

Thompson Transcripts.

Commander Warner Thompson was the commanding officer of USCG *Itasca*. This is his exhaustive, and often inaccurate, "Radio Transcripts - Earhart Flight." Most of the report presented here is a restoration but in some places transcription was necessary. The author of the hand-written comments and notations is unknown.



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COAST GUARD CUTTER

ITASCA

TREASURY DEPARTMENT

UNITED STATES COAST GUARD

At Sea, Pacific Ocean,
19 July, 1937.

From: Commanding Officer, ITASCA.
To : Commander, San Francisco Division.

Subject: Radio transcripts Earhart Flight.

Reference: (a) DcT 8018-2200, July, 1937.

Inclosures: 1. Excerpts from ITASCA radio log June and July, 1937.

1. For purposes of clarity, this report will trace the Earhart flight from the communications angle from the time the ITASCA was first ordered in connection with the flight on 9 June until the ITASCA was released by Navy on 16 July, 1937. The report is divided into three sections, (a) Before Flight; (b) The Flight; (c) The Search. Comments are made directly as events occur. Summary of opinion is made at the end of each section and at the end of the report. This report has been made "confidential" due to the fact that it contains a large number of personal messages and that further it discusses, frankly, certain matters which might be considered as controversial. This has been done in an effort to present an accurate picture of ITASCA opinion.

(a) Before Flight.

From: Comfrandiv.
To : Comsousec.
Inf.: ITASCA, HEADQUARTERS, ComHawSec.

6009 DIRECT ITASCA BE PREPARED ON SHORT NOTICE TO PROCEED HOWLAND ISLAND VIA HONOLULU DIRECT FROM SAN PEDRO 0931.
(Received at 0932.)

From: ITASCA.
To : Com SF Division.
Inf.: ComSouSec.

6009 YOUR 6009 0931 COMMA DOES THIS MISSION TAKE PRECEDENCE OVER GENERAL COURT NOW IN SESSION ABOARD ITASCA PERIOD TRIAL WILL PROBABLY BE COMPLETED TODAY WEDNESDAY 1200.

From: Com SF Division.
To : ITASCA.
Inf.: ComSouSec.

6009 YOUR 6009 1200 NEGATIVE PERIOD WHEN WILL VESSEL BE READY FOR DUTY SUGGESTED 1232.

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ITASCA. Radio transcripts Earhart Flight.

From: ITASCA.
To : Com SF Div.
Inf.: ComSouSec.

6009 YOUR 6009 1232 TWO HOURS AFTER COMPLETION OF COURT 1324.

From: ComSouSec.
To : Com SF Div.

1009 TRIAL OF CHIEF BOATSWAIN JOHN E WILSON COMPLETED AND RECORD WILL BE COMPLETED WITHIN 24 HOURS OR IF NECESSARY RECORD CAN BE MAILED FROM HONOLULU 1420.

From: Com SF Div.
To : ITASCA.
Inf.: HEADQUARTERS, ComSCSec., ComHawSec.

6009 PROCEED TO HONOLULU AND REPORT TO COMMANDER HAWAIIAN SECTION FOR DUTY CONNECTION CRUISE TO EQUATORIAL ISLANDS PERIOD DESIRABLE THAT ITASCA ARRIVE HONOLULU NOT LATER THAN SIXTEENTH JUNE IF PRACTICABLE PERIOD FORWARD RECORD IN WILSON CASE TO COMMANDER SOUTHERN CALIFORNIA SECTION FROM HONOLULU BY AIR MAIL 1520.

From: Com SF Div.
To : ComHawSec.
Inf.: ITASCA, HEADQUARTERS.

6009 IN VIEW ITASCA'S EARLY DEPARTURE FOR HONOLULU AND HOWLAND ISLAND SUGGEST POSSIBILITY HER PERFORMANCE ROUTINE LINE ISLAND CRUISE AND PREPARATIONS THEREFORE AT HONOLULU IN ADVANCE HER ARRIVAL PERIOD ADVISE ACTION CONTEMPLATED 1835.

This is the first indication that this vessel received that the duty was other than a routine Line Island Cruise.

From: ITASCA.
To : Com SF Div.
Inf.: Com SC Sec.

6009 MOVEMENT ITASCA DEPARTED SAN PEDRO ON DUTY ASSIGNED 1945.

June 10th:

From: Com SF Div.
To : ITASCA.
Inf.: HEADQUARTERS, ComHawSec.

6010 MY 6009 1510 ENDEAVOR TO ARRIVE HONOLULU FIFTEENTH IF PRACTICABLE INSTEAD OF SIXTEENTH 0958.

ITASCA'S 7010-0918, forwarded, request for personnel from TANEY.

June 11th: Sent on assumption that trip was in connection with Earhart flight.

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ITASCA. Radio transcripts Earhart Flight.

From: ITASCA.
To : Com SF Div.
Inf.: ComHawSec.

8011 PLEASE ADVISE ANY RADIO SCHEDULES TO BE OBSERVED WITH EARHART PLANE AND FREQUENCY GUARDED 1512.

As yet the ITASCA has not been given any notification of mission. It was thought expedient to take some action in order to make proper arrangements upon arrival in Honolulu.

From: Com SF Div.
To : ITASCA.

8011 YOUR 8011 1512 NO RADIO SCHEDULES HAVE BEEN ARRANGED WITH THIS DIVISION PERIOD ON PREVIOUS TRIP PLANE WAS EQUIPPED WITH FIFTY WATT TRANSMITTER FOR OPERATION ON 500 COMMA 3105 AND 6210 KILOCYCLES WITH RECEIVER COVERING ALL FREQUENCIES AND DIRECTION FINDER COVERING 200 TO 1500 KILOCYCLES PERIOD ALL TRANSMISSIONS WERE BY KEY ALTHOUGH THE TRANSMITTER MAY BE USED FOR VOICE PERIOD WILL ADVISE ALL DETAILS POSSIBLE TO OBTAIN WHEN RECEIVED FROM HEAD-QUARTERS PERIOD ALL PREVIOUS PLANE COMMUNICATIONS WERE HANDLED BY PAN AMERICAN AIRWAYS WITH PLANE WORKING ON 3105 AND PAN AMERICAN ON 2986 KILOCYCLES 2102.

From: Com SF Div.
To : TANEY.
Inf.: ITASCA, ComHawSec.

8011 TRANSFER ONE C G R 32 DASH 2 RECEIVER TO ITASCA FOR USE ON EQUATORIAL CRUISE 2112.

June 12th:

From: Com SF Div.
To : ComHawSec.
Inf.: ITASCA.

8012 FOLLOWING RECEIVED FROM MIAMI AIR STATION QUOTE WHEN AMELIA EARHART TOOK OFF FROM MIAMI SHE STATED SHE WOULD NOT TRY TO COMMUNICATE WITH ANY RADIO STATION BUT WOULD BROADCAST HER POSITION EVERY 15 AND 45 MINUTES PAST EACH HOUR ON 6210 KCS SHE ALSO TRANSMITS ON 3105 KCS PERIOD SHE STATED THAT HER RECEIVER WILL BE USED MOST OF THE TIME TAKING RADIO BEARINGS UNQUOTE 1320.

June 13th:

From: ITASCA.
To : ComSF Div.
Inf.: ComHawSec.

