMMERCE

AIR COMMERCE PAID

DAY LETTER

MARCH 9 1937

WM T MILLER
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

SUGGEST AMELIA EARHARTS TRANSPORT LICENSE BE RENEWED SINCE IT EXPIRES APRIL 15

NINETEEN THIRTYSEVEN

BUREAU AIR COMMERCE REINING

SEND BY COMMERCIAL COMPANY

BUREAU OF AIR COMMERCE FILES

March 12, 1937

AERONAUTICS FILE NUMBER 835

Miss Amelia Earhart,
Locust Avenue,
Rye, New York.

Dear Miss Earhart:

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3. Navigator. Harry Manning, private pilot's license No. 17063.

4. Apparatus Carried. Two small hand cameras. Two-way radio. No firearms.

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Miss Amelia Earhart.

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Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

Enclosure
Nicaraguan permission

RRR-fej

RRR-fej

WASHINGTON D C

AIR COMMERCE

COLLECT

MARCH 12 1937

VIA WESTERN UNION

1937 MAR 12 AM 11:41

REGISTRATION

AERONAUTICS FILE NUMBER 835

Earhart Flights

GEORGE P PUTNAM
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

EARHART PERMIT SENT AIR MAIL SPECIAL DELIVERY THIS MORNING

BUREAU AIR COMMERCE REINING

SEND BY COMMERCIAL COMPANY

RRR-fej

WASH[illegible]TON D C

AIR COMMERCE

AIR COMMERCE PAID

MARCH 9 1937

SEND BY COMMERCIAL COMPANY

DAY LETTER

1937 MAR 9 PM 3:05

REGISTRATION

AERONAUTICS FILE NUMBER 835

WM T MILLER
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

EARHART ADVISED BY WIRE TODAY TO CONTACT MARRIOTT OR BEDINGER TO OBTAIN NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY TO FLY ENTIRELY BY INSTRUMENTS STOP ISSUANCE AUTHORITY TO PROCEED MUST BE WITHHELD PENDING RESULT OF CHECK

REINING

VIA WESTERN UNION

RRR-fej

SEND BY COMMERCIAL COMPANY

WAS[redacted]GTON D C

AIR COMMERCE

AIR COMMERCE PAID

MARCH 9 1937

DAY LETTER

1937 MAR 9 PM 3 05

REGISTRATION

AERONAUTICS FILE NUMBER 835

R D BEDINGER
SUPERVISING AERONAUTICAL INSPECTOR
BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

EARHART ADVISED BY WIRE TODAY TO OBTAIN NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY TO FLY ENTIRELY BY INSTRUMENTS STOP ISSUANCE AUTHORITY PROCEED WITHHELD YOUR ADVICE RESULT OF CHECK

REINING

VIA WESTERN UNION

RRR-fej

WASHINGTON D C

SEND BY COMMERCIAL COMPANY

AIR COMMERCE

COLLECT

MARCH 9 1937

DAY LETTER

1937 MAR 9 PM 3:05

REGISTRATION AERONAUTICS FILE NUMBER 835

AMELIA EARHART
CARE GEORGE PALMER PUTNAM
UNION AIR TERMINAL
BURBANK CALIFORNIA

REFERENCE LETTER OCTOBER 20 GEORGE P PUTNAM CONTACT MARRIOTT OR BEDINGER FOR NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY FLY ENTIRELY BY INSTRUMENTS STOP AUTHORITY PROCEED WILL ISSUE UPON WIRE FROM INSPECTOR RATING APPROVED

VIA WESTERN UNION

BUREAU AIR COMMERCE REINING

[redacted]R-fej [redacted]HINGTON D C

SEND BY COMMERCIAL COMPANY

AIR COMMERCE

AIR COMMERCE PAID

MARCH 9 1937

DAY LETTER 1937 MAR 9 PM 3:05

REGISTRATION

AERONAUTICS FILE NUMBER 835

J S MARRIOTT
SUPERVISING AERONAUTICAL INSPECTOR
BUREAU OF AIR COMMERCE
LOS ANGELES MUNICIPAL AIRPORT
INGLEWOOD CALIFORNIA

EARHART ADVISED BY WIRE TODAY TO OBTAIN NONSCHEDULED INSTRUMENT RATING OR FLIGHT CHECK ABILITY TO FLY ENTIRELY BY INSTRUMENTS STOP ISSUANCE AUTHORITY PROCEED WITHHELD YOUR ADVICE RESULT OF CHECK

VIA WESTERN UNION

REINING

RRR-fej

WASHINGTON D C

AIR COMMERCE

AIR COMMERCE PAID

VIA WESTERN UNION

MARCH 9 1937

day letter 1937 MAR 9 PM 12:00

REGISTRATION

AERONAUTICS FILE NUMBER 835

WM T MILLER
CARE BUREAU AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

SUGGEST AMELIA EARHARTS TRANSPORT LICENSE BE RENEWED SINCE IT EXPIRES APRIL 15

NINETEEN THIRTYSEVEN

BUREAU AIR COMMERCE REINING

SEND BY COMMERCIAL COMPANY

WASHINGTON D C

AIR COMMERCE

PAID

MARCH 11 1937

VIA POSTAL TELEGRAPH

1937 MAR 11 AM 9:42

DAY LETTER

REGISTRATION

ARRIVAL AND FILE NUMBER 835

WM T MILLER
CARE BUREAU OF AIR COMMERCE
OAKLAND AIRPORT
OAKLAND CALIFORNIA

RETEL EARHART LETTER AUTHORITY WITHHELD PENDING RECEIPT INSPECTORS REPORT FLIGHT CHECK APPROVING INSTRUMENT RATING STOP SUGGEST WIRE APPROVAL AND MAIL REPORT

REINING

RRR/wb

In reply to Postal Telegraph NY35 32 DL Govt OA Oakland Calif 10 107P

RECEIVED AT
PRESS BLDG.
14TH & F. STS., N. W.
PHONE NAT. 9000 BR. 14.

STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables | TELEGRAMS CABLEGRAMS RADIOGRAMS | All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16

NY35 32 DL GOVT=OA OAKLAND CALIF 10 107P

1937 MAR 10 PM 4 25

R R REINING. BUREAU OF AIR COMMERCE=
DEPARTMENT OF COMMERCE WASHN DC=

STATE DEPARTMENT ADVISES PUTNAM LETTER AUTHORITY FOR MISS EARHARTS FLIGHT HAS BEEN SENT OVER TO COMMERCE DEPARTMENT STOP REQUEST LETTER BE FORWARDED TO MISS EARHART OAKLAND AIRPORT VIA AIR MAIL SPECIAL DELIVERY=

W T MILLER..

RECEIVED DEPARTMENT OF COMMERCE MAR 11 1937 BUREAU OF

Rec'd

Rec'd Earhart letter authority withheld pending receipt inspectors report flight check, instrument rating Stop Suggest Stop approval and mail report offering

Telephone Your Telegrams to Postal Telegraph

1937 MAR 11 AM 8:59

REGISTRATION

1937 MAR 10 PM 4 27

WASHINGTON D. C. JOHN S. WYNNE

AIRPORT SECTION AIR COMMERCE

AERONAUTICS FILE NUMBER 835

Earhart, (Amelia) Flights

02-06/8999 ER COM ADM EX
1936-1938
MARCH 9, 1937

W. T. Miller
c/o Department of Commerce Office
Oakland Airport
Oakland, California

Give Putnam all information on Howland runways at once

J. M. Johnson
Assistant Secretary of Commerce

JSW/kg

Xerox copy

NOT SENT OVER MAIL DESK

WASHINGTON D. C. JOHN C. WYNNE

AIRPORT SECTION AIR COMMERCE

AERONAUTICS FILE NUMBER 835

Earhart Flights (Amelia)

02-06/8999 ER COM ADM SX
1936-1938

MARCH 9, 1937

Mr. G. P. Putnam
Burbank, California

Am instructing Miller give you information now in hand stop instructing Campbell to furnish latest additional information at once

J. M. Johnson
Assistant Secretary of Commerce

JMW/kg

NOT SENT OVER MAIL DESK

Chief Clerk's copy

AERONAUTICS
FILE NUMBER

835
Earhart, (Amelia) flights

WASHINGTON D. C. JOHN G. WYNNE

AIRPORT SECTION AIR COMMERCE

02-06/8999 ER COM ADM RX
1936-1938

MARCH 9, 1937.

RICHARD B. BLACK
HONOLULU T. H.
FOR TRANSMITTAL TO
ROBERT L. CAMPBELL

CABLE FURTHER INFORMATION CONCERNING CONDITION HOWLAND RUNWAYS

WYNNE

VIA NAVAL MESSAGE
JGW/kg

NOT SENT OVER MAIL DESK

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

7859

Costa Rica
OK
Venezuela Landing
Maracay

DEPARTMENT OF STATE
WASHINGTON

1937 MAR 8 AM 8:55

March 6, 1937

Permit Nicaragua

My dear Mr. Secretary:

With reference to your Department's letter of October 23, 1936, requesting that the necessary arrangements be made for the proposed around-the-world flight of Miss Amelia Earhart, I am pleased to enclose a copy of a letter of even date to Mr. Putnam setting forth the present status of the arrangements.

Take off 3-11-37 Thursday

Copies of the correspondence referred to in the letter to Mr. Putnam are transmitted herewith for your information.

Sincerely yours,

For the Secretary of State:

Wallace Murray
Assistant Secretary.

Enclosures:
Copy of enclosure to despatch No. 288 from Embassy, Paris, dated January 22, 1937;
Copy of enclosure to despatch No. 302 from Paris, January 27, 1937;
Copy of enclosure to despatch No. 323 from Paris, February 4, 1937;
Copy of despatch from Legation, Panama, No. 942, February 25, 1937;
Copy of letter from Department to Mr. Putnam, March 5, 1937.

Municipal Aer Oakland

The Honorable
Daniel C. Roper,
Secretary of Commerce.

1937 MAR 8 AM 10:46
REGISTRATION

AIRMAIL

March 5, 1937.

My dear Mr. Putnam:

In view of the short time remaining before the proposed date of Miss Earhart's departure, I am writing to advise you of the present status of the arrangements for flight permissions. For your convenience I am listing the countries in the order in which they will be visited.

New Guinea and Australia

The Australian Commonwealth Government states that owing to constitutional difficulties with regard to Federal control of aviation matters they cannot grant formal permission for Miss Earhart to land but none the less they have no objection to her doing so and will be pleased to grant her all customary facilities. The Australian authorities, however, suggest Salamaua, near Lae, as a port of call in New Guinea since an officer of the Civil Aviation Board is stationed there and could assist in customs and quarantine formalities. The presence of such an officer is necessary since aircraft arriving in Australia from New Guinea, as from elsewhere, must produce an official certificate that all interior parts of the plane have been sprayed or fumigated to insure destruction of mosquitoes and a certificate that no person is suffering from infectious diseases. In addition, every person must produce a certificate either of vaccination within the past three years or of immunity from smallpox.

The

Mr. George Palmer Putnam,
Care of Paul Mantz,
Union Air Terminal,
Burbank, California.

1937 MAR 8 AM 10:46 REGISTRATION

The Australian authorities would appreciate further particulars of the route over Australian territory after leaving Salamaua and have requested that Miss Earhart telegraph the Commonwealth Civil Aviation Board from Salamaua to advise the time of her arrival at the first stopping point in Australia. The Civil Aviation Board will be glad to cooperate with any oil company which Miss Earhart may have selected to service her plane.

Netherlands Indies

Permission granted on condition that the plane shall not be overloaded while flying over the Netherlands Indies. Attention has been invited to the forbidden zones of Surabaya and Tandjong Priok and to the prohibition against transporting photographic apparatus ready for use. (A copy of the note from the Netherland Foreign Office was enclosed with my letter of February 11, 1937.)

British Malaya

Permission granted, including landings at Seletar, Taiping and Penang. Advance notice should be given by telegraph to "Aeronautics Singapore", stating the type and markings of the plane and the date and time of arrival at Seletar. On arrival at Seletar all occupants of the plane must report to the Officer of the Watch and must comply with conditions imposed by the Royal Air Force for the control of civil aircraft. (See copy of note from the British Foreign Office enclosed with my letter of February 16, 1937.)

Siam

Permission granted provided cameras are sealed. The Royal Aeronautical Service at Donmuang Airport should be notified of the date of arrival at least two days in advance.

India

Permission granted subject to the normal requirement that customs airdromes be used for arrival and departure. It is desired that the usual route between Rangoon and Allahabad be followed rather than a direct crossing of the Bay of Bengal. (See copy of note from the British Foreign Office enclosed with my letter of February 16, 1937.)

Arabia

Arabia (Muscat, Aden Protectorate, Yemen)

The British Foreign Office is making a further effort to arrange permission for the southern coast of Arabia, including Muscat and Aden. It is considered impossible to obtain permission for the Yemen but it is believed that Miss Earhart will be able to avoid that region without great inconvenience.

In the event that the permissions for Arabia are not obtained prior to Miss Earhart's departure, arrangements will be made to have them sent to her in care of the American Consul at Karachi. However, in view of the possibility that the Arabian permissions will not be granted, it is suggested that an alternate route be selected for which permissions may be requested in the meantime.

Eritrea

Permission granted, including landings.

Anglo-Egyptian Sudan

Permission granted. Landings must be made at the frontier airdromes and the route followed must be that laid down in Air Navigation Order No. 3, 1936. (See copy of note from the British Embassy at Cairo enclosed with my letter of February 5, 1937.)

French Equatorial Africa and French West Africa

Permission granted provided the following itinerary is pursued: Abecher, Ati, Fort Lamy, Niamey, Bamako, Dakar. Landings are authorized at Fort Lamy, Niamey, Bamako, and Dakar. Cameras must be sealed over French territory.

Nigeria

Permission granted.

Brazil

Permission granted. Cameras must be sealed, and should be declared at the port of arrival.

1937 MAR 8 AM
REGISTRAT

 French

French Guiana

Permission granted "subject to usual restrictions".

Netherland Guiana (Surinam)

Permission granted. The Governor of Surinam would appreciate being informed in advance of the exact date of arrival, and desires to invite attention to the fact that land planes can use only the airdrome "situated 43 kilometers to the south of Paramaribo along the railroad which is indicated by white corner signs". (See copy of note from the Netherland Foreign Office enclosed with my letter of February 11, 1937.)

British Guiana

Permission granted, but there is no landing field in British Guiana licensed for the use of land aircraft.

1937 FEB 8 AM 10 REGISTRATION

Venezuela

Permission has been granted for flight over Venezuela without landing. Permission was subsequently requested for a landing at Maracay but no reply has as yet been received. The Minister of Communications desires to be informed in advance of the route over Venezuela and the exact date of the flight.

Colombia

Permission granted. Colombian Government desires to be advised of the exact date of the flight over Colombia.

Panama

Permission granted. It will be noted that cameras must be boxed and sealed. (See enclosed copy of despatch from the American Legation at Panama.)

Canal Zone

Application for permission should be made direct to the Governor of the Panama Canal.

Costa Rica

Costa Rica

No reply has as yet been received.

Nicaragua

Permission granted, including landing if necessary. The Collector General of Customs at Managua should be notified in advance of the type and registration number of the aircraft and the name and license number of the pilot.

Honduras

Permission granted, including landing at Toncontin.

El Salvador

Permission granted.

Guatemala

Permission granted. The Ministry of Fomento at Guatemala City should be notified in advance of the approximate date of arrival, the type and registration number of the aircraft and the name and license number of the pilot. If a landing is made in Guatemala it must be at La Aurora or Barrios unless special arrangements are made with the Ministry of Fomento to land elsewhere.

Mexico

Application for permission should be made direct to the Mexican Embassy or a Mexican consular office in the United States.

Alternate Route
From Venezuela to United States

British West Indies

Permission granted.

French West Indies

Permission granted "subject to usual restrictions".

Dominican

Dominican Republic

Permission granted.

Haiti

Permission granted.

Cuba

Application for permission should be made direct to a Cuban consular office in the United States.

The British Government has requested that third party insurance be taken out to cover the flight over all British territories.

Every effort is being made to complete the necessary arrangements in time to permit Miss Earhart to depart on the date planned.

Sincerely yours,

Richard Southgate,
Chief,
Division of Protocol and Conferences.

1937 MAR RECEIVED 10:48

Enclosure:
From Legation, Panama,
No. 942, February 25, 1937.

A true copy of the signed original.

PC:SBS:VW WE FE NE LA CA

3/5/37

[COPY:EJF:SS]
[COMP. EJF]

Enclosure to despatch No. 288
from Embassy, Paris, dated Jan. 22, 1937.

Note.

