

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

April 18, 1989

Mr. Rob Gerth
TOTAL TV
1349 Michaels Lane
Norristown, PA. 19401

Dear Mr. Gerth:

Sorry for the delay in getting this material off to you. Just too many demands from other quarters.

Here are a few more observations and corrections from notes that I made of TIGHAR statements.

On Page 21 which features the Bray article, there is a statement alleging the "U.S.S. MYRTLEBANK was stationed about 100 northeast of the ONTARIO." The S.S. Myrtlebank was a civilian vessel NOT connected to the military AND it was not "stationed" or connected to the Earhart flight.

On Page 23, Mr. Bray refers to an "untried HF/DF" and a "makeshift HF/DF". Neither reference is accurate. The HF/DF sent to Howland was the portable model of the XAB/HRO which was undergoing comparison tests with the XAB/RAB and CXK high frequency direction finders for the U.S. Navy in 1937. Captain August Detzer, USN, (Ret.) wrote to me, "Of course Miss Earhart and Captain Noonan knew the HF/DF was at Howland. The XAB/HRO had recently been developed at the Naval Research Laboratory, Bellevue. Equipment for directing and homing planes at long distances over the ocean and direction finders to track ships and planes on high frequencies was of great and immediate importance to the Navy at that time." In 1937, Detzer was head of OP-20-GX, which was the direction finder department of Naval Intelligence Communications.

On Page 24, Mr. Bray indicates that Earhart "was looking for Howland in the wrong place." This is incorrect. I believe I spelled out in a previous letter that Harry Manning was given the correct coordinates of Howland at the time he received the blue print of the layout of the runways which had been constructed on Howland Island.

On Page 35, it is alleged that "the aircraft had to be on land" in order to broadcast. This is NOT true according to the considerable testimony of Joseph Gurr, the man who was responsible for ALL the radio work done on the Earhart plane after the Honolulu crackup. I believe that in an earlier letter I dealt with the TOTALLY UNFORTUNATE comments by Lockheed personnel and Paul Mantz..

On Page 37, there is reference to a message supposedly received at Nauru at 10:30 A.M. the morning of the disappearance from the Earhart plane stipulating, "Land in sight ahead." Ross Game and I found that message in the CLASSIFIED U.S. Navy file which we were shown in 1965. We were not permitted to make photocopies of any of the material in the file, but we were permitted to make notes which were later cleared by the Navy. When the Freedom Of Information Act took effect, the file we had been shown in 1965 was released to the public, but the message "Land in sight ahead" was no longer a part of the file. In other files we found that Nauru had received a message "Ship in sight ahead" at 10:30 P.M. the evening before the disappearance. Captain Lawrence Frye Safford, USN, (Ret.), who did considerable Earhart research in the late 1960's (and was writing a book on the matter at the time of his death) told me he believed the message Game and I saw was pulled by the Navy before the file was released in the belief that it had been corrupted from the message "Ship in sight ahead" and/or because I had made a point of the morning message in THE SEARCH FOR AMELIA EARHART. At this writing, I am unsure whether the morning message was bonafide or not. I am sure the message existed in the classified file we were shown, because both Ross Game and I have exactly the same wording in our notes.

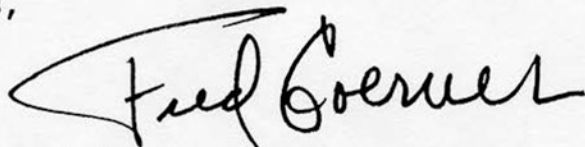
On Page 47, it is alleged that Captain Wilhelm Friedell, the Commanding Officer of U.S.S. COLORADO personally made the decision to initially search for the reefs lying between Howland and Canton Island and the Phoenix Islands themselves. While Friedell's report on the search makes it sound that way, such was not the case. It was simply a U.S. Navy Officer's way of accepting the responsibility for the actions of his command. The decision to search for the reefs and to search the Phoenix Islands was made at the meeting Friedell attended at Pearl Harbor. Kenneth Whiting, who was the Commander of the Pearl Harbor Air Base, had been responsible for getting Pacific Naval Air Pilot to Earhart and Noonan through Manning, and he insisted that the Phoenix Islands were the only logical alternates for Earhart and Noonan when they were not able to find Howland in in the allotted time.

On Page 50, TIGHAR refers to an unknown "third pilot". That pilot was Lt. Leonard Oran Fox, USN, late a Captain, USN. TIGHAR also refers to "ROTC Cadets in the place of trained observers." The men referred to were actually Aviation Cadets J.A. Wilson, R.A. Leake and W. Jordan, and all of them had flying experience. Mr. Wilson lives in Northern California, and he has described

the search to me and the manner in which it was conducted. Wilson later had a long career with Pan American Airways as a pilot.

Well, that's it for the moment. Let me know if you have additional questions.

Yours,

A handwritten signature in black ink that reads "Fred Goerner". The signature is written in a cursive style with a large, sweeping initial "F" and a stylized "G".

Frederick Allan Goerner
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