8013 REQUEST PERMISSION USE 12600 OR 16800 KILOCYCLES REMAINDER CRUISE PERIOD WILL MAINTAIN CONTINUOUS WATCH ON FREQUENCY AUTHORIZED ON LOUD SPEAKER 0955.

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ITASCA. Radio transcripts Earhart Flight.

From: Com SF Div.

To : ITASCA.

8013 YOUR 8013 0955 WILL INFORM YOU LATER 1900.

June 14th:

From: Com SF Div.

To : ITASCA.

8014 ITASCA AUTHORIZED USE 12600 AND 16960 KILOCYCLES FOR GENERAL COMMUNICATION PERIOD TANEY AND ITASCA ARRANGE FOR SCHEDULES AFTER DEPARTURE ITASCA FOR HOWLAND ISLAND 1150.

It was later ascertained that due to the restrictions placed upon the Yard it was impractical to arrange for any schedules with the TANEY.

June 15th:

From: Com SF Div.

To : ITASCA.

8015 MACKAY RADIO AUTHORIZES ACCEPTANCE PRESS TRAFFIC COLLECT SAN FRANCISCO FOR ASSOCIATED PRESS PERIOD ARRANGE SCHEDULES WITH KFS USING MOST DESIRABLE FREQUENCIES 1241.

From: Com SF Div.

To : ComHaw Sec.

Code #245 - 9915 - 1340.

From: ITASCA.

To : Com SF Div.

6015 MOVEMENT ITASCA ARRIVED HONOLULU 1200.

From: Com SF Div.

To : ITASCA.

Inf.: SFO CG Rdo.

8015 ARRANGE SCHEDULES WITH SAN FRANCISCO RADIO NEGATIVE MIKE CAST HOURLY AT TWENTY MINUTES AFTER EACH HOUR USING 12600 KILOCYCLES 1242.

From: NMC (San Francisco Radio).

To : ITASCA.

Inf.: Com SF Div.

8015 COMFRANDIV 8015 1242 SAN FRANCISCO RADIO EXPECTS TO BE IN OPERATION 12600 KCS AT 1320 TOMORROW WEDNESDAY AND HOURLY THEREAFTER PERIOD SAN FRANCISCO RADIO WILL MAINTAIN CONTINUOUS WATCH 12600 KCS WHENEVER REQUESTED BY ITASCA 2248.

June 16th:

Due to amount of radio work and fact ITASCA had one (1) chief radioman and three (3) radiomen, third class, vessel requested experienced radioman, first class from Commander, Hawaiian Section.

Mr. Richard Black Field Representative of Department of Interior stated in conference on ITASCA that he had arranged with the Navy Department to supply the ITASCA with radiomen. This arrangement was not acceptable to the Commanding Officer of the ITASCA for the reason that the Coast Guard has sufficient radiomen to perform its work.

Mr. Black and Lieutenant Cooper of the Army had the Navy send a high frequency direction finder on board. The Coast Guard did not request the equipment and did not receipt for it.

In discussing the practicability of the high frequency direction finder equipment put on board ITASCA by the Navy under the conditions mentioned above, it was the impression of Coast Guard officers that limits of accuracy reasonably to be expected from this equipment in the circumstances which would obtain on Howland Island were decidedly not sufficiently close to warrant its use as a dependable navigational device to bring the plane safely on the island. It was considered desirable however to set the equipment up at Howland as an accessory precaution. It was the decision of the Coast Guard officers in conference that the procedure to be followed in connection with the radio navigational assistance to the Earhart plane in coming into Howland Island would be governed by the apparent desire of the plane to use its radio direction finder on signals sent by the ITASCA in the hope that in case of difficulty approximate bearings might be obtained which would be of some value.

✓
correct

The TANEY transferred a radioman second class to the ITASCA.

The following radio schedules were arranged:

Legend: K6GNW - Howland Island, NPU - - Tutuila,
 VQN - - Fanning Island, NMC - - Southside Radio.
 NPM- - Honolulu,

ZONE PLUS 11½.

TIME	STA.:	TIME	STA.:	TIME:	STA.:
0015	K6GNW	1015	NPU-NPM	1750	NMC
0030	VQN	1050	NMC	1815	NPM-NPU
0050	NMC	1100	NPM-NPU	1850	NMC
0100	NPM-NPU	1150	NMC	1915	NPM-NPU
0150	NMC	1200	K6GNW-NPM	1950	NMC
0200	NPM	1215	K6GNW	2015	NPM-NPU
0250	NMC	1230	VQN	2030	K6GNW
0350	NMC	1230	NPM-NPU	2050	NMC
0450	NMC	1250	NMC	2100	NPM
0550	NMC	1315	NPM-NPU	2150	NMC
0630	NPM-NPU	1350	NMC	2215	NPM-NPU
0650	NMC	1415	NPM-NPU	2250	NMC
0730	NPM-NPU	1450	NMC	2350	NMC
0750	NMC	1500	NPM-NPU		
0800	K6GNW-NPM	1550	NMC		
0850	NMC	1600	NPM-NPU		
0900	NPU-NPM	1630	K6GNW		
0950	NMC	1650	NMC		
		1750	NMC		

NPU schedules immediately following NPM.
 USS SWAN worked on "call and answer" basis, usually on even hours.

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ITASCA. Radio transcripts Earhart Flight.

Radio Electrician Anthony also furnished the ITASCA with the following memorandum of weather to be obtained.

"MEMORANDUM TO ITASCA:

Honolulu, T. H., 17 June, 1937.

Subject: Additional Radio Data.

WEATHER REPORTS FROM FANNING & CHRISTMAS ISLANDS

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

Report will contain:

Barometer - wind direction and velocity - weather.

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

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

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

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

(signed) H. M. ANTHONY,
Radio Electrician."

The above information which was furnished the SHOSHONE during the March flight was also furnished by Mr. Anthony:

Later the CGR-32-1 was checked for reception on 3105 kilocycles and 6210 kilocycles. Also the T-16-A transmitter was tested with KFS - NPM - and NRSY, and also monitored out-going signal with reference to defects as reported by Point Vicente radio station.

ITASCA. Radio transcripts Earhart Flight.

June 17th:

From: Com SF Div.

To : ITASCA.

8017 MY 8015 1242 OBSERVE SCHEDULES INDICATED PERIOD IF CONTACT NOT MADE ITASCA WILL TRANSMIT FIRST THREE MINUTES AND LISTEN SECOND THREE MINUTES OF EACH AND EVERY SCHEDULE 2339.

From: Com SF Div.

To : ComHawSec.

Inf.: ITASCA

8018 ITASCA TRANSMITTER APPARENTLY FAULTY DIRECT RADIO ELECTRICIAN INVESTIGATE AND MAKE NECESSARY ADJUSTMENTS PRIOR TO SAILING OF ITASCA 0921.

This was done by Radio Electrician Anthony.

From: ComHawSec.

To : Com SF Div.

Inf.: ITASCA.

8018 YOUR 8018 0921 TRANSMITTER CHECKED AND OPERATION EXCELLENT TESTS CONDUCTED WITH PALO ALTO RADIO HOWLAND ISLAND WAILUPE RADIO ALL REPORTED GOOD SIGNAL STRENGTH NOTE PERFECT STEADY NO DEFECTS NOTED PERIOD RECEIVERS CALIBRATED EARHART FREQUENCY 1025.

At this time at Honolulu there was little further official information on Earhart's plans or desires as to radio. Mr. Black was designated by Mr. Putnam as Earhart's representative and her requests in so far as possible were met by the ITASCA.