The British Embassy presents its compliments to the Legation of the United States of America and, with reference to their note of the 17th of December last regarding Miss Earhart's forthcoming flight over the Sudan, has the honor to inform them that the Sudan Government have approved the flight of Miss Earhart over the Sudan in spite of the technical breach of the regulations concerning airworthiness certificates.

2. Landings must be made at the frontier aerodromes of arrival and departure and the route followed must be that laid down in Air Navigation Order No. 3, 1936. The route in Wadi Halfa, Station Six, Station Ten, Abu Hamad and thereafter along the river to Khartoum. From Khartoum onward she should fly along the River Nile to Malakal, thence along the Bor road via Khor Ket Duk, Fadiat, Kongor and Bor to Juba.

(complimentary ending)

British Embassy, Cairo, January 11, 1937.

1937 MAR 8 AM 10:46
REGISTRATION

[COPY:EJF:SS]
[COMP. EJH.]

Enclosure to despatch No. 302
Of January 27, 1937, from Embassy,
Paris.

(TRANSLATION of note received
by American Legation at The Hague
from Dutch Foreign Office)

Referring to the notes of the Legation of the United States of America of respectively December 4th No. 334 and December 10th, No. 349, relating to the flight which Miss Amelia Earhart intends to undertake around the world in the month of March next, the Royal Ministry of Foreign Affairs has the honor to inform the Legation that it has just been advised by the Ministry of Colonies that the Governor of Surinam has no objection against the projected flight. However, the Governor has requested that the attention of Miss Earhart be drawn to the fact that land planes can use only the airdrome situated 43 kilometers to the south of Paramaribo along the railway which is indicated by white corner signs and it is added that he would appreciate being informed opportunely of the exact date of the arrival of the pilot.

As to the Netherlands Indies, the Governor General of overseas territory grants equally permission for the flight in question on condition that the airplane should not be overloaded in flying over the Netherland Indies. Furthermore, the above-mentioned Governor General feels that he must call the attention of Miss Earhart to the forbidden zones of Surabaya and Tandjong Priok as well as to the prohibition against transporting photographic apparatus ready for usage.

The Hague, January 26, 1937.

REGISTRATION
1937 MAR 8 AM 10:49

[COPY:EJF:SS]
[COMP. Luff]

Enclosure to despatch No. 323
of February 4, 1937, from Embassy,
Paris.

No. A 802/671/45

FOREIGN OFFICE, S.W.1.

2nd February, 1937.

1937 MAR 8 AM 10:48
REGISTRATION

Sir,

I have the honour to refer to Mr. Bingham's notes Nos. 2187 and 2195 of the 2nd and 10th December last respectively, in which His Excellency was good enough to enquire whether the necessary authorisation could be obtained for a flight which Miss Amelia Earhart proposes to make round the world during the latter part of this month.

2. I have the honour to refer in reply to my note of the 17th November regarding the proposed flight of Mr. Joseph A. Costa over the British West Indies, in which it was pointed out that objection is taken in principle to flights over British territory by uncertified foreign aircraft. Nevertheless, since the Department of Commerce consider that Miss Amelia Earhart's machine is satisfactory for her proposed flight, it is not desired to raise objection to the present flight on this account. This authorisation is granted, however, on the condition that third party insurance is effected for the amount appropriate to Miss Earhart's aircraft under the Rome Convention of the 29th May, 1933.

3. Moreover, as regards that part of Miss Earhart's itinerary which covers Malaya, I have the honour to request that Miss Earhart may be informed that she will be permitted to land at Selatar, Taiping and Penang. She should give advance notification of her arrival by telegram to "Aeronautics "Singapore", stating the type and markings of her machine and the date and time of arrival at Seletar. On her arrival at Seletar, all occupants of the machine must report to the Officer of the Watch and must comply with the conditions imposed by the Royal Air Forces for the control of civilian aircraft.

4. As regards India, I have the honour to state that the Government of India do not wish to prescribe any special conditions as to Miss Amelia Earhart's route, but the normal requirement that planes must arrive and depart from a Customs aerodrome will apply in her case. In view of the long range of her aircraft, it is considered desirable that Miss Earhart should be advised to follow the normal route between Rangoon and Allahabad rather than make a direct crossing of the Bay of Bengal. Miss Earhart has been exempted from the operation of rule 6 (1) of the Indian Aircraft Rules, 1920, in so far as that rule requires her to carry a certificate of airworthiness in

respect

Ray Atherton, Esq.,
etc., etc., etc.
London.

respect of the aircraft which she intends to fly. The Government of India note that two small hand cameras will be carried by Miss Earhart. Should she desire to take any aerial photographs in India and Burma, she will be permitted to do so provided that no photographs are taken of prohibited areas, palaces, mosques, sacred places, and Royal Air Force and Army landing grounds.

5. As regards the proposed flight from Karachi to Aden, I have the honour to suggest that Miss Earhart should be informed that no flights over the Arabian territories of Muscat are permitted without special authorisation from the Sultan, and that there is no hope of permission being obtained from His Highness at the present time for private flights in the area. It might also be pointed out to her that the flight between Karachi and Aden would in any case involve a long crossing of the sea and flight along the south coast of Arabia, where there is little prospect of assistance reaching Miss Earhart in the event of her getting into difficulties.

6. With regard to the proposed visit to Aden and the projected flight over the Yemen, I have the honour to suggest that Miss Earhart should be informed that the Yemen is an independent State, that it is understood that the King of the Yemen is not willing to grant permission for foreign aircraft to fly over his country, and that His Majesty's Government are not in a position to obtain facilities for Miss Earhart. In these circumstances Miss Earhart may not wish to take the route over Southern Arabia. However, while the nature of the country and conditions in the Aden Protectorate make private flights over that area undesirable, His Majesty's Government in the United Kingdom would be prepared to consult the Resident at Aden as to a landing at that place, if a visit there is still contemplated by Miss Earhart.

7. Finally, I have the honour to inform you that there is no landing ground licensed for the use of land aircraft in British Guiana, and it will accordingly not be possible for Miss Earhart to land in that Colony if her machine is a land aircraft.

I have the honour to be

with high consideration,

Sir,

Your obedient Servant,

(For the Secretary of State)

D. L. BUSK

REGISTRATION
1937 MAR 8 AM 10:45

No. 942 Panama, February 25, 1937.

AIR MAIL SUBJECT: Around-the-world flight of Miss Amelia Earhart Putnam.

1937 MAR 8 AM 10:48
RECEIVED
REGISTRATION

The Honorable

The Secretary of State,

Washington.

Sir:

I have the honor to refer to the Department's instruction No. 259, of February 15, 1937, file No. 800.79611, concerning an around-the-world flight projected by Miss Amelia Earhart Putnam about mid-March, 1937.

In replying to the Legation's note conveying the sense of the Department's instruction above referred to, the Panamanian Foreign Office, acceding

to

to the request for the special permission said to be necessitated by the special circumstances of the case, states:

> "Note has been taken as well of the data concerning the type of airplane, its motors and special equipment, as well as of the further information referring to this special flight. For that reason the Government of Panamá accedes with pleasure to Your Excellency's request and avails itself of this opportunity to place Paitilla Airport at the orders of such a distinguished aviatrix in the event that she should care to pay us the honor of landing at the said national airport, and will at once take steps in order that all courtesies and facilities of which she is deserving may be extended."

In connection with the carriage of cameras and radio apparatus, please refer to the Legation's despatch No. 744, of October 1, 1936, stating that Panamanian regulations permit the carriage of cameras without special permission, provided such equipment is boxed and sealed, and that radio installations are permitted, provided they are covered by proper documents of the country of an aircraft's registry.

Respectfully yours,

George T. Summerlin

879.5.

FJF/eac

A TRUE COPY OF THE SIGNED ORIGINAL

1937 MAR 8 AM 10:48 REGISTRATION

34

835

Earhart Flight

Amelia

February 19, 1937.

Lieut. L. B. Tollackson, U.S.C.G.,
Room 910 Wilkins Building,
Washington, D. C.

Dear Lieut: Tollackson:

Referring to our telephone conversation this date, it is requested that the enclosed radio be transmitted to Mr. R. Campbell, Howland Island, in Code A. Your attention to this matter is appreciated.

Very truly yours,

W. T. Miller
Airways Superintendent.

WTM

Enclosure.

WTM:MC

SENT OVER MAIL DESK

34

DEPARTMENT OF COMMERCE
FILE NUMBER 835

Earhart Flight

February 19, 1937.

AIR MAIL

Mr. G. P. Putnam,
United Air Terminal,
Burbank, California.

Dear Mr. Putnam:

The permits are not ready for me to bring out to Oakland. Mr. H. R. Reining, in the Bureau of Air Commerce, is working with Mr. Sydney Smith on the permits, and will telegraph me at Oakland on March 10th relative to their status. Mr. Reining mentioned that permission will be in the form of a telegram. If the permits are not all obtained, Miss Earhart will be advised where on her route to expect further telegraphic advice.

I am leaving Washington this afternoon and will arrive at the following address on February 24th:

Department of Commerce,
Oakland Airport,
Oakland, California.

WSM

The runways at Howland will be 4,000, 3,000 and 2,400 feet in length and 150 feet wide.

Matters of radio frequencies and other matters pertaining to Navy and Coast Guard, I will handle after my arrival in Oakland.

Very truly yours,

W. T. Miller
Airways Superintendent

WTM:MC

Howland

IN REPLY REFER TO

REF. NO.

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE
WASHINGTON

February 18, 1937

Memorandum to Mr. R. R. Reining, Registration Division

When you have received the permits for Miss Earhart's flight, it is requested and will be appreciated if you will mail same to me, care of the Department of Commerce, Oakland Airport, Oakland, California.

W. T. Miller, WTM
Airways Superintendent

1937 FEB 19 AM 10:34
REGISTRATION

AERS
FILE

835
Earhart flights
Amelia

February 16, 1937

Mr. Richard B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Mr. Black:

It is requested you purchase sufficient white and red bunting to make a total of 30 flags, 15 white and 15 red. This purchase should be on Miss Earhart's account.

These flags will be used for Miss Earhart's take-off on Howland Island.

Very truly yours,

J

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

February 17, 1937

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

Dear Mr. Putnam:

The enclosed information on Lae, New Guinea, and Darwin, Australia, is forwarded you in accordance with Miss Earhart's request.

Very truly yours,

WTM

W. T. Miller,
Airways Superintendent

Enclosures

WTM:ES

AERONAUTICS
FILE NUMBER 835

Earhart Flight
Amelia

February 11, 1937

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

Dear Mr. Putnam:

The Coast Guard Headquarters advised me this morning that the U.S.C.G. Duane has been relieved by the U.S.C.G. Roger B. Taney. The Duane will return to the mainland and the Taney will remain in the mid-Pacific. The Taney will make the March cruise to Howland Island.

The following radio from Mr. R. B. Black, Field Representative, Department of the Interior, Honolulu, T. H., was received this date:-

"W T MILLER BUREAU OF AIR COMMERCE WASHINGTON
FOLLOWING FROM BLACK QUOTE RELET JANUARY TWENTY SEVEN
STANDARD OIL HAS THIRTY DRUMS AVIATION EIGHTY SEVEN
GASOLINE READY FOR DELIVERY WE WILL CARRY IT ON ROGER
B TANEY STOP THREE FUNNELS CHAMOIS AND SMOKE POTS NOW
ON HOWLAND STOP PUMPS (XX) WILL BE BORROWED STOP HAVE
CONTACTED FARBMAN WHO HAS NOT YET BEEN ADVISED STOP
RELET FEBRUARY FIRST WILL ARRANGE FOR SMOKE SIGNALS
WITH TANEY STOP COAST GUARD SETS ONE HUNDRED FIFTEEN
HOURS AS CONSERVATIVE TIME HONOLULU TO HOWLAND STOP
SUGGEST DIRECT CONTACT CAMBELL ON HOWLAND REGARDING
BIRD HAZARD STOP HE (~~IOC~~) HAS EXPLOSIVE REQUESTED
SHOTGUNS AS MORE EFFECTIVE MEASURE STOP WILL KEEP YOU
CONSTANTLY ADVISED EITHER DIRECT OR THROUGH MY DIVISION

POINDEXTER GOVERNOR OF HAWAII "

WTM

The above is for your information, keeping you advised of developments in the Pacific.

Sincerely,

W. T. Miller

W. T. Miller,
Airways Superintendent

WTM:ES

cc-Mr. Kleindienst
Mr. R. B. Black - "Clipper Air Mail"

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

February 11, 1937

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

Dear Mr. Putnam:

Reference is made to your letter dated February 9, 1937.

In conversation this morning with Mr. Jesse M. Donaldson, Deputy First Assistant, Post Office Department, I mentioned that Oakland would be the Port of departure of Miss Earhart's flight. Mr. Donaldson will make the necessary contacts with the Postmaster at Oakland and Honolulu for the withdrawal of mail as soon as he is advised of approximate definite dates for the handling of the world flight mail.

I mentioned to Mr. Donaldson that I would contact him the first part of next week after my conference with Miss Earhart this weekend and would have some definite information for him.

It will not be necessary for Miss Earhart to be sworn in as a Mail Carrier.

Sincerely,

W. T. Miller,
Airways Superintendent

WTM

WTM:ES

AERONAUTICS
PILOT NUMBER 835

Earhart Flights

Amelia

February 16, 1937

"CLIPPER AIR MAIL"

Mr. Richard B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Mr. Black:

The following radio was sent from the Office of the Secretary of the Navy on February 15, 1937, which is self-explanatory and for your information.

"Op-13B/PS
Br. 212

Secretary of the Navy

15 February, 1937

COMTWELVE
COMFOURTEEN
CINCUS
GOVERNOR SAMOA

COMAIRBASEFOR
FAB PEARL HARBOR
CINC ASIATIC
COMDT. COAST GUARD

1315 MISS AMELIA EARHART WILL DEPART OAKLAND ABOUT FIFTEEN MARCH ON LAND PLANE FLIGHT AROUND WORLD PROCEEDING VIA HONOLULU AND HOWLAND ISLAND AND LEA BRITISH NEW GUINEA AND PORT DARWIN AUSTRALIA PERIOD DEPARTMENT DESIRES FULL COOPERATION AND DIRECTS THAT FOLLOWING BE ACCOMPLISHED AT APPROPRIATE TIME COLON ONE SEAPLANE TENDER FAB PEARL HARBOR TAKE STATION ABOUT MIDWAY BETWEEN HONOLULU AND HOWLAND RETURNING PEARL HARBOR AFTER EARHART LANDING AT HOWLAND SEMICOLON LIEUTENANT ARNOLD E TRUE AND TWO AVIATION MECHANICS ACCOMPANY MARCH TRIP OF COAST GUARD CUTTE DUANE TO HOWLAND FOR AEROLOGICAL FORECAST AND SERVICE TO PLANE SEMICOLON GOVERNOR SAMOA COLLECT USEFUL WEATHER INFORMATION FROM SUVA AUSTRALIA AND OTHER LOCATIONS AND TRANSMIT TO LIEUTENANT TRUE ON BOARD DUANE COLON USSSONTARIO TAKE STATION ABOUT MIDWAY BETWEEN HOWLAND AND BRITISH NEW GUINEA FOR PLANE GUARD AND WEATHER REPORTS PERIOD MR MILLER AIRWAYS SUPERINTENDENT DEPARTMENT OF COMMERCE WILL COORDINATE PLANS FOR FLIGHT PERIOD HE WILL ARRIVE OAKLAND ABOUT TWENTY FIVE FEBRUARY AND WILL CONTACT NAVAL DISTRICT AUTHORITIES KEEPING ADDRESSES ADVISED REGARDING DEVELOPMENTS

WSM

CC: BUNAV. BUAIR. Op-16. Op-20. Op-30. Op-38.
Mr. Miller (via Op-13) "

Correction on the above radio should read "TANEY" instead of "DUANE".

Request you mail Lt. Comdr. Frank Kinner, U.S.C.G. a copy of this communication.

Very truly yours,

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Putnam

WTM:ES

835-

Earhart Flight, Amelia

February 13, 1937

Mr. George Palmer Putnam,
Seymour Hotel,
New York City, New York.

Dear Mr. Putnam:

I have just been advised by the Secretary of War that the War Department will be glad to permit Miss Earhart to use Wheeler Field and its facilities in connection with her forthcoming trans-Pacific flight.

It has been a pleasure for us to be of assistance to Miss Earhart and I hope you will continue to feel free to call on us for any further help.

Cordially yours,

J. M. Johnson,
Assistant Secretary of Commerce.

NBS:RM

X020 War

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

Date .....