From: Com SF Div.

To : ComHawSec.

Inf.: ITASCA.

6018 PLEASE ADVISE DIVISION PLANS CONNECTION EMPLOYMENT ITASCA WITH EARHART FLIGHT AND EQUATORIAL ISLAND CRUISE 1230.

From: ComHawSec.

To : Com SF Div.

Inf.: ITASCA.

6018 YOUR 6018 1230 ITASCA DEPARTING HONOLULU FOR HOWLAND ISLAND AT 1600 THIS DATE (18th) TO ACT AS EARHART PLANE GUARD AT HOWLAND AND FURNISH WEATHER PERIOD UPON COMPLETION WORK IN CONNECTION EARHART FLIGHT WILL CONTINUE ON REGULAR LINE ISLAND CRUISE 1210.

From: ITASCA.

To : Com SF Div.

Inf.: ComHawSec.

6018 MOVEMENT ITASCA DEPARTED HONOLULU AT 1600 1625

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From: Com SF Div.
To : ITASCA.

8018 LATEST POSITION AMELIA EARHART DEPARTED CALCUTTA FOR BANGKOK SLAM SEVENTEENTH PERIOD WILL ADVISE ALL POSITION REPORTS AS SOON AS RECEIVED 1214.

From: Com SF Div.
To : ITASCA.

8018 ADVISE SCHEDULES MADE WITH COMMERCIAL STATIONS FOR HANDLING PRESS TRAFFIC 1832.

From: Com SF Div.
To : ITASCA.
Inf.: ComHawSec.

8018 NMC REPORTS REFUSAL OF RADIOMAN ON ITASCA TO MAKE ADJUSTMENTS TO TRANSMITTERS AND TO SHIFT FREQUENCY WHEN DIRECTED AND REFUSAL TO FORWARD TRAFFIC BETWEEN 2120 AND 2320 PST ON SEVENTEENTH JUNE PERIOD DIVISION COMMUNICATION OFFICER MONITORED TRAFFIC AND TRANSMITTER WAS FAULTY PERIOD INVESTIGATE AND REPORT NAME OF RADIOMAN RESPONSIBLE FOR DISREGARD OF ORDERS 1834.

From: ITASCA.
To : Com SF Div.
Inf.: ComHawSec.

8018 YOUR 8018 1834 THOMPSON RADIOMAN THIRD CLASS WAS ON WATCH AT TIME OF REPORT PERIOD TRANSMITTER NOT REPEAT NOT FAULTY BASED ON REPEATED CHECKS PERIOD ITASCA HAS DIFFICULT COMMUNICATION PROBLEM WITH INEXPERIENCED PERSONNEL AND DESIRES DIVISIONS COOPERATION 1800.

The checks referred to above were those of Mr. H. M. Anthony who had previously checked transmission of T-16-A. It also includes strength and readability signals from various stations worked in routine traffic handling.

From: ITASCA.
To : Com SF Div.

8018 YOUR 8018 1832 CONTACTED KFS AND BELIEVE CAN COMMUNICATE ON CALL AND ANSWER BASIS PERIOD CONTACTED MR MADDAMS MACKAY RADIO HONOLULU WHO APPROVES OF THIS METHOD 1950.

Due to the heavy schedules being maintained, this method was the only means of establishing reliable contact.

From: Howland Island. (K6GNW).
To : ITASCA.

1 P.M. Weather:

29.83 85.577 4/10 ACU SUR ESE11 1ESE10 ZE9 3E8 4E8 6E8 7ENE6 8ENE12
10ENE 18 12ENE16 14ENE17 16ENE17 18E72

K6GNW (Amateur Radio Howland Island) said that the groups represented first the level in thousands of feet, that the observation was taken, second, the direction of the wind, third the velocity of the wind and that Mr. Black

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could explain the above information in full.

June 19th:

From: ITASCA.

To : Fleet Air Base, Pearl Harbor.

Inf.: Com SF Div., ComHawSec.

8019 FANNING ISLAND REPORTS START 21 JUNE PERIOD HOWLAND ISLAND 29.83
85 .577 4/10 A 60 SUR ESE11 1ESE10 2E9 3E8 4E8 5E8 6E8 7ENE6 8ENE12
10ENE18 12ENE16 14ENE17 16ENE17 18E22 ITASCA 71199 59312 08201 18877
0140.

From: ITASCA.

To : Tutuilla Naval Radio.

In.: Fleet Air Base, Pearl Harbor, Com SF Div.

8019 REQUEST ITASCA BE ADVISED IF ONTARIO WILL TAKE SAME STATION IN
PRESENT AMELIA EARHART FLIGHT PERIOD ITASCA FORWARDING WEATHER DATA
TO FLEET AIR BASE COMMA PEARL HARBOR FOR CHRISTMAS COMMA FANNING AND
HOWLAND ISLANDS PERIOD WILL ONTARIO SEND WEATHER DATA THROUGH THIS UNIT
OR NPU 1025.

From: ITASCA.

Action: Govt. Int. Governor American Samoa, Tutuilla Radio.

Inf.: Lieut. Troe (Fleet Air Base), Mr. Putnam, c/o Hampton
Territories Washington, D. C.
ComHawSec.

8019 ITASCA WILL ARRANGE SIMULTANEOUS TRANSMISSION WEATHER DATA FROM
HOWLAND JARVIS FANNING CHRISTMAS ISLANDS AND SWAN AT STATION NORTH OF
HOWLAND TO NPU AND NPM STOP PLEASE FORWARD THIS DATA PLUS ONTARIO DATA
TO EARHART AT LAE N.G. STARTING TONIGHT SO WEATHER BUREAU AT LAE CAN
START MAPS STOP ALL CHARGES COMMERCIAL TRANSMISSION TO G.P. PUTNAM 2
WEST 45th NEW YORK STOP SIGNED RICHARD B BLACK 1225.

From: ITASCA.

To : Mr. Putnam, care Hampton Territories, Washington, D. C.

Govt. Int. Mr. Hampton Territories, Washington, D. C.

FOLLOWING FOR MR PUTNAM QUOTE ITASCA WILL ARRANGE SIMULTANEOUS TRANS-
MISSION WEATHER DATA FROM HOWLAND JARVIS FANNING CHRISTMAS ISLANDS AND
SWAN AT STATION NORTH OF HOWLAND TO NPU AND NPM STOP PLEASE FORWARD THIS
DATA PLUS ONTARIO DATA TO EARHART AT LAE N.G. STARTING TONIGHT SO WEATHER
BUREAU AT LAE CAN SPART MAPS STOP ALL CHARGES COMMERCIAL TRANSMISSIONS TO
G.P. PUTNAM 2 WEST 45th STREET NEW YORK STOP SIGNED RICHARD B BLACK.

From: ITASCA.

To : Tutuilla Naval Radio.

Inf.: Navy Radio Honolulu.

8019 REQUEST YOU LISTEN FOR ITASCA ON 12600 AND ANSWER ON 13380 KCS AFTER
NPM SCHEDULES 1227.

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ITASCA. Radio Transcripts Earhart Flight.

From: ComHawSec.
To : ITASCA.

8019 FOR BLACK DEPT INTERIOR IF POSSIBLE CAN YOU ESTIMATE HOW LONG FANNING ISLAND WEATHER BROADCAST SHOULD BE MAINTAINED AND ADVISE THIS OFFICE PERIOD ESTIMATE DESIRED BY LONDON OFFICE 1137.

From: ITASCA.
To : ComHawSec.

Inf.: Com SF Div.; Naval Radio Honolulu; Naval Radio Tutuila.

8019 FOLLOWING SENT TO PUTNAM QUOTE THIS CONFIRMS INFORMATION IN YOUR MESSAGE FORWARDED BY HAMPTON JUNE 18 THAT EARHART WILL BROADCAST RADIO-PHONE QUARTER TO AND QUARTER AFTER HOUR ON FREQUENCIES DAYLIGHT SIX TWO ONE NOUGHT NITE THREE ONE NOUGHT FIVE ALSO TRY FIVE HUNDRED CLOSE IN STOP ITASCA CAN GIVE HER ALMOST ANY FREQUENCY DESIRED AND REQUEST THAT SHE CONTACT ITASCA NOW BY COMMERCIAL LINES VIA GOVERNOR AMERICAN SAMOA ASKING FOR FREQUENCY BEST SUITING HER HOMING DEVICE STOP ALSO HAVE HER DESIGNATE TIME AND TYPE OF OUR SIGNAL STOP SHIP WILL GIVE SMOKE BY DAY AND SEARCHLIGHT BY NIGHT STOP HAVE HER GIVE US FLIGHT PROGRESS AND MAKE FINAL ARRANGEMENTS BEFORE TAKEOFF VIA SAMOA TUTUILA RADIO STOP WILL REQUEST ONTARIO AND SWAN NOTIFY US OF AVAILABLE FREQUENCIES AND FORWARD THIS INFORMATION TO YOU OR EARHART STOP WILL EARHART LAND LUKE OR WHEELER HONOLULU QUESTION UNQUOTE SIGNED BLACK 1340.

From: ITASCA.
To : Governor Samoa.

Inf.: Fleet Air Base, Pearl Harbor; Naval Radio Honolulu, Naval Radio Tutuila.

8019 REQUEST INFORMATION FREQUENCIES AVAILABLE ON ONTARIO AND SWAN FOR TRANSMISSION TO HOMING DEVICE EARHART PLANE 1430.

From: Naval Radio Tutuila.
To : ITASCA.

2019 ONTARIO DEPARTED 15 JUNE FOR SAME STATION PERIOD WEATHER BEING FORWARDED THROUGH THIS STATION 1500.

From: ITASCA.
To : ComHawSec.

8019 YOUR 8019 1137 WOULD ESTIMATE 27 JUNE BUT REQUEST CONTINUE UNTIL FLIGHT ARRIVES HONOLULU OR NOTIFICATION RECEIVED FROM ITASCA BLACK 1837.

From: ITASCA.
To : Howland Island.

KINDLY COMPILE GENERAL WEATHER AND UPPER AIR SOUNDINGS FOR HOWLAND JARVIS AND BAKER ISLANDS AND FORWARD TO ITASCA IF POSSIBLE AT 2345 AND 1145 GCT FORWARDING TO HONOLULU.

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June 20th:

From: Governor Samoa.

To : ITASCA.

Inf.: Fleet Air Base, Pearl Harbor; Naval Radio Honolulu.

1920 YOUR 8019 1430 ONTARIO TRANSMITTER 500 WATTS FREQUENCY RANGE 195 TO 600 KCS EITHER CW OR MCW PERIOD NO HIGH FREQUENCY EQUIPMENT ON BOARD PERIOD SUGGEST YOU COMMUNICATE WITH FLEET AIR BASE PEARL HARBOR FOR DEFINITE INFORMATION REGARDING SWAN 0700.

From: ITASCA.

To : Fleet Air Base, Pearl Harbor.

Inf.: Gov. Int. Lieut. A. E. True, Fleet Air, NPM.

DISREGARD LETTER CONCERNING CABLED WEATHER FROM FANNING STOP FANNING WILL BROADCAST AND WE FORWARD NPM AND NPU.

From: Howland Island.

To : ITASCA.

BAKER ISLAND 11 a.m. OBS 2986 88 82 SE2 8/10 CIST.

HOWLAND ISLAND 4 p.m. OBS 29.78 87 77 3/10 A Cu 6/10 CIST MNE4.

From: Howland Island.

To : ITASCA.

9 p.m. OBS 29.86 83 76 6/10 A Cu SUR E7.

(Amateur Radio, Howland Island, said that the upper level observations were not available as they had no lanterns to tie to the balloons. He wanted to know if the Aerologist had brought any lanterns. He said that he would arrange schedules with Jarvis and Baker Islands for weather data and would forward this data to ITASCA at 1:15 HST.)

From: ITASCA.

To : Hampton, Govt. Int. Territories, Washington.

Govt. Int. Mr. Hampton Territories, Washington, D. C.

ITASCA POSITION 8 P.M. JUNE 20 AS FOLLOWS 12 DEGREES 56 MINUTES NORTH 165 DEGREES 55 MINUTES WEST STOP ARRIVE HOWLAND TWENTY THIRD STOP AVIATION PILOT LIEUT. DANIEL COOPER OF LUKE FIELD ABOARD AS OBSERVER SIGNED R B BLACK.

June 21st:

From: Washington, D. C. (Govt. Int.)

To : ITASCA - BLACK.

GOVT. INT. RICHARD B. BLACK USCGC ITASCA HONOLULU FOLLOWING TELEGRAM RECEIVED TODAY FROM PUTNAM QUOTE RETEL TELL BLACK DIFFICULT CONTACT EARHART SATISFACTORILY BEFORE ARRIVAL DARWIN STOP FROM DARWIN SHE WILL COMMUNICATE ITASCA VIA SAMOA STIPULATING DESIRED FREQUENCY AND TIME TYPE SIGNAL BEST FOR HOMING DEVICE DITTO FOR SWAN AND ONTARIO STOP ITASCA CAN CONFIRM TO HER AT LAE STOP SHE WILL ADVISE FULLY VIA SAMOA BEFORE LEAVING LAE STOP WILL ADVISE WHETHER LUKE OR WHEELER UNQUOTE HAMPTON.

Released here by Mr. P

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From: Hampton, Washington, D. C.
To : Richard B. Black.

Govt. INT RICHARD B. BLACK UNITED STATES COAST GUARD CUTTER ITASCA SUGGEST GOVERNOR OF SAMOA BE REQUESTED BY YOU TO ESTABLISH RADIO COMMUNICATION WITH SAIA MAUN NEW GUINIA AND ARRANGE FOR RECEPTION OF WEATHER REPORTS COMPILED BY ITASCA SWAN ONTARIO ETCETERA TO BE AVAILABLE TO MISS EARHART PRIOR HER DEPARTURE FOR HOWLAND STOP PLEASE CONFIRM HAMPTON.

We now have the following persons endeavoring to control the Earhart flight communications, Mr. Putnam; Mr. Hampton in Washington; San Francisco Division and Mr. Black on ITASCA.

From: ITASCA - Black.
To : Governor American Samoa.
Govt. Int. Governor American Samoa Tutuila Radio, NPU.

REQUESTED BY HAMPTON DIVISIONS OF TERRITORIES WASHINGTON TO ASK YOU ATTEMPT RADIO CONTACT WITH VJQ SALAMOA RADIO NEW GUINEA FOR RECEPTION OF WEATHER REPORTS FROM ITASCA SWAN ONTARIO HOWLAND FANNING ETCETERA FORWARDED THROUGH TUTUILA FOR EARHART AT LAE PLEASE CONFIRM. BLACK.