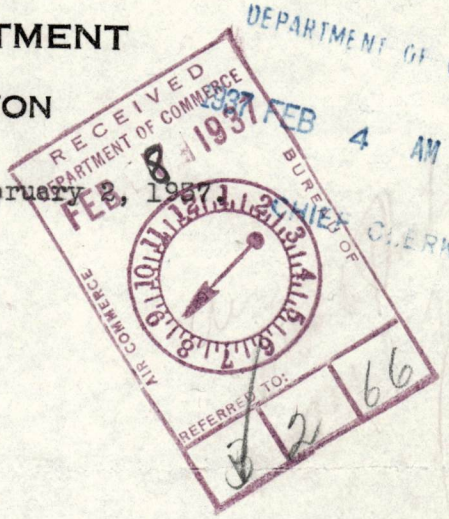
TO ..... Langley .....

- ☐ Prepare reply your signature.
- ☐ Prepare reply your signature and return.
- ☐ Prepare reply my signature.
- ☒ Prepare reply my signature and return.
- ☐ See me reference this.
- ☐ Any suggestions?
- ☐ Please handle.
- ☐ Note and send to files.
- ☐ Note and return.
- ☐ For signature.
- ☐ Investigation and report.
- ☐ See notation.
- ☐ Incorrectly routed—send to .....

Form 205 U. S. GOVERNMENT PRINTING OFFICE

WAR DEPARTMENT

WASHINGTON



DEPARTMENT OF COMMERCE
1937 FEB 4 AM 8:40
CHIEF CLERK

February 2, 1937.

The Honorable

The Secretary of Commerce.

Dear Mr. Secretary:

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

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

Sincerely yours,

Harry H. Woodring

Secretary of War.

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

February 11, 1937

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

Dear Mr. Putnam:

Reference is made to Paragraph 2 in my letter dated February 10, 1937.

The U.S.C.G. Taney has the same set of crystals as the Duane and the frequencies included in the above letter apply to the Taney also.

Relative to radio reception, the Taney can tune in on the entire spectrum.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

835
Earhart Flights
Amelia

February 10, 1937

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

Dear Mr. Putnam:

Reference is made to our telephone conversation of February 9.

The Coast Guard Cutter Duane can transmit on the following frequencies that Miss Earhart could listen in on:

2670-2684-2688-2692-2704-4050-4230-2225-8460-12690.

WHM

I might mention at this time that the Duane is equipped to use either C.W. or phone.

The Navy has a wide range of frequencies to select from and the selection of a channel should depend upon the one that will be the most beneficial to Miss Earhart. The Navy ships that will be assigned to the South Pacific stations operate on C.W., no telephone.

Am advised that Pan American Airways have worked the Coast Guard between the West Coast and Hawaii on the 5000 to 6000 band and the Coast Guard answered on the 8000 band.

The selection of a frequency should depend upon its daytime or night use.

It is requested in selecting frequencies to listen in from both the Navy and Coast Guard, that they be close together in order to facilitate tuning in, such as 4200 kcs., Coast Guard, U. S. Navy, 4225 kcs.

Request information on the following:

1. Will Miss Earhart stand a continuous radio watch.

2. What will be schedule of transmission from the plane:

   a. Voice schedule
   b. C.W. schedule

3. Who is the manufacturer of the radio equipment.

4. Number of transmitter and receivers if more than one set each.

5. Power output of transmitters.

Sincerely,

W. T. Miller,
Airways Superintendent

WTM:ES

835
Earhart Flights
Amelia

February 9, 1937

"CLIPPER AIR MAIL"

Mr. R. B. Black,
Field Representative
Department of the Interior
Iolani Palace;
Honolulu, T. H.

"CONFIDENTIAL"

Dear Mr. Black:

The following is for your information in order that you will be familiar with arrangements that have been made in Washington.

WSM

The Navy Department is cooperating to the following extent:

1. An aviation tender ship from Pearl Harbor will be stationed about midway between Honolulu and Howland Island at the time of the flight from Honolulu to Howland.

2. The U.S.S. Ontario stationed in Pago Pago, Samoa, will be stationed at a point about midway between Howland Island and New Guinea at the time of the flight between these two points.

3. The Governor of American Samoa will be requested to collect weather information from Suva, Australia, and other points of interest that can be obtained and relay it to Lt. Arnold E. True, U.S.N., aboard the Duane, for his information in forecasting weather for the flight between Honolulu and New Guinea.

4. Lt. Arnold E. True, U.S.N., of the ~~Pearl~~ Fleet Air Base, Pearl Harbor, will be requested by the Navy Department to accompany the Duane on the March cruise and be in charge of weather activities in connection with the flight.

5. Two aviation mechanics from the Fleet Air Base, Pearl Harbor, will accompany the Duane, and render assistance to Miss Earhart at Howland Island.

Your cooperation in the above will be appreciated.

A copy of this letter will be forwarded to Mr. William Cogswell, Bowman, Deute & Cummings, Honolulu, T. H., for his information as he is Miss Earhart's representative.

Very truly yours,

W. T. Miller,
Airways Superintendent

WTM:ES

cc-Mr. Kleindienst
Mr. Cogswell - - - - Air Mail *
Mr. Putnam

* Request the above be considered confidential.

835

Earhart Flights

February 9, 1937 Amelia

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

Dear Mr. Putnam:

In order to avoid any criticism from the Navy, Coast Guard, and the Department of the Interior for delaying sailing dates of the service craft from Honolulu and Samoa, it is suggested we advise these Government departments the approximate dates of Miss Earhart's flight between San Francisco and New Guinea in order that the service ships may be ready for their respective cruises also allowing the Department of the Interior sufficient time to make preparation for their next expeditionary cruise to the Equatorial Islands aboard the Coast Guard Cutter Duane. If possible, we could advise the Departments concerned the approximate dates of flights at this time and any definite change in itinerary at a later date would be reported accordingly.

Enclosed find Form 1509, Sender's Application for Withdrawal of Mail, obtained from the City Post Office and forwarded for your information.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

cc-Mr. Kleindienst

Enclosure

AERONAUTICS FILE NUMBER 835

Earhart flights
Amelia

February 8, 1937

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

Dear Mr. Putnam:

You advised me on your last visit to Washington that Miss Earhart intends to use 3105 - 6210 and 500 kcs., for radio communications on her flight. It is requested that you advise if she intends to use these channels for both transmitting and receiving, which information is important relative to making radio arrangements with the U. S. Navy and Coast Guard on the flight between Honolulu and New Guinea.

The two Navy ships to be stationed midway between Honolulu-Howland and Howland-New Guinea can receive on 3105 - 6210 and 500 kcs., but equipped to transmit on answer only on 500 kcs.

It is requested that any information you may furnish me relative to Miss Earhart's plans for use of radio will be appreciated. This information is necessary in order to make sure that she will encounter no difficulties with radio contacts with the Coast Guard and Navy ships to be stationed between Honolulu and New Guinea.

I might suggest on account of very little shipping in the South Pacific, the only contact will be the Service ships.

WTM

Sincerely,

W. T. Miller,
Airways Superintendent

WTM:ES

NOT SENT OVER MAIL DESK

AERONAUTICAL
835

Earhart Flight to Amelia

February 3, 1937

Major Clayton Bissell, U.S.A.
Wheeler Field
Schofield, T. H.

Dear Clayton:

In regard to Miss Earhart's flight, Mr. Putnam advised me this date that Mr. Wilbur Thomas, an experienced service man from Pratt & Whitney, is going to Honolulu and Mr. Deeds, President of Pratt & Whitney, writes that he (Mr. Thomas) will be available to take care of any of Miss Earhart's requirements. In addition to being an expert on Wasp H engines he is also familiar with the constant speed propellers.

The above is forwarded to you for your information.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

cc-Captain Evers Abbey, U.S.A.
Chief, Air Corps Office
War Department
Washington, D. C.

WTM:ES

AERONAUTICS
LETTER NUMBER 835

Earhart Flight to Amelia

February 2, 1937

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

Dear Mr. Putnam:

It is requested that you forward me information relative to the radio frequencies Miss Earhart intends to use for transmission and reception of messages, also, is she going to use code or voice, and range of each. This information is necessary in order to check up with the Navy and Coast Guard facilities.

The Navy has no definite information on Maracay Airport as this field has been a strictly Military field under the rule of Gomez, located in higher altitudes than the beach, near the Gomez summer home. Since his death it may be possible to get permission to use this field. There are no hangar facilities and it is thought to be of sufficient size to operate from in safety. This field is located about 400 miles west of Port of Spain.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:EB

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AERONAUTICS FILE NUMBER: 835

Earhart Flight to Amelia

AIR MAIL

February 1, 1937.

(Confidential)

Mr. R. B. Black,
Field Representative,
Department of the Interior,
Iolani Palace,
Honolulu, T. H.

Dear Mr. Black:

It is requested and will be appreciated if you will arrange with the Commanding Officer of the Duane when standing by at Howland Island to send up a series of large black smoke clouds at dawn, about the time of Miss Earhart's expected arrival. This identification will be effective, when given time to rise, and will have an enormous visibility from the air.

It is further requested that you inquire from the Commanding Officer the approximate time it will take the Duane to cruise from Honolulu to Howland Island. This information will be important when considering a sailing date from Honolulu for Howland prior to Miss Earhart's flight.

For your information, it looks as if Miss Earhart will contemplate landing at Wheeler field in the morning and take off the same day at dusk for Howland. If any changes in these plans are made, you will be advised accordingly.

I might say that I am working directly through you on all matters pertaining to the Coast Guard, and your interest and cooperation will be appreciated.

It is suggested that, if possible, you obtain a quantity of dynamite for transportation to Howland on your next cruise, to be set off at dawn on the arrival date of Miss Earhart, for the purpose of scaring away as many birds as possible. It is thought that this may have some effect in scaring away the bird habitation sufficiently to eliminate the bird hazard in the landing of aircraft.

Sincerely yours,

W. T. Miller
Airways Superintendent.

WTM:MC

CC/ Mr. Kleindienst
Mr. Putnam.

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AERONAUTICS FILE NUMBER 835

February 1, 1937.

Earhart Flights
Amelia

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

Dear Mr. Putnam:

Reference is made to your letter of January 30, 1937.

When I receive Bill Cogswell's address, I will mail to him direct copies of correspondence in which he will be interested.

I am assuming that Mr. Cogswell will arrange a lodging place for Miss Earhart during her visit at Wheeler. If you desire that I take care of this matter, please advise.

In regard to the birds on the Island, it is thought that the Airport construction work will have a tendency to scare away a great number of them. I will suggest to Mr. Black that he take some dynamite along on his next cruise, and set it off at dawn on the arrival date of Miss Earhart. This should have some effect.

Sincerely yours,

WTM

W. T. Miller
Airways Superintendent.

WTM:MC

AERONAUTICS
FILE NUMBER 835

Earhart Flights
Amelia

February 1, 1937

Captain Ken Whiting, U.S.N.
Commanding Officer
Fleet Air Base
Pearl Harbor, T. H.

Dear Ken:

The original of the enclosed copy was forwarded you under regular mail and I am sending you this correspondence via the Clipper ship in order that you will receive it within a reasonable length of time.

Mr. Putnam advises that arrangements are being made for the transportation of certain spares including a run-in-cylinder assembly and a full set of spark plugs to go out with the Duane on the March cruise.

Miss Earhart has Hamilton Constant Speed Propellers installed on her plane and it is thought advisable to give you this information in helping you select aviation mechanics that are familiar with both the Wasp H engine and the above propellers.

Very truly yours,

WTM

W. T. Miller,
Airways Superintendent

cc-Mr. Putnam
Mr. Black

WTM:ES

34

AERONAUTICS FILE NUMBER 835

Earhart Flights

Amelia

February 1, 1937.

AIR MAIL

Mr. R. B. Black,
Field Representative,
Department of the Interior,
Iolani Palace,
Honolulu, T. H.

Dear Mr. Black:

The enclosed blueprint is for your information, showing the tank lay-out of Miss Earhart's ship, both wing and fuselage, and showing position and size of filler-necks and capacity of the various tanks. It is suggested that you keep this print, in case you need it at some future date. Be advised that it will not be necessary to purchase gas funnels for refueling at Howland, as previously requested. A suitable funnel will accompany Miss Earhart's plane.

Considering the limited amount of time between now and your next departure date from Honolulu, and in order to expedite communications, it is suggested that Air Mail be utilized, and radio on all fast messages.

Sincerely yours,

W. T. Miller
Airways Superintendent.

WTM

WTM:MC
Enclosure.

CC/ Mr. Putnam
Mr. Kleindienst
Mr. Cogswell

Hull

34

835

Earhart Flights
Amelia

February 1, 1937.

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

Dear Mr. Putnam:

In reply to your letter to the Secretary of War, be advised that he will write you in a day or two, granting your request to utilize Wheeler Field on Miss Earhart's flight. The Commanding General of the Hawaiians will be advised accordingly from the Secretary's Office.

I called on the French Air Attache, who advises that he has no information on airports in French Guinea, but will wire his Government, if necessary. In fact, I believe that Pan American has more information than he can find out from Paris.

The Venezuelan Legation advises that it has no specifications on Macaray, but will write for it if requested. Am afraid that it will take too long for an answer to get here. I think that Pan American should have some first-hand information on it. The Navy Hydrographic Office states that it is difficult to obtain information on this Field, as it is a military airdrome. They are going to see if the Office of Naval Intelligence has any dope on it. The Legation advised that the Army is using this Field, and it is large in size. They also said that new Lockheeds, twin-motored ships, have been purchased for delivery for operation off this Field.

Sincerely yours,

WTM

W. T. Miller
Airways Superintendent.

WTM:MC

Lib

AERONAUTICS
FILE NUMBER 835

Earhart Flights

January 29, 1937 Amelia

Mr. R. B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Dick:

The enclosed copy of letter to Captain Whiting is for your information. Your cooperation in completing arrangements with Captain Whiting for the transportation of the two naval aviation mechanics and their equipment from Honolulu to Howland and return on the March cruise will be appreciated.

In telephone conversation with Mr. Kleindienst this morning I was advised that the mess account for these two Navy men, members of your next Equatorial Island Expedition, will be paid for by the Division of Territories and Island Possessions.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Putnam

WTM:ES

AERONAUTICS
FILE NUMBER 835

Earhart Flights
Amelia

January 29, 1937

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

Dear Mr. Putnam:

While in the Bureau of Aeronautics, Navy Department, yesterday, Admiral Cook's office advised me that the Chief of Naval Operations had approved your request for two naval aviation mechanics from Pearl Harbor Fleet Air Base to accompany the March cruise of the Duane. Departure date from Honolulu of the Duane to be set at a latter date.

The copy of enclosed letter is for your information and files.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Black
Capt. K. Whiting, U.S.N.

WTM:HS

AERONAUTICS
FILE NUMBER 835

Earhart Flight to Amelia

January 29, 1937

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

Dear Mr. Putnam:

For your information, the Interior Department received a radio this morning from Mr. Black stating that the Duane departed from Howland Island for Baker on January 27, then proceeding to Fanning Island for a short visit before continuing enroute to Honolulu.

Airport construction on Howland progressing satisfactorily. The personnel on Howland consists of Mr. Campbell, seven W.P.A. workers, and four Department of Interior men, making a total of twelve personnel working on the new field.

Sincerely,

W. T. Miller,
Airways Superintendent

WTM

WTM:ES

835
Earhart Flights
Amelia

January 29, 1937

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

Dear Mr. Putnam:

This acknowledges your letter dated January 27, 1937.

Data and pictures on Howland will be mailed you about February 3rd or 4th. The reason for delay is on account of receiving prints being made from Howland negatives.

The selection of Wheeler Field (Army) on the Island of Oahu appears to be the best bet and offers a greater safety factor in the take-off.

I noted in your letter that Bill Cogswell will act as your Honolulu representative - a good selection. May I suggest that you forward Bill copies of my correspondence pertaining to the Army, Navy (Honolulu) and Mr. Black's interests in the flight. This might be advisable in that he will know what action has been accomplished in Washington.

Sincerely,

W. T. Miller,
Airways Superintendent

WTM

WTM:ES

835
Earhart Flights
Amelia

January 29, 1937

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

Dear Mr. Putnam:

Reference is made to inquiry in paragraph 3 of your letter dated January 26, 1937, relative to airport possibilities north from Natal to Venzuela.

Attached find information on landing field facilities at Port of Spain, Trinidad, B.W.I., and major airports in Venzuela, as recorded in the Hydrographic Office, U. S. Navy files, Washington, D.C.

The landing field information on Port of Spain enclosure is a duplicate mailed you about two weeks ago. It is suggested that you request Pan American to radio their representative at Port of Spain for last minute information on the Piarco Field, also requesting additional information necessary to assist in rendering a decision as to utilizing said field as one of the contact points on the flight.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent.