From: Howland Island.
To : ITASCA.

Weather from Baker Island.

11 a.m. OBS 29.88 85 79 ESE16 1/10 Cu.

1 p.m. OBS 29.84 87 80 ESE20 3/10 Cu.

Weather from Howland Island.

12:30 p.m. 29.85 86.5 78 4/10 A Cu. SUR E22 1ESE16 2ESE17 3ESE17 4ESE14 5ESE14 6ESE14 7ESE13 8ESE14 10ESE11 12E11 12700.

June 22nd:

From: ITASCA.

To : Hampton, Washington, D. C.

Govt. INT. Mr. HAMPTON TERRITORIES, WASHINGTON, D. C.

HAVE REQUESTED GOVERNOR AMERICAN SAMOA TRY CONTACT SALAMOA RADIO STOP POSITION EIGHT p.m. TWENTY FIRST FOLLOWS LATITUDE EIGHT DEGREES FORTY SEVEN MINUTES LONGITUDE ONE SIXTY NINE DEGREES FORTY SIX STOP ARRIVE HOWLAND DAWN TWENTY FOURTH SIGNED RICHARD B BLACK.

From: Tutuila Radio.
To : ITASCA.

MSG MR BLACK IMPOSSIBLE TO CONTACT VJQ WEATHER BEING FORWARDED HERE VIA SUVA UPON RECEIPT GOVERNOR AMERICAN SAMOA.

From: ITASCA.

To : Naval Radio Honolulu.

~~MEMO~~ Naval Radio Tutuila; Fleet Air Base, Pearl Harbor; Governor of Samoa.

Inf.: ComHawSec.; Com SF Div.

(See following page for message)

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ITASCA. Radio Transcripts Earhart Flight.

8022 FOLLOWING WEATHER FROM BAKER ISLAND QUOTE 11 A.M. 29.88 85 79 ESE16
1/10 Cu 1P.M. OBS 29.84 87 80 ESE20 3/10 Cu UNQUOTE PERIOD FOLLOWING WEATHER
FROM HOWLAND ISLAND QUOTE 12:30 P.M. 29.85 86.5 78 4/10 A Cu SUR E22
1ESE16 2ESE17 3ESE17 4ESE14 5ESE14 6ESE14 7ESE13 8ESE14 10ESE11 12E11 12700
UNQUOTE ITASCA 31080 70512 10202 14980 64167 65525 0230.

From: ComHawSec.
To : ITASCA.
9921 1510 CODE MESSAGE.

From: Howland Island.
To : ITASCA.
9 A.M. 29.87 83 .576 SUR E16 5/10 St Cu.

From: Naval Radio Honolulu.
To : ITASCA - BLACK.
Govt. Int.

RICHARD BLACK UNITED STATES COAST GUARD CUTTER ITASCA PLEASE ADVISE
IF TUTUILA CAN BE CONTACTED SALAMAUA FOR TRANSMISSION OF WEATHER INFORMA-
TION TO DATE STOP ANY COST CONNECTED WITH COMMERCIAL RADIO TO BE CHARGED
TO PUTNAM OR EARHART HAMPTON.

From: ITASCA (Black).
To : GOVERNOR SAMOA.
Govt. Int.
Governor American Samoa, Tutuila Radio NPU.

CAN YOU WORK VJQ SALAMAUA RADIO N.G. DIRECT AT NIGHT QUESTION IF
NOT PLEASE GIVE ROUTING OF BEST RELAY STOP DIVISION OF TERRITORIES WASHING-
TON REQUESTING THIS INFORMATION TODAY STOP REFERENCE MY RADIO TWENTY FIRST
BLACK.

From: ITASCA.
To : SWAN.
Inf.: Fleet Air Base, Pearl Harbor; ComHawSec.
8022 ITASCA UNABLE TO CONTACT FANNING ISLAND VQN AT 0000 GCT AND 1200
GCT ON EITHER 425 OR 500 KILOCYCLES PERIOD REQUEST YOU ATTEMPT TO CONTACT
VQN PERIOD REQUEST YOU SEND YOUR WEATHER REPORTS TO GOVERNOR SAMOA FOR
INFORMATION AND RELAY TO SUVA PERIOD WHAT FREQUENCIES HAVE YOU AVAILABLE
FOR EARHART TO HOME IN ON QUESTION 1855.

From: ITASCA.
To : FLEET AIR BASE, Pearl Harbor.
Inf.: ComHawSec.
8022 IMPOSSIBLE FOR HOWLAND ISLAND TO TAKE UPPER OBSERVATIONS AT NIGHT
DUE TO LACK OF PROPER FACILITIES PERIOD WILL FURNISH THEM ONCE A DAY
OR WHEN YOU ADVISE 1840.

Leave out in press

~~65-801-CONFIDENTIAL~~. 7/19/37.
ITASCA. Radio Transcripts Earhart Flight.

From: ComHawSec.
To : ITASCA.

8022 FANNING ISLAND ADVISES COMMENCING WEATHER BROADCAST ON 700 METERS
TONIGHT 22ND SUGGEST ENDEAVOR TO ESTABLISH RADIO CONTACT HAS BEEN INFORMED
PREVIOUSLY TO BROADCAST AT 0000 AND 1200 GMT 1800.

From: ITASCA
TO : Howland Island.

JAMES KAMAKAIWI HOWLAND ISLAND
PLEASE BURN LARGE FIRE YOUR CAMP SITE STARTING AT DUSK TONIGHT UNTIL DAY
LIGHT STOP REMOVE AS MANY LARGE BIRDS AS POSSIBLE FROM RUNWAYS STOP CATCH
LOBSTERS FOR SHIP STOP MR KENNER IS ABOARD STOP SEE YOU SOON SIGNED
RICHARD B BLACK.

From: CG Radio San Francisco.
To : ITASCA.

ZZK 210 1101 1105 1833 1844 0026
(YOUR ATTENTION IS INVITED TO ARTICLES 210 1101 1105 1833 1844 COMMUNICA-
TION INSTRUCTIONS)

At this point we have our first ⁿinterference from CG Radio San Francisco
who gave the ITASCA an AS and it was found later there was no traffic to
be handled. ITASCA operator, through no wilful breach of discipline, vio-
lated AS signal in order to work Howland Island. Our schedules with Howland
Island were only twice daily, while CG Radio San Francisco schedules were
hourly, and little delay would result in a failure to observe any one par-
ticular schedule. The weather being obtained from Howland Island on these
infrequent schedules were of vital importance to Lieut. True, Aerologist,
Fleet Air Base, Pearl Harbor, who was constructing weather maps of the
flight area.

From: SWAN.
To : ITASCA.

1022 SWAN UNSUCCESSFUL CONTACT VQV WILL TRY AGAIN AT 1200 GCT PERIOD WILL
SEND ALL FUTURE WEATHER REPORTS TO GOVERNOR SAMOA PERIOD SWAN CAN TRANSMIT
ONE HALF KW BETWEEN 195 AND 600 KCS AND BETWEEN 200 AND 3000 KCS PERIOD
CAN TRANSMIT 100 WATTS 600 TO 1500 KCS AND FROM 3000 TO 9050 KCS PERIOD
35 WATTS VOICE AVAILABLE 350 TO 1500 KCS AND 3000 TO 9050 KCS 2140.