WTM:ES

AERONAUTICS
FILE NUMBER 835

January 29, 1937

Earhart Flight
Amelia

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

Dear Mr. Putnam:

In regard to Miss Earhart's visit while in the Hawaiian Islands, may I offer a suggestion for your consideration which I worked out with Captain Evers Abbey, U.S.N., office of the Chief of Air Corps, Washington, D. C. Immediately (if you have not already) request permission from the Secretary of War to use Wheeler Field in connection with Miss Earhart's flight, also further request cooperation of the Commanding Officer of Wheeler Field to lend assistance in housing the Lockheed and temporarily loan the services of a competent aviation mechanic to service her plane and check over the Wasp H engines. This takes care of the official side of the set-up.

Captain Abbey and I will make an individual personal contact with Major Clayton L. Bissell, U.S.A., operations officer for Wheeler Field, requesting his close friendly cooperation in rendering all the protection and assistance that Miss Earhart may request upon her landing at Wheeler Field, Schofield Barracks.

If you concur with the above arrangements, we can shoot immediately.

The enclosed copy of letter is for your information.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

January 29, 1937

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

Dear Mr. Putnam:

In answer to paragraph six of your letter dated January 27, 1937, it is thought that the Standard Oil officials in Honolulu have been erroneously advised.

The departure date of the Duane from Honolulu in March continues to be elastic in order to fit in with Miss Earhart's schedule. The Department of the Interior sent Mr. Black a radio this date advising him that the sailing date for the March cruise will be authorized in Washington.

Sincerely,

W.T.M

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Black

WTM:ES

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

January 29, 1937

Confidential

Captain Ken Whiting, U.S.N.
Commanding Officer
Fleet Air Base
Pearl Harbor, T.H.

Dear Ken:

The enclosed copy of letter to Mr. George Palmer Putnam is for your information.

Miss Amelia Earhart is contemplating a flight around the Globe tentative departure date on this air cruise will be in March, 1937. One of her port of calls will be Wheeler Field, Schofield Barracks, the next stop Howland Island, then New Guinea, etc.

I am handling the Washington preparatory activities of the flight in cooperation with Mr. Putnam and the reason for writing you at this time. Mr. Putnam has requested the services of two naval aviation mechanics from your command to accompany the March cruise of the Coast Guard Cutter Duane from Honolulu to Howland Island and return, said personnel to be present on the Island when Miss Earhart lands, and lend their cooperation in rendering any service she may request.

Your interest in this affair will be greatly appreciated if you will assign two of your competent airplane engine mechanics familiar with the Wasp H engines, the type installed in Miss Earhart's Lockheed Electra. It is suggested, if possible, that they carry with them a complete set of tools for the Wasp H engine in case they are needed when checking over her motors, also carry along any other equipment you deem advisable for them to have on this expedition.

I might say that Commander Marc Mitscher advised me yesterday that the Chief of Naval Operations has approved the temporary loan of two mechanics from your station.

I am cooperating direct with Mr. Richard B. Black, Field Representative, Department of the Interior, on all matters pertaining to Coast Guard. Mr. Black's address is Iolani Palace, Honolulu.

WFM

The two aviation mechanics will be members of Mr. Black's Expeditionary Party on the March cruise and their men aboard ship will be paid for by the Department of the Interior, which is handled by Mr. Black.

I wish to take advantage of this opportunity and express my appreciation in advance for your cooperation in helping to make Miss Earhart's Globe flight a success.

Here is hoping that this letter finds you and the family enjoying the best of health.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst
Mr. Black
Mr. Putnam

WTM:ES

835
Earhart Flights
Amelia

January 27, 1937

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

Dear Mr. Putnam:

In answer to your letter of January 26, be advised that Mr. Black has been requested to notify the writer when he receives the aviation fuel in Honolulu. The enclosed copy of letter to Mr. Black is for your information.

It will be satisfactory with authorities in Washington to include Mr. Nathaniel Farbman as a member of the Expedition Party on the March cruise to Howland. The only cost to Mr. Farbman will be his mess bill which will be about $1.00 per day.

I am acquainted with Mr. Farbman and his ability as a photographer and classify him as one of the best. His work is superior to his competitor's in Honolulu

I will continue to investigate the airport situation along the route north from Natol and advise further information later.

Sincerely,

W. T. Miller

WTM

WTM:ES
Enclosure

AE FILE NUMBER 835

Earhart Flights
Amelia

January 27, 1937

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

Dear Mr. Putnam:

This acknowledges your letter dated January 26.

In regards to Lieut. Stephens being temporarily stationed at Naval Reserve Air Station, Oakland Airport, the Navy Department here advises that the request for his transfer has not been received. I think that the request has not had time to reach the Bureau of Aeronautics. Lieut. Comdr. Anderson in the Bureau of Aeronautics in charge of Aerology will advise me when Stephens' papers are received.

Your request will be forwarded from Capt. A. C. Pickens to the Commander of Airons (Admiral King) for consideration and then mailed on to Washington for further consideration. We should not encounter any difficulties in obtaining Mr. Stephens' services.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

AER... FILE NUMBER 835

Earhart Flights - Amelia

January 27, 1937

Mr. R. B. Black,
Field Representative
Department of the Interior
Iolani Palace
Honolulu, T. H.

Dear Mr. Black:

Mr. George Palmer Putnam has made arrangements for the Standard Oil Company to deliver aviation fuel to you at Honolulu for transportation to Howland Island for use in connection with Miss Earhart's flight. It is requested that you advise the writer by radio when this fuel has been delivered to you, stating the amount.

It is further requested you advise if funnels, duplicate pumps, and chamois have been obtained for transportation to Howland in connection with your next cruise. It is thought that possibly two pumps can be obtained from either the Army or Navy Air Corps on a temporary loan.

Mr. Putnam has requested permission for Mr. Nathaniel Farbman of Honolulu to be a member of the Expedition party on the March cruise to Howland. He will handle photography and press releases for Miss Earhart. Mr. Kleindienst mentioned over the telephone that it would be satisfactory and the matter is being referred to you for further action. Your early radio reply to the writer will be appreciated.

Mr. Kleindienst has given the writer permission to write you direct regarding the above and a copy of this letter will be mailed to the Division of Territories and Island Possessions.

Very truly yours,

WTM

W. T. Miller,
Airways Superintendent

cc-Mr. Kleindienst

Mr. George Palmer Putnam

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

January 21, 1937

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

Dear Mr. Putnam:

This acknowledges your letter of January 19 in regard to the utilization of Coast Guard Communications by Miss Earhart and they are desirous of additional information. It appears that short dispatches may be transmitted but long messages may require special permission. It is requested that you advise me relative to the nature of the subject matter to be included in Miss Earhart's communications, approximate number of dispatches and number of words. With this information I will continue to carry out the request in your letter of January 19.

Enclosed find report copies of "Winds Aloft" on Howland Island for the months of September and October, 1936. You have recently reviewed these reports but attached copies are forwarded for your files.

I have written Mr. Black so the letter will reach him upon his return to Honolulu requesting copies of Winds Aloft Reports collected on his last visit to Howland Island. As soon as these records are received same will be forwarded you for your information and files.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

AERONAUTICS
STYLE NUMBER 835

Earhart Flight to Amelia

January 21, 1937

Mr. R. B. Black
Department of Interior Representative
Iolani Palace, Honolulu, T. H.

Dear Mr. Black:

The pilot balloon observation records from Jarvis and Howland Islands recently forwarded to Washington were received with interest and contain valuable information as to Winds Aloft.

Mr. Ray Kleindienst mentioned over the telephone this date that it would be satisfactory to make a request direct to you for the latest upper air reports from Jarvis to Howland. In this regard, upon your return, it is requested and will be appreciated if you will Air Mail (Clipper Ship) summary copies of "Winds Aloft" reports (prepared as per copy attached) from Jarvis and Howland.

It is further suggested that you forward the above information direct to the writer.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

WTM:ES

CC-Mr. R. Kleindienst,
Dept. of Interior

X616.7
X518.54

AERONAUTICS
8 35

Earhart Flights
Amelia

January 21, 1937

Commander Marc Mitscher, U.S.N.
Bureau of Aeronautics
Navy Department
Washington, D. C.

Dear Commander:

Reference is made to our recent telephone conversation relative to the temporary loan of two aviation mechanics from Pearl Harbor Fleet Air Base to accompany the March cruise of the Coast Guard Cutter Duane from Honolulu to Howland Island.

In accordance with your suggestion, I am enclosing a copy of a letter written by Mr. George Palmer Putnam for your information.

Sincerely,

WTM

W. T. Miller,
Airways Superintendent

Enclosure

WTM:ES

AERONAUTICS FILE NUMBER 835

Earhart Flights
Amelia

January 18, 1937

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

Dear Mr. Putnam:

This acknowledges your letter dated January 15 relative to clarifying certain points.

Lieut. Comdr. Wm. Sinton, U.S.N. aviator, in charge of aeronautical information in the Navy Hydrographic Office, Washington, D. C., has written Lieut. Richard F. Whitehead, U.S.N., Attache, Rio de Janeiro, Brazil, for the latest information on landing fields from Natal on north toward the United States.

I have not taken any definite action relative to forwarding a written request for the two naval aviation mechanics. My negotiations to date have been verbal. It is suggested you address a letter to the Chief of the Bureau of Aeronautics, Navy Department, Washington, D. C., requesting the services of two naval aviation mechanics to be temporarily loaned from the Pearl Harbor Fleet Air Base to accompany the March cruise of the U. S. Coast Guard Cutter Duane from Honolulu to Howland Island, definite date of sailing to be decided upon at a later date. For further details relative to the purpose for the loan of these Navy mechanics, suggest information be obtained from Commander Marc. Mitscher, U. S. N., who is familiar with this request.

The following two suggestions are offered for a Postmaster on Howland Island:

1. If possible, ask for a volunteer postoffice employee from the Honolulu Postoffice to accompany the March expedition and be designated for the Postmastership.

2. Designate a competent Kamehameha school boy, American citizen, to be selected upon the return of the Duane to Honolulu. Said individual to accompany and return with the March cruise.

WTM

This acknowledges receipt of the Upper Air Balloon observationsreports which arrived in the mail this date.

Sincerely,

W. T. Miller

WTM:ES

835

Earhart flights

January 16, 1937

Amelia

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

Dear Mr. Putnam:

I have forwarded you under separate cover a set of Naval Aviation strip maps covering the distance from Port of Spain, Trinidad Island, to Florida, U.S.A. Be advised that only the South Coast of Cuba is included on these Air Maps and none have been printed showing the North Coast.

Enclosed find descriptions of available landing facilities along the PanAmerican Route from Para to Miami. Said information was obtained from the Navy Department.

Very truly yours,

W. T. Miller,
Airways Superintendent.

CONTROL NUMBER 835

Earhart, Amelia

DEPARTMENT OF COMMERCE

AIR COMMERCE

ANF-1937

DAY LETTER

WASHINGTON D C JANUARY 15 1937

GEORGE P. PUTNAM
2 WEST 45TH STREET
NEW YORK NEW YORK

STEPHENS IS STATIONED ABOARD USS WRIGHT ADDRESS CARE POST MASTER SANDIEGO CALIFORNIA STOP SUGGEST REQUEST BE MADE FOR STEPHENS TO BE TEMPORARILY ASSIGNED TO NAVAL RESERVE AIR STATION OAKLAND AIRPORT OAKLAND CALIFORNIA FOR DUTY IN CONNECTION WITH FORECASTING PACIFIC WEATHER STOP JIMMIE SMITH STATE DEPARTMENT ADVISES TO OBTAIN MEDICAL INFORMATION AT TIME VISAS ARE OBTAINED FOR REASON THE FOREIGN OFFICES WOULD HAVE FIRST HAND INFORMATION ON THE SUBJECT STOP IF YOU DESIRE FURTHER ASSISTANCE FROM WASHINGTON ADVISE ACCORDINGLY

W T MILLER

34

Confirmation

WTM:ES

NOT SENT OVER MAIL DESK

34

AERONAUTICS
FILE NUMBER 835

Earhart Flights
Amelia

Air Navigation Division,
January 7, 1937.

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

Dear Mr. Putnam:

The Navy has suggested that a letter be written to the Secretary of the Navy requesting the services of two Naval Aviation mechanics on the March cruise of the U.S.C.G. Duane to Howland. This letter should be forwarded as soon as possible, in order that the Fleet Air Base, Pearl Harbor, can be advised of the action to be taken. A copy of said letter should be sent to Commander Marc A. Mitscher, U. S. N., Bureau of Aeronautics, Navy Department, Washington, D. C.

If you desire the assistance of Naval Aviation mechanics, it is suggested that I be advised accordingly, and a letter will be prepared here if this meets with your plans. If you prepare the letter, please advise me.

Sincerely yours,

WTM

W. T. Miller
Airways Superintendent.

WTM:MC

File

34

835

Earhart Flights.

Air Navigation Division,
December 28, 1936. Amelia

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

Dear Mr. Putnam:

Reference is made to my letter dated December 11, 1936, transmitting Upper-Air data compiled on Jarvis and Howland Islands in the South Seas.

The U. S. Weather Bureau in Washington has requested these records and if they have served their purpose with you, it will be appreciated if same will be returned to me at your convenience.

Sincerely yours,

WTM

W. T. Miller
Airways Superintendent.

WTM:MC

WTM:MC

W. T. Miller
Airways Superintendent

34

Air Commerce 835
Earhart flights
BANF 1937

DAY LETTER

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

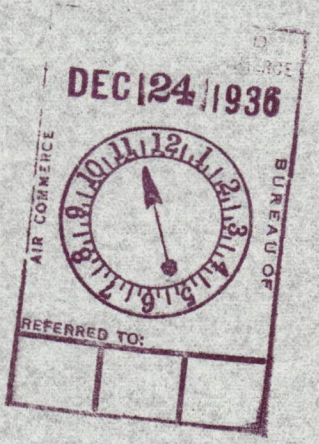
Washington, D.C., December 24, 1936.

G P PUTNAM
2 WEST 45th STREET
NEW YORK CITY

FOLLOWING RADIO RECEIVED FROM CAMPBELL HONOLULU QUOTE PLEASE HAVE PUTNAM CONFIRM BY CABLE TO DAVIES AUTHORIZATION JOINT ACCOUNT BLACK AND CAMPBELL STOP CABLE ADDRESS DRACO HONOLULU ATTENTION MCMANNUS STOP CONFIRMATION REQUESTED FOR CLEARANCE ONLY PUTNAM NAME OTHERWISE DOES NOT APPEAR UNQUOTE THIS COMMUNICATION RELAYED FOR YOUR INFORMATION AND ACTION STOP REFERENCE IS MADE TO BUREAU LETTER TO CAMPBELL DECEMBER FOURTEENTH COPY IN YOUR POSSESSION AUTHORIZING THE ESTABLISHMENT OF AN ACCOUNT IN HONOLULU AS PER YOUR INSTRUCTIONS

MILLER

WTM



34

835

Earhart Flights - Amelia

Air Navigation Division,
December 22, 1936.

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

Dear Mr. Putnam:

This is to advise you that I am back in Washington and will be here indefinitely. If I should leave here for a period of a few days, you will be advised accordingly.

For your further information, the U.S.C.G. Duane, Coast Guard Cutter, will sail from Honolulu on January 12, 1937.

Sincerely yours,

WTM

W. T. Miller
Airways Superintendent.

WTM:MC

AERONAUTICS
FILE NUMBER 835

Earhart, Amelia

December 11, 1936

Mr. George Palmer Putnam,
2 West 45th Street,
New York, N. Y.

Dear Mr. Putnam:

Enclosed are upper air observation reports from Jarvis and Howland Islands, South Seas, forwarded to the Department of Interior via Clipper ship. Copies of letters from Messrs. Black and Kleindienst are also forwarded for your information.

It is requested that the weather reports be returned to the writer when they have served their purpose.

Sincerely yours,

WTM

W. T. Miller
Superintendent of Airways.

NOT SENT OVER MAIL DESK

GEORGE PALMER PUTNAM

FILE NUMBER 835-

Earhart, Amelia

files

2 West 45th Street,
New York City.

November 10,1936.

Dear Sangree:

Thanks much for your letter of November 9th, with enclosures.

A.E. is studying the pamphlet. We note that it is not for general distribution and ultimately is to be returned to the Hydrographic Office.

Sincerely,

GPP

N..B. Sangree, Esq.,
Department of Commerce,
Aeronautics Branch,
Washington, D.C.

File Number 835
Earhart, Amelia

November 9, 1936

Captain L. R. Leahy,
Chief Hydrographer,
U. S. Navy,
Washington, D. C.

Dear Sir:

I have received and forwarded to Mrs. Amelia Earhart Putnam the Hydrographic Charts and the pamphlet entitled, "Climatic Features of the Pacific Island Region", which you so kindly sent her for that purpose.

I have told Mrs. Putnam that your office wishes return of the pamphlet when it has served her purpose and explained that it is not yet for general distribution. I am sure that she will comply carefully with your wishes. I have also told her that your office stands ready to be of any further assistance which may be possible from examination of the data which you have in the office there.

Thank you for your courteous and genereus help in this matter.

Yours very truly,

N. B. Sangree,
Assistant to the Director.

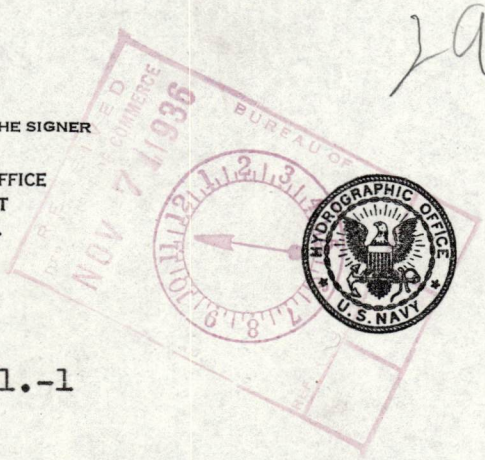
NBS:RM

X014.3

29

IN REPLY ADDRESS NOT THE SIGNER OF THIS LETTER, BUT

HYDROGRAPHIC OFFICE
NAVY DEPARTMENT
WASHINGTON, D. C.



REFER TO No.

Nav-126-MCB

HYDROGRAPHIC OFFICE

WASHINGTON, D. C.

Incl.-1

6 November 1936

Sir:

The Chief of Naval Operations has approved the supplying of certain weather data for the Pacific area in the case of Mrs. Putnam.

There is inclosed, herewith, the weather summary "Climatic Features of the Pacific Islands' Region" which you requested on her behalf.

It is requested that, when this article has served its purpose, it be returned to the Hydrographic Office. The article is not for general distribution.

Respectfully,

L. R. Leahy,
Captain, U. S. Navy,
Hydrographer.

Mr. N. B. Sangree,
Chief, Administrative Section,
Bureau of Air Commerce,
Department of Commerce,
Washington, D.C.

AERONAUTICS FILE NUMBER 835

Earhart, Amelia

November 2, 1936

Mrs. Amelia Earhart Putnam,
Seymour Hotel,
New York City, New York.

Dear Amelia:

Official permission by phone to get the weather information you need was not very satisfactory so I visited the Chief Hydrographer today and hope to have something to forward you by tomorrow. The weather information in the Pacific is not, by itself, apparently confidential but it happens to be included in a book pertaining to other naval information in the Pacific area which is confidential. Consequently, I have been put off with red tape since official permission has not been forthcoming. However, the Chief Hydrographer, Captain Leahy, believes that he can extract this particular data and turn it over to you. He hoped to be able to send it by messenger this afternoon.

That group is very willing to give you everything they can but it is difficult for them to release it from their hands. They stated that they believed you could secure valuable information by a personal visit to that office that you would be unable to get in any other way. They showed me some consular reports which keep coming in currently and are unquestionably the latest facts that become available. In case you have not met them and would feel safer to have examined their material, I believe it would be a good idea to stop in if you can find time between now and the southern trip. In the meantime I will, of course, continue to try to get whatever is possible.

Best regards,

NBS:RM

N. B. Sangree,
Assistant to the Director.

NOT SENT OVER MAIL DESK

54

fej

BUREAU OF AIR COMMERCE FILES

INFORMATION NUMBER 835

Earhart Flights - Amelia

October 23, 1936.

World Flight

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

My dear Mr. Secretary:

There is enclosed a copy of a letter, dated October 15, 1936, from Mr. G. P. Putnam, 2 West Forty-fifth Street, New York City, concerning the proposed world flight of Miss Amelia Earhart.

The aircraft to be used on the flight, Lockheed, model Electra 10-E, serial number 1055, restricted license NR-16020, is recorded as owned by Miss Amelia Earhart, 50 West Forty-fifth Street, New York City. It will be flown by Miss Amelia Earhart, who holds transport pilot's license No. 5716. The navigator, Mr. Harry Manning, 362 Riverside Drive, New York City, holds private pilot's license No. 17063.

Since the subject aircraft is considered satisfactory for the purpose of the flight and the pilot is considered competent, this Department perceives no objection to the flight. It is, therefore, requested that the State Department secure the necessary permission.

Cordially yours,

(Signed) J. M. Johnson

Assistant Secretary of Commerce.

enclosure

MAILED BY BU. AIR COMMERCE

Ala 835 - Manning, Harry

" 004 "

10/24 Jds

54

BUREAU OF AIR COMMERCE FILES

AERONAUTICS FILE NUMBER 835

Earhart Flights -

October 20, 1936.

Amelia -

World Flight

Mr. George P. Putnam,
2 West Forty-fifth Street,
New York City.

Dear George:

This will acknowledge receipt of your letter of October 16, 1936, together with the enclosure, concerning A. E.'s contemplated world flight, using her Lockheed aircraft, model Electra 10-E, serial number 1055, restricted license NR-16020.

We are transmitting this information to the State Department with the request that they secure the necessary permission from the countries, set forth in the proposed itinerary.

In view of the long over water flights involved, it will be necessary for A. E. to obtain a non-scheduled instrument flying rating. Such a rating may be secured as set forth in the attached memorandum.

It is noted that A. E.'s transport license expired on October 15, 1936. It is, therefore, suggested that if she has not already done so, that she have her license renewed.

With kindest personal regards, I am

Sincerely yours,

J. Carroll Cone,
Assistant Director of Air Commerce
(Air Regulation).

enclosure
memorandum

RRR-fej

Aero 004 - Earhart, Amelia -
X 631.1 - " " -

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

54

Date .....

TO Gorrell

- ☐ Prepare reply your signature.
- ☐ Prepare reply your signature and return.
- ☐ Prepare reply my signature.
- ☑ Prepare reply my signature and return.
- ☐ See me reference this.
- ☐ Any suggestions?
- ☑ Please handle.
- ☐ Note and send to files.
- ☐ Note and return.
- ☐ For signature.
- ☐ Investigation and report.
- ☐ See notation.
- ☐ Incorrectly routed—send to .....

Form 205 U. S. GOVERNMENT PRINTING OFFICE

GEORGE PALMER PUTNAM

Please Return
Please Expedite
this and
return from letter
to A.E. for my file

2 West 45th Street,
New York City.

October 16, 1936.

Dear Gene:

Here's a letter which explains itself. It is in duplicate. I think it is in order. I will appreciate it if it is gotten over to Mr. Southgate promptly.

Please note that in item 1 of the letter I have not inserted A.E.'s transport pilot license number. I haven't it here. Will you please have it inserted.

Thanks.

Sincerely,

GPP

Gene Vidal, Esq.,
Department of Commerce,
Aeronautical Branch,
Washington, D.C.

1936 OCT 19 PM 1:04
REGISTRATION

GEORGE PALMER PUTNAM

2 West 45th Street,
New York City.

October 15, 1936.

Bureau of Air Commerce,
Department of Commerce,
Washington, D.C.

Gentlemen:

Confidentially, this letter is in connection with the proposed world flight of Amelia Earhart, requesting the cooperation of the Department of State in securing the permissions, etc., which may be required for such flight. As I understand it, the application will be acted upon by the State Department when forwarded to it with your approval.

Complying with the memorandum of procedure handed me by the Department of State, the data in connection with this proposed flight is as follows:

1. Amelia Earhart, transport pilot, license # 5716.
2. Navigator, Harry Manning.
3. Lockheed Electra.
4. Two Wasps S3H1.
5. License #NR-16020.
6. Approximate itinerary: San Francisco-Honolulu; Honolulu-Manilla; Manilla-Allahabad (alternate route Honolulu-Tokio, Tokio-Hong Kong, Hanoy, Rangoon, Allahabad); Allahabad-Karachi; Karachi-Aden; Aden-Kosti or Karthoum; Kosti or Karthoum via Naimey to Dakar; Dakar-Natal; Natal-New York via the regular Pan American route.

   The date must for some little while remain tentative but probably it will be late February or March 1937.

1936 OCT 19 PM 1:04
REGISTRATION

7. There will be no firearms or motion picture cameras. Two small hand cameras probably will be carried. The regular two-way radio communications equipment, for both voice and code, similar to that in use on United States commercial transport planes, will be carried.

8. The primary purpose of the flight is a thorough field test of this two motor plane with its various items of modern scientific equipment. Miss Earhart, the pilot, is sole owner of the plane. The flight has no commercial sponsorship. It is part of the program of aeronautical activities being conducted by Miss Earhart with this plane under the auspices of Purdue University, Lafayette, Indiana.

If any further information is desired, please call upon me and it will be forwarded promptly.

I request, on behalf of Miss Earhart, that the above information be transmitted to the State Department, with such recommendation on your part as the facts justify.

Sincerely

G. P. Putnam

1936 OCT 19 PM 1:04
REGISTRATION

IN REPLY REFER TO

REF. NO. 41

Date: Here's the dope, Fred

DEPARTMENT OF COMMERCE

BUREAU OF AIR COMMERCE

WASHINGTON

835

October 12, 1936.

Earhart, Amelia

Memorandum to Mr. Frederick R. Neely
Chief, Aeronautic Information Section

This is in response to your request for certain information regarding available airports and landing fields in the Philippine Islands, meteorological conditions in this area, and for data on Luke Field at Pearl Harbor.

Luke Field is still under Army jurisdiction, but will shortly be turned over to the Navy. A landing mat has been completed and the field now has a forty-five hundred foot runway in the direction of the winds which prevail over ninety percent of the time. Seaplane facilities are available adjoining Luke Field and there are ramps and equipment for hauling seaplanes ashore adjacent to the land airport.

I am attaching a very complete book on the Philippine Islands carrying information and pictures of the most important fields and airports in the Philippine group. The only important airport which is not included is Nichols Field, the Army airport at Manila, but there is now over three thousand feet of available landing area at this airdrome and there are full facilities for the servicing of aircraft. The area in Manila Harbor for seaplane take-off is ample for any type of aircraft.

In the rear of this volume is a concise statement of meteorological conditions which prevail at the Philippine Islands. I am told by the Hydrographic Office that they are just completing a strictly confidential report on aviation which includes all airports and landing fields and detailed and complete meteorological summaries for all the Islands in the Pacific mandate.

I went over much of this material but was not in position ~~condition~~ to demand that any portion of it be turned over to me as I couldn't state the reason for my desiring the material, although before I was allowed to look at it, I stated that I was endeavoring to secure information for the use of an American citizen who was planning to make a world flight. I am sure that a little later, when Miss Earhart's plans have progressed a little further and she is able

to state a little more definitely the exact information that she will need, I will be able to procure almost anything. I will, of course, have to be able to say that it is for Miss Earhart. The Hydrographic Office naturally will want to know exactly who is to use the information and in whose hands these confidential reports are placed.

The copy of "Particulars of Landing Fields in the Philippine Islands" was lent to me by the Hydrographic Office and is the only late issue of this publication that I know of in Washington. Miss Earhart is, of course, privileged to photostat or copy any of the material in this book, but the Hydrographic Office asked me to request that it be returned to me as soon as possible so that I can, in turn, deliver it to the Hydrographic Office as it is an important part of their official records.

AERONAUTIC INFORMATION SECTION

By: John Groves

JOHN GROVES
Chief, Airway Bulletin Section.

Att.

Taken from "M[illegible]obertson
International Air Races -
England to Australia -
Indian Section",
Liddell's Press, Simla, June, 1934.

ALLAHABAD.

1. Introduction.

a. Function ..... Civil Aerodrome.
b. Controlling Authority. Aerodrome Officer, Allahabad, under the Director of Civil Aviation.

2. Location.

a. Province or State .... United Provinces.
b. Latitude ..... 25°26' N.
Longitude ..... 81°44' E.
c. Local Position ..... South of Bamrauli Railway Station and 5 miles West of Allahabad.
d. Land marks. Day ----- Allahabad town and junction of Ganges and Jumna Rivers.
e. " " Night .... Lights of Allahabad.
f. Surrounding country .. Brick fields and cultivation.

3. Landing Area.

a. Dimensions ..... AB - 1,000 yards.
BC - 800 "
b. Altitude .... 300 feet above M. S. L.
c. Surface ..... Grass.
d. Slope ..... Negligible.

4. Obstructions.

North ..... Railway Telegraph wires.
South, East, West ..... Nil.

5. Markings and Signals.

a. DAY.
1. Markings ..... White boundary marks and circle.
2. Signals ..... Nil.
3. Wind indicators ... Wind sleeve. Smudge fire.

b. NIGHT
1. Markings ..... Red obstruction lights on buildings and red hurricane lamp boundary lights.
2. Signals ..... Aldis signal lamps
3. Wind indicators ... Luminous "T" composed of white hurricane lamps.
4. Floodlights ..... Mobile floodlight.
5. Beacon ..... Rotating floodlight beacon flashing character. Range 70-80 miles.

6. Accommodations.

a.	Hangars	Nil.
b.	Hotels	Tents on the aerodrome. Hotels in Allahabad.
c.	Medical facilities ...	Ambulance and First Aid equipment on the aerodrome. Hospital in Allahabad.

7. Repair Facilities.

Railway and Ordnance workshops and garages.

8. Communications.

a.	Railway	Railway station Bamrauli near the aerodrome.
b.	Roads	Good metalled roads.
c.	Local Transport	Motors and bullock carts.
d.	Telegraph	In Bamrauli Railway Station.
e.	Telephone	Telephone on the aerodrome (No. 383).
f.	Wireless	Government W/T Station.

835
Earhart, Amelia

October 9, 1936.

Memorandum to Robert L. Campbell, —004
Bureau of Air Commerce:

Confirming instructions from the Director to secure some information with respect to the Philippines and the Hawaiian Islands, if possible, I would appreciate your help on this matter as soon as you arrive in Honolulu.

Would you please make a point to find out what you can concerning the weather in both the Hawaiian Islands and the Philippines during February, March, and April. It would help if you could get the general conditions for the past five years, with particular respect to storm and wind conditions. Also, any and all information, including pictures if possible, on airports in both the Hawaiian Islands and the Philippines which would be available for use by them. We would like particularly to get all the data possible on the field at Honolulu which the Army is presently turning over to the Navy, since our information is that this field is the most suitable one for take-offs with heavy load conditions.

If you find that your stay there is longer than you expect, it may be that some information in addition to that which you may send promptly will be available that may be helpful. If so, we would appreciate such facts and data even as late as January. You can, of course, assure the Army and Navy officials that this information will not be mislaid or misused, but is for a special purpose here in connection with the Bureau's obligations.

N. B. Cangree,
Assistant to the Director.

NBC:T

DEPARTMENT OF COMMERCE

OFFICE OF THE

DIRECTOR OF AIR COMMERCE

Date .....

TO Sargent .....

- ☐ Prepare reply your signature.
- ☐ Prepare reply your signature and return.
- ☐ Prepare reply my signature.
- ☐ Prepare reply my signature and return.
- ☐ See me reference this.
- ☐ Any suggestions?
- ☐ Please handle.
- ☐ Note and send to files.
- ☐ Note and return.
- ☐ For signature.
- ☐ Investigation and report.
- ☐ See notation.
- ☐ Incorrectly routed—send to .....

Form 205 U. S. GOVERNMENT PRINTING OFFICE

GEORGE PALMER PUTNAM

2 West 45th Street,
New York City.

October 7, 1936.

Dear Gene:

Confirming my phone yesterday, please try to get me all the weather information you can concerning the Philippine section of the world in February, March and April, and also field data both about Honolulu and the Philippines.

The use of the Philippines would, of course, depend upon the satisfactory adjustment of the refueling project.

Please see if next ~~Thursday~~ Friday, the 16th, might be a good day for me with the Admiral, etc. It is likely I will be going down to White Sulphur Springs at midnight, which would work out very nicely.

(This taken care of)

Sincerely,

GPP

Gene Vidal, Esq.,
Department of Commerce,
Aeronautics Branch,
Washington, D. C.

AERONAUTICS 835

Earhart Flights-
Amelia

July 8, 1936.

Mr. George Palmer Putnam,
2 West 45th Street,
New York, N. Y.

Dear GP:

With reference to your letter of June 30, I want to advise that we made inquiries at the British Embassy for detailed information on landing facilities at Suva, but found that they have absolutely nothing on the subject. Their recommendation for the quickest and most accurate results is for us to request our State Department to have our mission in London trot around to the Air Ministry and collect the latest reports. Do you want us to do that?