From: Naval Radio Tutuila.
To : ITASCA.

MSG MR. BLACK REFER MY MSG 21ST EFFORTS STILL NEGATIVE PERIOD FOLLOWING
RECEIVED FROM SUVA QUOTE YOUR SVC NR 26 WE DO NOT WORK VJQ DIRECT ROUTING
VIA SYDNEY AND RAVAU STOP SUGGEST ALLOW FOUR HOURS FOR DELIVERY OWING
DISLOCATION VJQ UNQUOTE GOVERNOR AMERICAN SAMOA 2305.

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ITASCA. Radio Transcripts Earhart Flight.

From: ComHawSec.

To : ITASCA.

8023 IF UNABLE HEAR FANNING ISLAND VICTOR QUEEN NEGAT 0000 GCT WEATHER BROADCAST THIS DATE ADVISE 0930.

From: ITASCA.

To : Govt. Int. Washington, D. C.

Govt. Int. Territories, Washington, D. C.

HEREWITH TWO MESSAGES FROM GOVERNOR AMERICAN SAMOA No. 1. IMPOSSIBLE TO CONTACT VJQ SALAMOA PERIOD WEATHER BEING FORWARDED HERE VIA SUVA UPON RECEIPT STOP No. 2: REFER MY MSG 21ST EFFORTS STILL NEGATIVE PERIOD FOLLOWING RECEIVED FROM SUVA QUOTE YOUR SVC NR 26 WE DO NOT WORK VJQ DIRECT ROUTING VIA SYDNEY AND RAVAU STOP SUGGEST ALLOW FOUR HOURS FOR DELIVERY OWING DISLOCATION VJQ UNQUOTE GOVERNOR AMERICAN SAMOA SIGNED BLACK.

From: ITASCA.

To : Governor American Samoa.

Govt. Int. Governor American Samoa, VT.

FOLLOWING FOR AMELIA EARHART PUTNAM AT DARWIN OR VANDOENG JARVA VIA AMALGAMATED WIRELESS QUOTE ONTARIO NIDZ TRANSMITTER 500 WATTS FREQUENCY RANGE 195 TO 600 KCS EITHER MCW OR MCW PERIOD NO HIGH FREQUENCY EQUIPMENT ON BOARD STOP SWAN NIJP CAN TRANSMIT ONE HALF KILOWATT BETWEEN 195 AND 600 KCS AND BETWEEN 2000 AND 3000 KCS PERIOD ALSO CAN TRANSMIT 100 WATTS 600 TO 1500 KCS AND FROM 3000 TO 9050 KCS PERIOD 35 WATTS VOICE AVAILABLE 350 TO 1500 KCS AND 3000 TO 9050 KCS STOP PLEASE CONFIRM AND DESIGNATE SIGNALS DESIRED FROM ONTARIO ITASCA AND SWAN WITHIN THESE RANGES BEST SUITED TO YOUR HOMING DEVICE STOP ITASCA CAN GIVE ANY FREQUENCY DESIRED STOP INFORMATION FROM TUTUILA AND SUVA INDICATE DELAY AT LEAST FOUR HOURS IN MESSAGES BETWEEN LAE AND ITASCA STOP BLACK.

This same information rec'd here and given Mr. P and released

Note says: "This same information rec'd here and given Mr. P and released."

From: ITASCA.

To : Naval Radio Tutuila.

Inf.: Com SF Div.; ComHawSec. SWAN; ONTARIO.

8023 FOR AMELIA EARHART PUTNAM PORT DARWIN AUSTRALIA OR LAE NEW GUINEA QUOTE REQUEST YOU ADVISE THIS VESSEL TWELVE HOURS PRIOR TO YOUR DEPARTURE FROM NEW GUINEA FULL INFORMATION REGARDING YOUR DESIRES IN MATTER OF RADIO FREQUENCIES AND COMMUNICATION SCHEDULE PERIOD WE WILL CONFORM TO ANY FREQUENCIES DESIRED IMPORTANT ANTICIPATE YOUR DEPARTURE AS COMMUNICATION VIA PORT DARWIN VERY SLOW PERIOD ITASCA ON STATION HOWLAND ISLAND AT 2200 THIS EVENING PERIOD THIS VESSEL WILL CONTACT SWAN AND ONTARIO AND ADVISE THEM FULLY UNQUOTE 1550.

This marks Commanding Officer ITASCA first message to Amelia Earhart Putnam. This action was taken for two reasons; first, it was realized that the success or failure of communications in connection with the anticipated flight ultimately depended upon the ITASCA, and who would be, in a final analysis, burdened with the responsibility, at least from a Coast Guard point of view, secondly, Black's government messages were burdening a Navy - Coast Guard network with undue traffic which could readily be

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ITASCA. Radio Transcripts Earhart Flight.

relieved by Navy - Coast Guard procedure. The Commanding Officer ITASCA willingly stood ready to transmit any information Mr. Black deemed necessary to disseminate with the provision it be done in a Navy - Coast Guard manner.

From: Naval Radio Tutuila.

To : ITASCA.

1923 ONTARIO REPORTS ARRIVAL ON STATION 1545.

From: ITASCA.

To : ComHawSec.

Inf.: Fleet Air Base, Pearl Harbor.

8023 YOUR 8023 0930 UNABLE TO CONTACT FANNING ISLAND VICTOR QUEEN NEGAT
0000 GCT THIS DATE 1520.

From: Com SF Div.

To : ITASCA.

8023 ITASCA TARE 16 TRANSMITTER IS FAULTY AND DOES NOT KEY PROPERLY WHEN
SENDING AT SLOW SPEED PERIOD THIS IS THE SAME WHICH WAS REPORTED PRIOR
YOUR DEPARTURE FROM HONOLULU AND HAS NOT BEEN REMEDIED PERIOD ADJUSTMENT
OF OSCILATOR RELAY APPEARS TO BE FAULTY AND PERMITS RELAY TO OPEN WITH
TOO SOON SHORT INTERVALS BETWEEN CHARACTERS THIS FAULT MAY BE DETECTED
ON BOARD IF RADIO PERSONNEL WILL MONITOR TRANSMISSIONS 1000.

From: ITASCA.

To : Com SF Div.

8023 YOUR 8023 1000 TROUBLE LOCATED IN QUICK EXHAUST VALVE PISTON NOT
SEATING PROPERLY POSSIBLY DUE TO DUST IN CHAMBER CAUSING PISTON TO REMAIN
OPEN INTERMITTENTLY PERIOD REQUEST WE BE ADVISED OF ANY FURTHER SUGGESTIONS
2008.

From: ITASCA.

To : Com SF Div.

Inf.: ComHawSec.

6023 MOVEMENT ITASCA ARRIVED HOWLAND ISLAND AT 2100 2102.

June 24th:

From: ITASCA.

To : Com SF Div.

Inf.: ComHawSec.; Fleet Air Base, Pearl Harbor; Naval Radio Tutuila.

6024 51008 76812 10201 11981 61344 60010 UNABLE TO CONTACT FANNING OR
HOWLAND ISLAND 0003.

From: ComHawSec.

To : ITASCA.

8024 FANNING ISLAND BEING ADVISED ITASCA HAS NOT HEARD BROADCAST WAITING
REPLY FROM THEIR CONFIRMING TIMES 0858.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.