In the meantime, we looked up references in our records on Suva and have some material which is authentic because it comes direct from Kingsford-Smith and Ulm. Here it is:

Suva, capital of the Fiji Islands, lies 1508 miles from Brisbane, Australia and 3,400 miles from Hawaii. The beach on the island of Naselai, which is 12 minutes by air from Suva and half a day's journey by boat, is the best landing facility in the islands. From it Kingsford-Smith took the Southern Cross off with 900 gallons of gas and a crew of four after a run of 1,000 yards, and in a 17-mile-an-hour cross wind. However, the chief disadvantage of this beach is that its usefulness is limited to the period when the tide is out and when the wind is not too strong. Further, it is necessary to bring fuel by boat to the island and carry it ashore in small boats. Naselai is the home of a small Fijian tribe and the closest white habitation is at Suva, half a day's journey by boat.

When Kingsford-Smith made his flight from Australia to Oakland in the low-wing single-engined Lockheed, he used Naselai beach and lifted a load of 8,200 pounds after an 800-foot run.

Now, if you don't care about the beach at Naselai, there are two alternatives, although not as good. One is the Albert Park sports oval in the center of Suva. This was used by the Southern Cross on its arrival at Suva from Hawaii. The longest landing area is 400 yards and the bowl represents a drop of about 10 feet below the surrounding road. Telegraph wires at the northwest corner of the bowl were removed and three trees were cut down. Even then, Kingsford-Smith had to ground loop to prevent crashing into the embankment and trees at the far

end of the bowl. They couldn't take off heavy from this place so they determined upon Naselai beach. A government boat took their fuel over to Naselai and the Southern Cross hopped over very light.

Then at a place called Nausori, where there is a big British Government plantation, they found two possible runways, one 1,000 yards long and very rough and the other 800 yards long with a good take-off across the Rewa river. It was concluded with 300 men and tractors and rollers, either runway could be put in shape in 24 hours. All this information is as of June, 1928. The latest report on Naselai beach which we have is November, 1934 when Kingsford-Smith made the hop to California.

Let me know what you would like us to do towards getting you official information from London on this or any other matters.

Sincerely yours,

Eugene L. Vidal,
Director of Air Commerce.

E.F

GEORGE PALMER PUTNAM

CONFIDENTIAL

2 West 45th Street,
New York City.
June 30, 1936.

Dear Gene:

Will you get for us at your leisure detailed dope on landing facilities at Suva in the Pacific? I imagine you will get exactly what you want through the British Air Attache, unless you have it otherwise. This will help pending plans of A.E.'s very much indeed. Thanks.

Sincerely

GPP

Gene Vidal, Esq.
Washington, D.C.

DIRECTOR'S OFFICE

AERONAUTICS FILE NUMBER 605

Earhart Flight

Amelia

MAY 28 1935

Not sent over wires

DAY LETTER

HON EDUARDO VILLASENOR
CONSUL GENERAL OF MEXICO
PENNSYLVANIA BUILDING
NEW YORK CITY

PRESENCE

REGRET EXCEEDINGLY NECESSITY FOR MY ~~XXXXXXXX~~HERE THIS EVENING THUS MAKING IT IMPOSSIBLE TO ATTEND AMELIA EARHART DINNER TONIGHT STOP I KNOW YOU WILL HAVE DELIGHTFUL EVENING

V:T

EUGENE L VIDAL

Also

AERONAUTICS FILE NUMBER 080.1

Aeronautic Information Section

605

MAY 9 1935

May 9, 1935.

DAY LETTER

Earhart Flights
Amelia

MISS AMELIA EARHART
SEYMOUR HOTEL
NEW YORK CITY

ON BEHALF OF THE BUREAU OF AIR COMMERCE I EXTEND SINCEREST CONGRATULATIONS FOR AN ACCOMPLISHMENT OF AIRMANSHIP THAT IS WORTHY OF THE MOST EXPERIENCED PILOT IN THE WORLD. Stop YOUR FLIGHT YESTERDAY FROM MEXICO CITY TO NEWARK AND YOUR PAST ACHIEVEMENTS IN THE AIR STAND AS UNIMPEACHABLE TESTIMONY OF YOUR COMPLETE KNOWLEDGE OF AIRCRAFT OPERATION AND CROSS COUNTRY NAVIGATION Stop WE SHALL LOOK FORWARD WITH PLEASURE TO RECEIPT OF YOUR REPORT ON THE PERFORMANCE OF THE RADIO COMPASS AND THE AIDS TO AIR NAVIGATION ON THE COMMERCE DEPARTMENT AIRWAYS WHICH YOU EMPLOYED

N*F

EUGENE L. VIDAL

Also 608.24
" 080.1 - Earhart, Amelia

AERONAUTICS FILE NUMBER 605

Earhart

REX MARTIN
ASST DIRECTOR

ES:OHF

MAY 8 1935

ATLANTA

AN STP EARHART CALL LETTERS KHABQ PLANE NR965Y FLYING MEXICO CITY TO NEW YORK NON STOP OVER MOBILE 1402ES SPEED 175 MPH ENDEAVOR CONTACT HER ADVISE WHEN AND AT WHAT ALTITUDE SHE WILL PASS OVER WASHINGTON RUSH REPLY

34

RM

Messaged phoned to Davidson - Hapeville radio station - at 4:00 p.m. 4/8/35

Not sent over mail lines

AERONAUTICS FILE NUMBER 605

Earhart

RECEIVED MAY 8 1935 1710 WASHINGTON

E.S.T.

MAY 9 1935

63

3t

WA P3 AG 42XXX 43 ATLANTA

WASHINGTON

AN WASHINGTON IFN AN ATLANTA STP CONTACTED NR965Y EARHART 1505CS 3105 KCS OVER ATLANTA AIRPORT STP UNABLE OBTAIN TIME HER EXPECTED ARRIVAL WASHINGTON ACCOUNT POOR RECEPTION 160008

MCNALLY

C.S.T.

AERONAUTICS
FILE NUMBER 605

Earhart

RECEIVED
MAY 8 1935
WASHINGTON

WA ~~BO~~ P2 SU 37 SPARTANBURG

WASHINGTON
~~ATLANTA~~

AN WASHN INFM AN ATLANTA STP EARHART OVER SPARTANBURG 1712ES PLANS

TO FLY 5000 OXXX 5000 FEET OVER WASHINGTON ~~T~~IME UNKNOWN WILL ADVISE

LATER 172008

SAB

RECEIVED
DEPARTMENT OF COMMERCE
MAY 9 1935

QXH 152008

Form AB-97

DEPARTMENT OF COMMERCE

AERONAUTICS BRANCH

WASHINGTON

CROSS REFERENCE SHEET

Name or subject Earhart's Flights

File Number 4-19-25 J-
630 J-

SEE

Name or subject Lear Developments Inc

File Number 340.7

(Fill out first and second spaces if a cross-reference, and first and third spaces if a transfer to another place or file)

TRANSFER SHEET

Telegram from Jackson re radio compass installed in Earhart's ship

Date

11—10395 U. S. GOVERNMENT PRINTING OFFICE: 1930

AERONAUTICS FILE NUMBER 605

Amelia Earhart flights

1935

Mexico to Honor Amelia

MEXICO CITY—Mexico has announced it will issue a set of stamps in honor of Amelia Earhart, American woman flier, commemorating her forthcoming flight from Los Angeles to Mexico City. George Palmer Putnam, husband of the aviatrix, is here arranging details for the flight, for which no definite date has been announced.

WASHINGTON, D. C., APRIL 10, 1935

G. R. PUTNAM
SEYMOUR HOTEL
50 WEST 45TH STREET
NEW YORK CITY

RECENT DEVELOPMENTS MAKE TRIP TO MEXICO CITY IMPOSSIBLE SORRY

REX MARTIN

RECEIVED DEPARTMENT OF COMMERCE APR 10 1935 BUREAU OF

AERONAUTICS FILE NUMBER 006

Martin

AERONAUTICS
FILE NUMBER 605

GEORGE PALMER PUTNAM

Earhart Flights, Amelia Bele

50 West 45th Street,
New York City.
April 5, 1935.

Dear Rex Martin:

About Mexico. I would love to leave Brownsville on Pan American on the morning of Monday, the 15th, unless some word to the contrary comes from A.E. What are the chances? Anyway, I am making tentative reservations for myself and my attorney who possibly may accompany me. A grand egg, by the way. Shall I assume that, if you can make it, you will attend to your own reservation? from B'ville. I assume will fly down from Wash.

Sincerely,

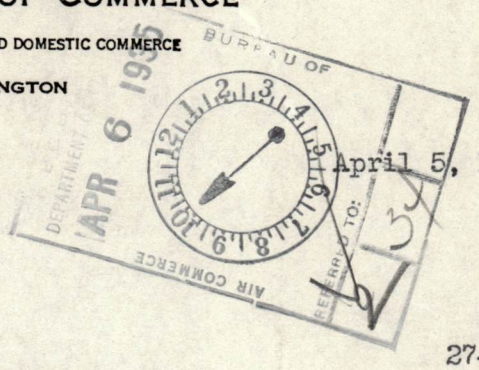
GPP

Rex Martin, Esq.,
Department of Commerce,
Aeronautics Branch,
Washington, D.C.

DEPARTMENT OF COMMERCE

BUREAU OF FOREIGN AND DOMESTIC COMMERCE

WASHINGTON



April 5, 1935

To: Mr. Eugene Vidal, 27-x
Director of Bureau of Air Commerce.

From: Automotive-Aeronautics Trade Division.

AERONAUTICS FILE NUMBER 605

Subject: Mrs. Amelia Earheart Putnam's Flight.

Earhart Flights Amelia

I am enclosing a letter received from our Trade Commissioner at Singapore enclosing an editorial from the "Singapore Free Press" of January 14 dealing with the flight of Mrs. Amelia Earheart Putnam from Honolulu to Oakland, California.

I will thank you to transmit this to Mrs. Putnam as of possible interest for her files.

Courts D. Rea

Courts D. Rea,
Chief, Aeronautics Trade Section,
Automotive-Aeronautics Trade Division.

Enclosure: 57504

April 5, 1935

To: Mr. Eugene Vidal, 27-x
Director of Bureau of Air Commerce.

From: Automotive-Aeronautics Trade Division.

Subject: Mrs. Amelia Earheart Putnam's Flight.

I am enclosing a letter received from our Trade Commissioner at Singapore enclosing an editorial from the "Singapore Free Press" of January 14 dealing with the flight of Mrs. Amelia Earheart Putnam from Honolulu to Oakland, California.

I will thank you to transmit this to Mrs. Putnam as of possible interest for her files.

Courts D. Rea,
Chief, Aeronautics Trade Section,
Automotive-Aeronautics Trade Division.

Enclosure: 57504

CDR/es

xxxxxxxxxxxx

BU. FOR. & DOM. COM.
APR
1
1935
FOREIGN MAIL

February 7, 1935.

TO: Aeronautics Division.
Foreign Office Section.

FROM: Singapore Office.

SUBJECT: Miss Amelia Earheart's flight.

I am attaching a very notable editorial from the "Singapore Free Press" of January 14, dealing with the flight of Miss Amelia Earheart from Honolulu to Oakland, California.

I am sending this with the idea that the Aeronautics Division would like to pass it on to Miss Earheart to show of the keen interest and appreciation taken on her flight in this far flung corner of the world.

Julian B. Foster
Trade Commissioner.

JBF/ML

Incl: 27479

Form AB-97

DEPARTMENT OF COMMERCE

AERONAUTICS BRANCH

WASHINGTON

wire 4-1-35
835

CROSS REFERENCE SHEET

Name or subject	File Number
Earhart Amelia	605

SEE

Name or subject	
Lees	340.7

(Fill out first and second spaces if a cross-reference, and first and third spaces if a transfer to another place or file)

TRANSFER SHEET

Date .....

11—10395 U. S. GOVERNMENT PRINTING OFFICE: 1930

Acting Director of Air Commerce

DAY LETTER

ANF 1935 Earhart Ameila 605 -

WASHINGTON, D.C., JANUARY 14, 1935

AMELIA EARHART
LOS ANGELES, CALIF

IN THE EVENT YOU FINALLY DETERMINE TO COME TO WASHINGTON WILL YOU PLEASE ADVISE SO THAT OFFICIAL ARRANGEMENTS CAN BE MADE FOR YOUR RECEPTION HERE STOP ALSO ADVISE SOMETHING OF YOUR WISHES IN THE MATTER STOP AGAIN I CONGRATULATE YOU

REX MARTIN
ACTING DIRECTOR, BUREAU OF AIR COMMERCE

Not sent over mail desk

also
Putman, A. E.

AERON FILE

605
Earhart Flights, Amelia

January 31, 1935

Mr. Alvin O. Preil, District Mgr.
6th Air Navigation District
U. S. Post Office Building
Oakland, Calif.

Dear Al:

Your very kind letter of January 21 relative to the conveying of a letter to Miss Earhart has been received, for which I thank you.

We are sorry that the original plan did not go through, but we nevertheless appreciate your promptness and reliability at the other end of the line. We had no question whatever about the matter's being properly disposed of if you were on the job. That is why we did not hesitate to call upon you out of the blue sky, and owing to your kindness and willingness to cooperate with us here in Washington at all times you may never know when you will again get such an appeal from us for assistance.

With every good wish and kindest personal regards,

Sincerely,

Frederick R. Neely
Chief, Aeronautic Information Section

KM

N-M

OFFICE HEADQUARTERS
SIXTH AIRWAYS DISTRICT
6th Air Navigation Dist.
U. S. POST-OFFICE BUILDING
OAKLAND, CALIFORNIA

IN REPLY REFER TO
FILE

DEPARTMENT OF COMMERCE
~~AERONAUTICS BRANCH~~
BUREAU OF AIR COMMERCE

AOP:LO

OAKLAND, January 21, 1935.

Mr. Frederick R. Neely, Chief,
Aeronautic Information Division,
Washington, D.C.

Dear Fred:

Your wire under date of January 19th was received by me at 8:45 A.M. on the same morning and immediately steps were taken to comply with your request. All arrangements, as a matter of fact, had been completed when I received your second wire advising that the letter to Miss Earhart had been grounded by weather and that contents were being wired.

I am merely transmitting this short note to acquaint you with the fact that your wires were received and that all arrangements had been made but which were not necessary upon receipt of the second wire.

If I can be of any assistance to you at any time, please do not hesitate to call upon me.

Sincerely yours,

Alvin O. Preil
District Manager

RECEIVED AT

EPT. OF COMMERCE
BRANCH
el. No. 5060 Br. 588
STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables | TELEGRAMS CABLEGRAMS RADIOGRAMS | All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form 16

RXWB13 11 GOVT COLLECT=TDS INGLEWOOD CALIF 918A JAN 25 1935

J CARROLL CONE=

BUREAU OF AIR COMMERCE=

1935 JAN 25 PM 12 38

File M R

AERONAUTICS FILE NUMBER 605

Earhart Flight to Amelia

EARHART DEPARTED NEWYORK VIA TWA ROUTE PLANS STOP KANSASCITY TONIGHT=

MARRIATT.

Telephone Your Telegrams to Postal Telegraph

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(59)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 708 14th St., N. W. Washington, D. C.

1935 JAN 19 PM 1 01

MINUTES IN TRANSIT

FULL-RATE	DAY LETTER

WAK 10 34 SER=WUX CHICAGO ILL 19 1142A

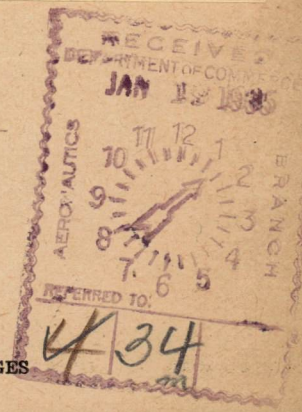
FREDERICK NELLY=

CHIEF AERONAUTICAL INFORMATION DIVN DEPT COMMERCE=

WEATHER FORCED PUTTING TRIP FIFTEEN MAIL ON TRAIN AT CHICAGO AT MIDNIGHT PROBABLY WILL NOT BE REMOVED FROM TRAIN BECAUSE OF CONTINUED BAD WEATHER UNTIL CONSIDERABLY WEST OF OMAHA CONSEQUENTLY ARRIVAL IN OAKLAND UNDETERMINED=

HAROLD CRARY.

X 540.1
alad 84 - United Air Lines
004 - " "
004 - Crary, Harold



WESTERN UNION MESSENGERS ARE AVAILABLE FOR THE DELIVERY OF NOTES AND PACKAGES

Aeronautic Information Sec.

605

January 19, 1935.

Earhart, 7 flights
Amelia

STRAIGHT MESSAGE

ALVIN O. PRIEL
DISTRICT MANAGER
AIR NAVIGATION DIVISION
NEW POST OFFICE BUILDING
OAKLAND CALIFORNIA

RETEL LETTER GROUNDED BY WEATHER CONTENTS BEING WIRED

FREDERICK R.NEELY

N*F

Not sent over mail desk

DIRECTOR'S OFFICE

AERONAUTICS FILE NUMBER 605

JANUARY 19 1935

DAY LETTER

Earhart Flights, Amelia

HON WM J MCCRACKEN
MAYOR OF OAKLAND
OAKLAND CALIFORNIA

REGRET EXCEEDINGLY INABILITY ATTEND DINNER FOR AMELIA EARHART WHO HAS AGAIN DEMONSTRATED HER SUPERIOR FLYING ABILITY STOP I HAVE KNOWN MISS EARHART FOR YEARS AND NO PILOT EITHER MAN OR WOMAN EXCELS HER IN THE COMBINED QUALITIES OF COURAGE ENDURANCE THOROUGHNESS AND NAVIGATIONAL TECHNIQUE STOP THE BUREAU OF AIR COMMERCE IS GRATEFUL FOR HER CONTRIBUTIONS TO AVIATION

Not sent over mail desk

EUGENE L VIDAL
DIRECTOR OF AIR COMMERCE

V:T

DIRECTOR'S OFFICE

AERONAUTICS
FILE NUMBER 605

Earhart Flights, Amelia

JANUARY 18 1935

STRAIGHT WIRE (MACKAY RADIO)

HON WM J MCCRACKEN
MAYOR OF OAKLAND
MRS EUGENE STURGIS CHAIRMAN
WOMENS EARHART TESTIMONIAL COMMITTEE
OAKLAND CALIFORNIA

AS FEDERAL REPRESENTATIVE
WILL ATTEND EARHART DINNER SATURDAY NIGHT/THANK YOU

Not sent over mail cable

EUGENE B VIDAL
DIRECTOR OF AIR COMMERCE

(ANSWER TO MACKAY RADIO 102MKH 49 8 EXTRA DL OAKLAND CALIF JAN 148 PM JAN 17)

RADIOGRAM

RECEIVED AT
15th & New York Ave
Washington Buildi
Washington, D. C
National 6600
STANDARD TIME INDICATED ON THIS MESSAGE

Mackay Radio
THE INTERNATIONAL SYSTEM

Commercial Cables | All America Cables | Postal Telegraph

ACCURATE FAST COURTEOUS

MR T COHEN

DCC-4 G

102MKH 49 8 EXTRA DL

1935 JAN 17 PM 5 11

OAKLAND CALIF JAN 148 PM JAN 17

EUGENE VIDEL DEPT COMMERCE

AIRWAY BRANCH WASHN DC

WOMENS EARHART TESTIMONIAL COMMITTEE OF CALIFORNIA REQUESTS PLEASURE YOUR PRESENCE SATURDAY EVENING JANUARY NINETEENTH EIGHT OCLOCK ATHENS ATHLETIC CLUB OAKLAND CALIFORNIA HONORING MISS AMELIA EARHART AND COMEMORATING HER FLIGHT HONOLULU TO OAKLAND STOP PLEASE CONFIRM ACCEPTANCE IMMEDIATELY STOP COUVERT TWO DOLLARS

WM J MCCRACKEN MAYOR OF OAKLAND MFRS EUGENE STURGIS CHAIRMAN WOMENS EARHART TESTIMONIAL COMMITTEE

FOR MESSENGER—RING THE POSTAL CALL BOX OR TELEPHONE NEAREST POSTAL TELEGRAPH OFFICE.

Dear Lindy

Congratulations on your safe landing.

1935 JAN 17 PM 5 11

Wish all good luck to you and Mrs. Lindbergh

Aeronautic Information Section.

AERONAUTICS FILE NUMBER 605

Earhart flights, Amelia

January 19, 1935.

STRAIGHT TELEGRAM

ALVIN C. PRIEL
DISTRICT MANAGER
AIR NAVIGATION DIVISION
NEW POST OFFICE BUILDING
OAKLAND CALIFORNIA

MAYOR OF OAKLAND DUE TO RECEIVE THIS AFTERNOON IMPORTANT AIR MAIL ENVELOPE FROM WHITE HOUSE CONTAINING LETTER FOR MISS EARHART Stop PLEASE CONTACT MAYOR AND WIRE ME AT THIRTYSEVEN TWENTYSIX CONNECTICUT AVENUE IMMEDIATELY UPON ITS RECEIPT BY HIM

also

N-F

FREDERICK R. NEELY

AERONAUTICS FILE NUMBER 0540.1

& 540.1

1207-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

Got Rate

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Jan 17 — 1935

To Amelia Earhart

Street and No. Union Air Terminal,

Place Los Angeles, California

AERONAUTICS FILE NUMBER 605

Earhart Flight, Oakland

Trip called off. So sorry message mailed. See you soon.

Gene.

Sender's address for reference

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

Sender's telephone number

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
R. B. WHITE, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be written in plain language.

CABLE NIGHT LETTERS

An overnight service for plain language communications, at one-third the full rate, or less. Minimum of 25 words charged for. Subject to delivery at the convenience of the Company within 24 hours.

SHIP RADIOGRAMS

A service to and from ships at sea, in all parts of the world. Plain language or code language may be used.

XXXXXXXXXXXXXXXXXX
BUREAU OF AIR COMMERCE

AERONAUTICS FILE NUMBER 605

Earhart Flights, Amelia

FILE 622-AV-51.

1-16-35

Files
Depot
Property
Proposals
Personnel
Vouchers
Bills
Cost
Allotments
Chief Clerk
Communications
Radio Electrician
Airways Engr.
Asst. Superintendent
Superintendent
AIRWAYS DIVISION
SECOND DISTRICT
JAN 15 1935

Adairsville, Ga.
January 13, 1935.

Manager, Bureau of Air Commerce,
Atlanta, Ga.

1. Please be advised that a number of broad casts were heard from Amelia Earhart Putnam on her flight from Hawaii to California on high frequency RHO 3105 kilocycles, due to static her broadcast was not heard complete, at 0220CS hello, ok, KHABQ, were heard, 0315CS flying through fog, ok, 0345CS unreadable, 0615CS sctd clds, ok, 0745CS unreadable, 0815CS unreadable

J. A. Mallory,
Ass't Airways Keeper in charge.

ENDORSEMENT.

BLW:RCM. Office of the District Manager, 2nd A.N.Distr.,Atlanta, 1-16-35.

File : 622.73
622-AV-73 also

Copy forwarded to
Assistant Director of Air Commerce (Air Navigation),
Department of Commerce, Washington, D. C.

AERONAUTICS FILE NUMBER 55-1

Ga - Adairsville

1. For Air Navigation Division information.

I. H. POLK,
District Manager.

RECEIVED AT

DEPT. OF COMMERCE
BRANCH
Tel. No. 5060 Ext. 588
STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables | TELEGRAMS CABLEGRAMS RADIOGRAMS | All America Cables

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form 16

605

W16 28 GOVT DL COLLECT=TDS INGLEWOOD (CALIF 1008A JAN 14 1935

J CARROLL CONE=

BUREAU OF AIR COMMERCE=

Earhart Flight
Notify Amelia
Mr. Lafora, Willard
Hotel where
Amelia
1 M.P.

AMELIA EARHART NOW AT BURBANK PROJECTED FLIGHT WASHINGTON TEMPORARILY POSTPONED ACCOUNT UNFAVORABLE WEATHER DEPARTURE TIME INDEFINITE WILL KEEP YOU ADVISED STOP ARRANGEMENTS MADE WITH TELETYPE AS REQUESTED=

MARRIOTT..

147P

Telephone Your Telegrams to Postal Telegraph

1207-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	X	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

19

AERONAUTICS FILE NUMBER 605

To a Honorable Wm. J. Mc Cracken
Mayor of Oakland, California.

Street and No. Earhart Flight, Amelia

Place

Miss earhart has settled for all time the question as to whether the woman can equal, and even exceed, man in the air. I congratulate her and womankind on the magnificent contributions she has made to the development of aviation and I am sure her leadership will be universally recognized.

The Department of Commerce takes great interest and pride in her developments and wishes to cooperate with her and all others in placing air commerce in its proper relationship to the other transportation agencies of the country.

We look forward to welcoming her here on her return East.

Daniel C. Roper

Sender's address for reference

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

Sender's telephone number

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
R. B. WHITE, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be written in plain language.

CABLE NIGHT LETTERS

An overnight service for plain language communications, at one-third the full rate, or less. Minimum of 25 words charged for. Subject to delivery at the convenience of the Company within 24 hours.

SHIP RADIOGRAMS

A service to and from ships at sea, in all parts of the world. Plain language or code language may be used.

605-

Earhart, Amelia

flights

~~xxExxRexingx~~

Joe S. Marriott
Supervising Aeronautical Inspector
Mines Field
Inglewood, California

WIRE ME IMMEDIATELY AMELIA EARHART TAKES OFF FOR WASHINGTON AND

HAVE TELETYPE PERSONNEL REPORT HER BEARINGS ALL DURING FLIGHT

J Carroll Cone

1/14/35

Not sent over mail circuit

WASHINGTON D C

PAID

605 Earhart, Flights Amelia

RADIOGRAM

DECEMBER 31 1934

LEROY HUDSON

LIEUTENANT AIR CORPS

HONOLULU TERRITORY OF HAWAII

THIS DEPARTMENT HAS NO AUTHORITY OR CONTROL OVER TRANSOCEANIC FLIGHTS BY UNITED STATES PILOTS FROM HONOLULU TO UNITED STATES

X 605 - Hawaii - U S Earhart, Amelia

BUREAU OF AIR COMMERCE CONE

JCC-fej

In reply to radiogram with numerals WV33 VIA RCA F HONOLULU 47 COLLECT 29 348.

THE COMPA[illegible] WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(21)

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 708 14th St., N. W. Washington, D. C.

1934 DEC 30 AM 8 24

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

WV33 VIA RCA F HONOLULU 47 COLLECT 29 348

COLONEL J CARROLL CONE, ASST DIRECTOR AIR REGULATIONS BUREAU OF AIR COMMERCE DEPT OF COMMERCE BLDG (1661 CRESCENT PL) WASHDC=

REQUEST INFORMATION REGARDING RESTRICTIONS ON TRANSOCEANIC FLIGHTS BY LICENSED US PILOTS REGARDING EQUIPMENT PERSONNEL ETC RUMORED FLIGHT BY AMELIA EARHART TO COAST REASON FOR REQUEST RADIO IMMEDIATELY=

LT HUDSON.

Fulton de vis 2603

Na

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

AERONAUTICS FILE NUMBER 605-

Earhart Transatlantic flight
Amelia

November 18, 1932.

Mr. H. G. Dwight, Acting Chief,
Division of International Conferences,
Department of State,
Washington, D. C.

My dear Mr. Dwight:

This is to acknowledge receipt of, and thank you for your communication of November 16, File IC 811.79640 Putnam, Amelia Earhart/.

Your courtesy in furnishing this information is greatly appreciated.

Very truly yours,

Gilbert G. Budwig,
Director of Air Regulation.

cmb

9405 NOV 17 '32

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D.C.

RECEIVED
DEPARTMENT OF COMMERCE
NOV 17 1932
AERONAUTICS BRANCH

DEPARTMENT OF STATE
WASHINGTON

In reply refer to
IC 811.79640 Putnam, Amelia Earhart/

November 16, 1932

24

60 - Bmb

My dear Mr. Budwig:

I was given to understand by Mr. Dunn before he left for Europe that you were anxious to check up on the statement of Mr. George Palmer Putnam that his wife, Mrs. Amelia Earhart Putnam, had obtained permission for her flight to England last spring through the British Consulate General in New York.

This matter was taken up informally with a member of the American Embassy in London and I pass on to you in the same manner the pertinent paragraphs of his reply. They are as follow:

> "Replying to your letter of October 17th, the Foreign Office tells me in reply to my informal inquiry that neither it nor the Air Ministry has anything on record to show that Miss Earhart (Mrs. Putnam) had a permit to fly over and land in Northern Ireland and England. The Foreign Office says that if the British Consulate General in New York had made any commitment to Miss Earhart
>
> in

Mr. Gilbert G. Budwig,
Director of Air Regulation,
Department of Commerce,
Washington, D. C.

9405 NOV 17 '32

in this regard it would have communicated the fact to the Foreign Office. Furthermore, in a letter from the Air Ministry to the Foreign Office the Air Ministry, after stating that the United Kingdom regulations apply equally to Northern Ireland, said that Miss Earhart had infringed Article 26 (2) of the Air Navigation (Consolidation) Order 1923, in that she did not carry a certificate issued by the Air Ministry or the competent American department stating that a special and temporary authorization for her flight had been granted

"The Foreign Office pointed out that as far as it remembered Miss Earhart's flight was a non-stop one to Paris and consequently she may not have contemplated flying over or landing in Northern Ireland, but the facts are as stated above."

Sincerely yours,

H. G. Dwight

H. G. Dwight,
Acting Chief, Division of
International Conferences.

copy
11

AERONAUTICS FILE NUMBER 600—

Earhart Trans-atlantic Flight Amelia

May 28, 1932.

Mr. S. L. Willits,
Supervising Aero. Inspector,
Roosevelt Field,
Garden City, Long Island, N.Y.

Dear Sandy:

In order to be able to refute some of the statements made by Amelia Earhart and her associates concerning her failure to obtain permission through the Commerce and State Departments for her trans-oceanic flight, we would like to know just what you told her.

In one letter Mr. Putnam indicates that your office authorized the flight. It is my impression that they probably drew some false conclusions from the fact that you issued a NR license for the airplane, and are using this in an effort to excuse their failure to obtain proper authorization for the flight.

Please let us have a report of your contacts with Amelia and her co-partners.

Yours very truly,

J. S. Marriott,
Acting Chief, Inspection Service.

JSM/KTP

AERONAUTICS
FILE NUMBER 605

Earhart / Transatlantic flight.

DEPARTMENT OF COMMERCE
JUN 20 1932
AERONAUTICS
RECEIVED

DAY LETTER

June 9, 1932

Mr Charles Lawrence
care Aeronautical Chamber of Commerce dinner for Amelia Earhart
Waldorf Astoria Hotel New York City

Sincerely regret my inability to be present tonight because of urgent matters which have detained me here stop Won't you please convey my congratulations and regards to Amelia Earhart and my good wishes to those present

Clarence M Young

AERONAUTICS
FILE NUMBER

AERONAUTICS
FILE NUMBER 600

Earhart Transatlantic flight

NATIONAL GEOGRAPHIC SOCIETY

WASHINGTON, D. C.

In Honor of

AMELIA EARHART

File
E

For her distinguished contributions to the popularization of aviation and for being the first woman to achieve a solo transatlantic flight, Amelia Earhart will receive a Special Gold Medal of the National Geographic Society on Tuesday evening, June 21, 1932. The presentation will be made on behalf of The Society by the President of the United States, Honorable Herbert Hoover, at 8:00 o'clock, Tuesday evening, June 21, in Constitution Hall, 18th and D Streets, N. W.

Following the presentation of the medal by the President, Miss Earhart will describe briefly her experiences on her remarkable flight. In 1929 she delivered a lecture entitled "The Flight of the Friendship" before members of The Society, in which she told about her first aërial transatlantic crossing with Wilmer Stultz and Louis Gordon from Trepassey, Newfoundland, to Wales.

As the seating capacity of Constitution Hall is limited, the Board of Trustees of the National Geographic Society will appreciate the acknowledgment of its invitation at the *earliest moment.*

The engraved invitation will not admit to the Hall on the evening of June 21, but reserved-seat coupons will be sent when acceptance is received, if in time.

June 13, 1932.

AERONAUTICS
FILE NUMBER 605

Earhart Transatlantic flight

NATIONAL GEOGRAPHIC SOCIETY

WASHINGTON, D. C.

In Honor of

AMELIA EARHART

For her distinguished contributions to the popularization of aviation and for being the first woman to achieve a solo transatlantic flight, Amelia Earhart will receive a Special Gold Medal of the National Geographic Society on Tuesday evening, June 21, 1932. The presentation will be made on behalf of The Society by the President of the United States, Honorable Herbert Hoover, at 8:00 o'clock, Tuesday evening, June 21, in Constitution Hall, 18th and D Streets N. W.

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ALL SEATS WILL BE RESERVED. (Standing prohibited by fire regulations.)

Two reserved seats are available to each resident member of the National Geographic Society *up to the capacity of Constitution Hall.*

Applications for reserved seats will be filled from MAIL ORDERS ONLY and these reservations will be issued exactly in the order in which the mail requests are received.