To : Hampton Territories, Washington, D. C.
Govt. Int. Mr. Hampton Territories, Washington, D. C.
FOLLOWING FOR PUTNAM QUOTE THIS CONFIRMS INFORMATION IN YOUR MESSAGE FOR-
WARDED BY HAMPTON JUNE 18TH THAT EARHART WILL BROADCAST RADIO PHONE QUARTER
TO AND QUARTER AFTER HOUR ON FREQUENCIES DAYLIGHT SIX TWO ONE NOUGHT NIGHT
THREE ONE NOUGHT FIVE ALSO TRY FIVE HUNDRED CLOSE IN STOP ITASCA CAN GIVE
HER ALMOST ANY FREQUENCY DESIRED AND REQUEST THAT SHE CONTACT ITASCA NOW
BY COMMERCIAL LINES VIA GOVERNOR AMERICAN SAMOA ASKING FOR FREQUENCY BEST
SUITED FOR HOMING DEVICE STOP ALSO HAVE HER DESIGNATE TIME AND TYPE OF
OUR SIGNAL STOP SHIP WILL GIVE SMOKE BY DAY AND SEARCHLIGHT BY NIGHT STOP
HAVE HER GIVE US FLIGHT PROGRESS AND MAKE FINAL ARRANGEMENTS BEFORE TAKE
OFF VIA SAMOA TUTUILA RADIO STOP WILL REQUEST ONTARIO AND SWAN TO NOTIFY
US OF AVAILABLE FREQUENCIES AND FORWARD THIS INFORMATION TO YOU FOR EARHART
STOP WILL EARHART LAND LUKE OR WHEELER HONOLULU QUESTION UNQUOTE SIGNED
BLACK.

From: ITASCA.

To: Fleet Air Base, Pearl Harbor; and Naval Radio Tutuila.
Inf. ComHawSec.; SWAN.

8024 ITASCA 61008 76600 12200 11983 60011 20500 PERIOD HOWLAND ISLAND
2984 86 80 CLEAR SUR E15 1E5E27 2E5E18 3E5E22 4E5E26 5E5E29 6E5E30 7E5E31
8E5E26 10E34 11700 1330.

From: SWAN.

To : ITASCA.

1024 HAVE ESTABLISHED SCHEDULE WITH NPM ON EVEN HOURS ZONE TEN AND ONE HALF
SWAN TRANSMITS ON 8470 KCS NPM TRANSMITS 13380 KCS PERIOD REQUEST ITASCA
ENDEAVOR ESTABLISH AND MAINTAIN COMMUNICATION SWAN ON SAME SCHEDULE WITH
ITASCA TRANSMITTING SAME FREQUENCY AS NPM 1030.

From: SWAN

To : ITASCA.

1024 WHERE IS EARHART NOW AND WHEN IS SHE EXPECTED TO ARRIVE HOWLAND 1620.

From: ITASCA.

To : SWAN.

8024 SENT MESSAGE TO EARHART FOR FULL DETAILS PERIOD AS SOON AS INFORMATION
IS RECEIVED ITASCA WILL NOTIFY SWAN AND ONTARIO 1600.

From: ITASCA.

To : SWAN.

8024 YOUR 1024 1620 LAST INFORMATION EARHART WAS REMAINING BATAVIA FOR
THREE DAYS 1700.

From: SWAN.

To : Fleet Air Base, Pearl Harbor.

Inf.: ITASCA.

1024 ON STATION PERIOD REQUEST SWAN BE ADVISED PROGRESS OF EARHART 1755.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA (Black).

To : Govt. Int. Washington, D. C. (Hampton).

Govt. Int. Hampton Asst. Director Territories, Washington, D. C.

MADE HOWLAND BEACON LIGHT LAST EVENING AND LANDED THIS MORNING STOP ALL PERSONNEL WELL STOP RELIEVING TWO AFTER NINE MONTHS SERVICE STOP ALL SUPPLIES AND WATER AND FLIGHT SPECIAL SUPPLIES LANDED STOP PIGWEED ON TWO THIRDS AREA OF RUNWAYS FLAT TO GROUND AND BENEFICIAL AS BINDER RATHER THAN DETRIMENTAL STOP BIRDS NUMEROUS BUT WILL CONTROL AND FEEL THEY WILL CAUSE NO UNUSUAL HAZARD STOP AS EARHART STILL IN JAVA AS NOTED IN RADIO PRESS WE PROCEED TO BAKER TONIGHT WORKING THAT ISLAND TOMORROW STOP PLEASE TELL PUTNAM WE WOULD APPRECIATE DIRECT NOTIFICATION OF ALL PROGRESS STOP ONTARIO AND SWAN AT STATIONS BLACK.

Recd by Mr Paul released to pres

From: Com^{Haw}Sec.

To : ITASCA.

8024 FANNING ISLAND ADVISES WEATHER BROADCAST BEING MADE 0000 AND 1200 GCT DAILY 600 AND 700 METERS 1755.

June 25th:

From: CG Radio San Francisco.

To : Com SF Div.

Inf. : ITASCA.

8025 REQUEST ITASCA BE DIRECTED MAINTAIN PRESENT SCHEDULES WITH NMC ITASCA USING 16960 KILOCYCLES FOR ANSWERING FROM 0930 TO 1920 PERIOD REQUEST ITASCA TRANSMIT FIRST THREE MINUTES OF EACH SCHEDULE WHEN USING 16960 KILOCYCLES NMC WILL CONTINUE TO ANSWER ALL CALLS ON 12600 0108.

It can be readily seen from reference to schedules being maintained by the ITASCA that this request, at least from an ITASCA point of view, was impractical.

From: FANNING ISLAND.

To : ALL SHIPS AND STATIONS.

FANNING ISLAND 1200 GMT WEATHER CLOUDY NIL WIND SE4 VISIBILITY 9 BAROMETER 30.138 STEADY.

From: ITASCA.

To : Fleet Air Base, Pearl Harbor; Com SF Div.; Naval Radio Tutuila

Inf.: ComHawSec.

6025 ITASCA 61006 76612 12102 109080 60038 60022 FANNING ISLAND 1200 GMT CLOUDY NIL WIND SE4 VISIBILITY 9 BAROMETER 30.138 STEADY 0140.

From: Howland Island.

To : ITASCA.

2979 82 76 SUR ESE8 3/10 A Cu 4/10 St Cu.

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ITASCA. Radio Transcripts Earhart Flight.

From: Howland Island.
To : ITASCA.
1230 OBS 29.80 86 .577 .5 3/10 C1 Cu 4/10 St Cu SUR E10 1ESE12 2ESE13
3ESE12 4ESE11 5ESE13 6ESE14 7ES13 8E14 8600.

From: ITASCA.
To : Com SF Div.
8025 YOUR 8025 0108 REQUEST ITASCA BE DIRECTED SECURE SCHEDULES WITH
NMC BETWEEN 0920 ON 1920 BST PERIOD ITASCA MAINTAINING HOURLY SCHEDULE
WITH NPM NPU AND TRAFFIC HANDLED WILL NOT PERMIT ACCURATE OBSERVATION OF
SCHEDULES 1343.