NO PERSONAL OR TELEPHONE APPLICATIONS WILL BE RECEIVED NOR WILL ANY TICKETS BE DISTRIBUTED FROM THE OFFICES OF THE SOCIETY.

Only members holding reserved-seat coupons will be admitted and no tickets of admission can be secured at Constitution Hall.

To facilitate prompt attention, please return this notice with your request for tickets, which should be addressed to the Reception Committee, National Geographic Society, 16th and M Streets, Washington, D. C.

June 10th, 1932.

X043- Washington June 21 1932

Maj. Clarence M. Young,
618 Dept. of Commerce Bldg.,
Washington, D. C.

N. Y.
June
605-AE

FILE NUMBER

Earhart Transatlantic Flight

DAY LETTER

June 8, 1932

File
E
also

AERONAUTICS
FILE NUMBER 643

Charles L Lawrence
Aeronautical Chamber of Commerce of America
New York City

Retel third Due to matters beyond my control acceptance your kind invitation somewhat uncertain stop However will make every effort to ~~be~~ attend

Clarence M Young

NY - June 20 1932

Mr Lawrence
Call ~~Paddock~~ - after lunch
+ 6070

RECEIVED AT
DEPT. OF COMMERCE
BRANCH
Tel. No. 5060 Br. 588
STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph
THE INTERNATIONAL

Commercial Cables
Mackay

IMMEDIATE REPLY DESIRED
SEND IT BY
Postal Telegraph

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

Form 16

W32 45 DL=FA NEWYORK NY 3 222P 1932 JUN 3 PM 3 15

HON CLARENCE M YOUNG ASST SECRETARY OF COMMERCE FOR AERONAUTICS=

THE AERONAUTICAL CHAMBER OF COMMERCE OF AMERICA WILL HONOR AMELIA EARHART AT A BANQUET IN THE WALDORF ASTORIA ON NIGHT OF HER RETURN JUNE SIXTEENTH OR TWENTIETH STOP WE SHOULD APPRECIATE YOUR JOINING US ON THIS OCCASION AS OUR GUEST STOP APPRECIATE REPLY BY WIRE=

CHARLES L LAWRENCE AERONAUTICAL CHAMBER OF COMMERCE OF AMERICA INC.

AERONAUTICS
FILE NUMBER 605

Transatlantic Flight

DEFERRED CABLEGRAM

May 23, 1932

Amelia Earhart Putnam
care American Embassy
London

Belated congratulations upon your most successful flight

Clarence M Young

also filed 605 - Putnam, Amelia Earhart

also
605 -
Transatlantic Flight, Earhart, Amelia

TAL TELEGRAPH – COMMERCIAL CABLES

CLARENCE H. MACKAY, PRESIDENT

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

TELEGRAMS TO ALL AMERICA

THE MACKAY SYSTEM — POSTAL TELEGRAPH — COMMERCIAL CABLES — "THE PULSE OF THE WORLD"

CABLEGRAMS TO ALL THE WORLD

This is a full-rate Telegram or Cablegram unless otherwise indicated by signal in the check or in the address.

BLUE	DAY LETTER
NL	NIGHT LETTER
NITE	NIGHT TELEGRAM
LCO	DEFERRED
NLT	CABLE LETTER
WLT	WEEK END LETTER

Earhart, Stultz, Friendship Flight

NA707 24 CABLE

28 JUN 32 PM 10 35

LONDON

NLT WM P MACCRACKEN JR

219

ASSISTANT SECRETARY OF COMMERCE FOR AERONAUTICS WASHINGTONDC

THE CREW OF THE FRIENDSHIP ARE DEEPLY APPRECIATIVE OF YOUR INTEREST

EARHART.

AERONAUTICS BRANCH
RECEIVED
JUN 28 1928
AM · PM
DEPARTMENT OF COMMERCE

605

~~Flights~~ Forces.
Earhart, Stultz, Gordon "Friendship"
Flight.

July 17, 1928

Wm P MacCracken Jr
American Bar Association
1119 The Rookery
Chicago Illinois

Following received quote you are invited to attend home coming celebration honor of Bielson Hatton North Dakota July twenty first signed Carl Anderson unquote Also invitation from Mayors Reception Committee City of Chicago to join in celebration for Amelia Earhart at the Shoreland Hotel five four five four South Shore Drive Thursday evening July nineteenth at 7 PM in honor of Friendship Crew

Joan Murphy

ORIGINAL LEFT WITH WATCHMEN

FILE NO. 605

~~Flights + Tours~~

Earhart, Stultz, Gordon - Friendship Flight file

Chicago,
July 17, 1928.

Mr. Leonard J. Grossman,
924 Otis Bldg.,
10 S. La Salle St.,
Chicago, Illinois.

Dear Sir:

I greatly appreciate the invitation, extended in your letter of July 16th, to attend the official dinner for the Friendship Flyers.

I am en route to the Pacific coast, and it may be possible for me to drop in at the banquet for a few minutes prior to leaving on the Boeing plane for the West that evening.

Sincerely yours,

WPM:D

* Lwv - Chicago - July 19-28.

Form C. C. 7 3M 6-28 560

LEONARD J. GROSSMAN
ALDERMAN FIFTH WARD

CITY OF CHICAGO
COUNCIL CHAMBER

Earhart, Stultz, Gordon Friendship Flight

July 16, 1928

MEMBER
OF
COMMITTEES
ON
RAILWAY TERMINALS

BUILDINGS AND ZONING

JUDICIARY AND SPECIAL ASSESSMENTS

TRAFFIC REGULATION AND PUBLIC SAFETY

POLICE AND MUNICIPAL INSTITUTIONS

PARKS, PLAYGROUNDS, AVIATION AND ATHLETICS

Law Office, 924 Otis Bldg., 10 S. LaSalle St.
Telephone, State 6216

5th Ward Office and Residence,
Carolan Hotel, 5480 Cornell Ave.
Telephones { Fairfax 7400
Plaza 6456

Mr. Wm. P. McCracken, Jr.,
Asst. Secy of Commerce,
209 S. LaSalle St.,
Chicago, Ill.

Dear Sir:

May I have the honor of extending to you, on behalf of Mayor William Hale Thompson, an invitation to attend the official dinner for the Friendship Flyers, Miss Amelia Earhart, the first lady who crossed the Atlantic Ocean in an aeroplane, Wilmer Stultz and Louis Gordon.

This dinner will be Thursday evening, July 19, 1928, at 7:00 P. M., at The Shoreland Hotel, 5454 South Shore Drive.

Please advise me at the earliest possible moment if you can be with us because we wish to make arrangements at the Speakers' table. A word from you on this occasion will be appropriate.

Very sincerely yours,

LEONARD J. GROSSMAN
Chairman Mayor's Reception Committee.

LJG:MM

Earhart, Stultz, Gordon Friendship Flight

605

July 16, 1928.

Mr. Leonard J. Grossman,
Chairman Mayor's Reception Committee,
924 Otis Building, 10 South La Salle St.,
Chicago, Illinois.

Dear Mr. Grossman:

Your letter of July 13th, extending a cordial invitation to Mr. MacCracken to attend the dinner to be given to the Friendship Flyers at the Shoreland Hotel on July 19th, was received in this office this morning.

Mr. MacCracken left Saturday evening for an extended trip to the West Coast and it will not be possible, therefore, for him to accept your invitation.

Very truly yours,

Secretary to Mr. MacCracken.

Form C. C. 7 3M 6-28 560

LEONARD J. GROSSMAN
ALDERMAN FIFTH WARD

CITY OF CHICAGO
COUNCIL CHAMBER

Law Office, 924 Otis Bldg., 10 S. LaSalle St.
Telephone, State 6216

5th Ward Office and Residence,
Carolan Hotel, 5480 Cornell Ave.
Telephones { Fairfax 7400
Plaza 6456

MEMBER
OF
COMMITTEES
ON
RAILWAY TERMINALS

BUILDINGS AND ZONING

JUDICIARY AND SPECIAL ASSESSMENTS

TRAFFIC REGULATION AND PUBLIC SAFETY

POLICE AND MUNICIPAL INSTITUTIONS

PARKS, PLAYGROUNDS, AVIATION AND ATHLETICS

ans 7/16/28

July 13, 1928.

Hon. William P. McCracken,
Asst. Secy. of Commerce for
Aeronautics,
Washington, D. C.

Dear Sir:

As Chairman of the Mayor's Committee for the reception of Miss Amelia Earhart, graduate of the Hyde Park High School of Chicago, may I extend to you a most cordial invitation to be with us at The Shoreland Hotel, 5454 South Shore Drive, Thursday evening, July 19th at 7:00 P.M. at the official dinner tendered in honor of the Friendship flyers.

Miss Earhart, the first of her sex to fly across the Atlantic, is on this occasion being officially welcomed back to her old home town. If you will advise me promptly that you can be with us, will be glad to make reservations at the Speakers' table, as a word from you on this occasion would be appropriate.

Very truly yours,
Leonard J. Grossman
Leonard J. Grossman
Chairman Mayor's Reception Committee

LJG:CM

DEPARTMENT OF COMMERCE
JUL 16 1928
RECEIVED
Aeronautics Branch

Answered by letter dated 7-16-28

Flights + Tours 60's - fall

Earhart, Stultz, Gordon - "Friendship" Flight.

THE MAYOR
OF THE CITY OF NEW YORK
REQUESTS THE HONOR OF YOUR PRESENCE AT THE
OFFICIAL RECEPTION TO
MISS AMELIA EARHART
MR. WILMER STULTZ
MR. LOUIS GORDON
TRANS-ATLANTIC CREW OF THE AEROPLANE "FRIENDSHIP"
CITY HALL PLAZA
JULY SIXTH, NINETEEN TWENTY-EIGHT
TWELVE NOON

PRESENT THIS TICKET AT
REAR ENTRANCE OF
CITY HALL

Charles D. Hand
SECRETARY

603

~~Flights + Sonds.~~

Earhart, Stultz, Gordon "Friendship" Flight.

July 6, 1928.

Mr. Wm. P. MacCracken, Jr. regrets that owing to previous engagement he is unable to accept the kind invitation of the Boston Chapter of the National Aeronautic Association to a luncheon in honor of the crew of the Friendship on July 9, 1928.

National Aeronautic Association,
80 Federal Street,
Boston, Mass.

AERONAUTICS BRANCH
RECEIVED
JUL 2 1928
A.M. - P.M.
DEPARTMENT OF COMMERCE

National Aeronautic Association

BOSTON CHAPTER

requests the honor of your presence

at a

LUNCHEON

to meet the crew of the airplane

FRIENDSHIP

AMELIA M. EARHART

WILMER STULTZ

LOUIS E. GORDON

in the Main Dining-Room of the Boston Chamber of Commerce Building at 12.30 P. M. on July 9, 1928.

R. S. V. P.
80 Federal St., Boston, Mass.

Honorary Committee

COMMANDER RICHARD E. BYRD, *Chairman,*
LIEUTENANT ALBERT F. HEGENBERGER, U. S. Air Corps, *Vice-Chairman*
HIS EXCELLENCY, ALVAN T. FULLER, *Governor of Massachusetts*
HONORABLE MALCOLM E. NICHOLS, *Mayor of Boston*
HONORABLE EDWARD H. LARKIN, *Mayor of Medford*
REAR-ADMIRAL PHILIP K. ANDREWS
MAJOR-GENERAL PRESTON BROWN
HONORABLE ROLAND M. BAKER
MAJOR-GENERAL CLARENCE R. EDWARDS
BRIG.-GENERAL JESSE F. STEVENS
HONORABLE EDWARD P. WARNER
HONORABLE EDITH NOURSE ROGERS
HONORABLE ANDREW J. PETERS
HONORABLE GEORGE K. POND
HONORABLE WILLIAM F. WILLIAMS
REPRESENTATIVE HENRY L. SHATTUCK
MR. W. IRVING BULLARD
MR. GODFREY L. CABOT
MR. HOWARD COONLEY
MR. CHANDLER HOVEY
MR. JOHN S. LAWRENCE
COLONEL FREDERICK H. PAYNE

Co-operating Organizations

AERO CLUB OF MASSACHUSETTS
AERO CLUB OF NEW ENGLAND
AERONAUTICAL ENGINEERING SOCIETY—M. I. T.
AIR OFFICERS' RESERVE ASSOCIATION OF NEW ENGLAND
ARCHIE CLUB
BROOKLINE HIGH SCHOOL AERO CLUB
COMMITTEE ON AVIATION—Boston Chamber of Commerce
COMMITTEE ON AVIATION—Crosscup-Pishon Post, American Legion
FLYING CLUB OF MASS. INSTITUTE OF TECHNOLOGY
HARVARD FLYING CLUB
TWENTY-SIXTH DIVISION AIR SERVICE—Massachusetts National Guard
UNITED STATES NAVAL RESERVE SQUADRONS—
V. N.—1 RDI
V. N.—2 RDI

Officers of the Boston Chapter National Aeronautic Association

COMMANDER RICHARD E. BYRD, *Honorary President*
SUMNER SEWALL, *President*
AMELIA M. EARHART, *Vice-President*
BERNARD WIESMAN, *Sec'y-Treasurer*

General Committee

SUMNER SEWALL, *Chairman*

Raymond P. Baldwin
Benjamin F. Billings
R. W. Bowdoin
Rear-Admiral Reginald R. Belknap
Professor William G. Brown
Charles R. Codman
Franklin P. Collier
George H. Corliss
Thomas Croce
Harold T. Dennison
Lieutenant Donald G. Duke
William Eaton, Jr.
Sheldon H. Fairbanks
Gardiner H. Fiske
Captain Christopher W. Ford
John D. Haughey
William Carroll Hill
Theodore G. Holcombe
Lieutenant C. Crawford Hollidge
Forest P. Hull
Andrew I. Ivanoff
T. Frank Joyce
Theodore W. Kenyon
George H. Kieley
R. A. Kierman
Joseph Lee
William A. Muller
Robert L. O'Brien
Edward T. O'Toole
Frederick Pereira
A. J. Philpot
Leonard J. Raymond
Captain R. F. Raymond, Jr.
Arthur L. Richmond
Winthrop O. Sargent
Daniel C. Sayre
Mason Sears
Carl E. Shumway
Crocker Snow
Lieutenant Reginald D. Thomas
Arthur J. C. Underhill
James P. Whittal
Robert A. Warren
Bernard Wiesman
Major Charles H. Woolley

605

~~Flights + Tours~~
Earhart, Stultz, Gordon Friendship Flight

July 3, 1928.

Mr. G. P. Putnam,
Two West Forty-Fifth Street,
New York, N. Y.

Dear Mr. Putnam:

Upon my return to Washington I found your letter of July 2nd inviting me to join you in welcoming Miss Earhart to the United States and to attend the luncheon which Commander Byrd is giving in her honor.

I fear, however, that important matters in connection with official business which are coming up for attention on Friday will make it impossible for me to leave Washington and I will accordingly have to decline these invitations.

If by any chance I find that it is possible for me to get away, I will wire you and try to be in New York Friday morning. This does not appear to be feasible at the present time.

Please extend my sincere appreciation to Commander Byrd for his courtesy in inviting me to attend his luncheon and with kindest regards, I am

Very truly yours,

Wm. P. MacCracken, Jr.,

Assistant Secretary of Commerce
for Aeronautics.

JM:TL

X 605 - Friendship Flight
X 605 - Stultz, Wilmer
X 605 - Gordon, Louis E
X 605 - Transatlantic Flight - Earhart, Stultz & Gordon

GEORGE PALMER PUTNAM
TWO WEST FORTY-FIFTH STREET

July 2, 1928

My dear Secretary McCracken:

On this coming Friday, the sixth of July, Miss Amelia Earhart returns to New York after her successful transatlantic flight in the "Friendship." She is, as you know, a licensed flier, and we who are particularly interested in the "Friendship" flight, feel that her achievement will be of widespread interest in focussing attention upon the possibilities of aviation, particularly, perhaps, as regards its offerings to women.

It would be a very great pleasure if you could join our party on board the Mayor's yacht, the "Macom" which goes down the harbor early on the morning of the sixth, to welcome the "Friendship" fliers.

At two o'clock on Friday, at the Biltmore Hotel, Commander Byrd is host at a luncheon for Miss Earhart. I am cooperating with him in the plans. We would both be delighted if you can be present. There will be quite a notable gathering of people especially concerned with aeronautics, including Sir George Wilkins.

Sincerely yours,

G P Putnam

Answered by letter dated 7/3/28

Secretary William P. McCracken
Chief of Bureau of Aeronautics
Department of Commerce
Washington, D. C.

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JUL 3 1928
A.M. - P.M.
DEPARTMENT OF COMMERCE

+ Lv. N.Y. - July 6 - '28.