From: ITASCA.
To : Fleet Air Base, Pearl Harbor; Naval Radio Tutuila.
Inf.: ComHawSec.
6025 ITASCA 71006 76500 10201 10987 60034 27511 PERIOD HOWLAND ISLAND
29.80 86 .577 .5 3/10 C1 Cu 4/10 St Cu SUR E10 1ESE12 2ESE13 3ESE12
4ESE11 5ESE13 6ESE14 7ES13 8E14 8600. FANNING ISLAND NOT CONTACTED.1329.

From: ITASCA.
To : ComHawSec.
6025 MISSION ACCOMPLISHED AT BAKER ISLAND TODAY 1434.

From: ITASCA.
To : Governor American Samoa.
Inf.: Com SF Div.; ComHawSec.; SWAN.
8025 FOR AMELIA EARHART PUTNAM PORT DARWIN OR LAE QUOTE LIEUT D A COOPER
AIR CORPS USA ADVISES ALL RUNWAYS AT HOWLAND ISLAND IN GOOD CONDITION WITH
GOOD APPROACHES AS NOW MARKED PERIOD WIND SOCKS ERECTED AT INTERSECTION OF
RUNWAY AND AT WEST END OF EAST WEST RUNWAY PERIOD RUNWAY DISTANCES BETWEEN
MARKERS AS FOLLOWS; NORTH SOUTH 4100 FEET NORTH EAST SOUTH WEST 2600 FEET
EAST WEST 2250 FEET PERIOD PREVAILING WIND FROM THE EAST 15 MPH PERIOD
A 300 FOOT STRIP 500 FEET WIDE IS BEING ADDED TO WEST END OF THE EAST WEST
RUNWAY TO INCREASE THE TOTAL LENGTH TO 2750 FEET FOR TAKE OFF PERIOD NUMEROUS
LARGE BIRDS AT HOWLAND ISLAND CREATE A HAZARD FOR AIRPLANES UNQUOTE ITASCA
1935.

From: Howland Island.
To : ITASCA.
2974 85 76 5 SUR E9 OVERCAST CIST AND St Cu.

From: Com SF Div.
To : ITASCA.
8025 MY 8025 0955 MR PUTNAM NOW AT OAKLAND AND ADVISES MISS EARHART AT
BANDOENG JAVA FOR REPAIRS TO MOTORS AND DEPARTURE INDEFINITE PERIOD SHE
WILL CABLE DETAILS COMMUNICATIONS FROM PORT DARWIN DIRECT SAN FRANCISCO
AND YOU WILL BE GIVEN ALL INFORMATION IMMEDIATELY PERIOD ALL COMMUNICATION
FROM PLANE WILL BE ON 500 COMMA 3105 OR 6210 KILOCYCLES BY VOICE POSITIONS
BEING GIVEN AT FIFTEEN AND FORTY FIVE MINUTES PAST THE HOUR PERIOD ITASCA
ADJUST TRANSMITTER FOR POSSIBLE USE 3105 KILOCYCLES FOR VOICE PERIOD DIREC-
TION FINDER ON PLANE COVERS RANGE OF ABOUT 200 TO 1400 KILOCYCLES 1445.

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ITASCA. Radio transcripts Earhart Flight.

It will be noted in the event that the ITASCA was to be used as a homing in agency and was to transmit on 3105 that it would be impossible for the plane to receive the above frequencies on its direction finder, the range of which was from 200 to 1400 kilocycles as stipulated in the above message.

From: Com SF Div.

To : ITASCA.

6025 PRESS ASSOCIATION REPORTS EARHART RETURNED BANDOENG JAVA FROM SOURAVAYA JAVA 24TH FOR REPAIRS TO INSTRUMENTS UNCERTAIN WHEN CONTINUING FLIGHT 0955.

From: Com SF Div.

To : ITASCA.

8025 YOUR 8025 1343 AUTHORIZED PERIOD ADVISE TIMES AND FREQUENCIES OF SCHEDULES WITH NPM AND NPU PERIOD ALL SCHEDULES WITH NMC WILL BE MAINTAINED WITHOUT FAIL PERIOD RECEIVING REPORTS INDICATE ITASCA RECEIVERS NOT FUNCTIONING PROPERLY OR ANTENNA SYSTEM POOR SUGGEST DOUBLET ANTENNA SYSTEM FOR HIGH FREQUENCIES BE DISCARDED AS RESULTS OBTAINED THIS STATION INDICATE TWISTED PAIR FEEDERS NOW ON ITASCA DOUBLET USELESS SUGGEST USING HIGH FREQUENCY TRANSMITTING ANTENNA FOR RECEIVING AND NOTE RESULTS OBTAINED PROBABLY BEST RESULTS WITH CGR 32-1 WILL BE OBTAINED FROM LARGER SINGLE WIRE ANTENNA 2040.

The above suggestions were tried with little or no improvement in operating conditions. It is thought that ITASCA's doublet antennas are functioning properly as every night up until this time press was copied from WGG Tuckerton, N. J. with strength four. Headquarters was also worked with the same signal strength.

From: Howland Island.

To : ITASCA.

9:30 OBS 2981 77 SUR E8 7/10 St Cu.

From: ITASCA.

To : Com SF Div.

8025 YOUR 8025 2040 FOLLOWING SCHEDULES HONOLULU TIME WITH NPM COMMA 0200 0300 0730 0830 1000 1115 1200 1300 1330 1415 1515 1600 1700 1915 2015 2115 2200 2315 PERIOD NPU SCHEDULES FOLLOW IMMEDIATELY AFTER NPM SCHEDULES PERIOD TEST WILL BE CONDUCTED DURING DAYLIGHT HOURS FOR RECEIVING ANTENNAS AND RESULTS WILL BE FORWARDED AS SOON AS POSSIBLE 2330.

From: ITASCA.

To : Com 14; Governor Samoa; ONTARIO and SWAN.

8025 FOLLOWING INFORMATION RECEIVED FROM COMMANDER SAN FRANCISCO DIVISION QUOTE MISS EARHART AT BANDOENG JAVA FOR REPAIRS TO MOTORS AND DEPARTURE INDEFINITE UNQUOTE 2300.

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ITASCA. Radio Transcripts Earhart Flight.

June 26th:

From: ITASCA.
To : Naval Radio Tutuila.
4026 PLEASE ADVISE IF FUEL OIL UP TO NINETY THOUSAND GALLONS IS AVAILABLE
AT NAVAL STATION AT SAMOA 0235.

From: Howland Island.
To : ITASCA.
2980 82 75 SUR NE8 4/10 St Cu 3/10 CiSt.

From: Naval Radio Tutuila.
To : ITASCA.
4626 YOUR 4026 0235 NEGATIVE IF NECESSARY SUGGEST YOU ARRANGE FUEL DELIVERED
AT HONOLULU TO MARIPOSA 28 JUNE FOR DELIVERY HERE UPON ARRIVAL 3RD JULY
DIRECT TO YOU FROM VESSEL 0935.

From: Com SF Div.
To : ITASCA.
Inf.: Governor GUAM. ; Commandant 12th Naval Distr.; ONTARIO; SWAN.
ComHawSec. Comdt. 14th Nav. Distr.
8026 FOLLOWING INFORMATION FROM EARHART THIS DATE QUOTE HOMING DEVICE
COVERS FROM 200 TO 1500 AND 2400 TO 4800 KILOCYCLES ANY FREQUENCIES NOT
REPEAT NOT NEAR ENDS BANDS SUITABLE UNQUOTE SUGGEST USING SUITABLE FRE-
QUENCIES HAVING IN MIND UNCERTAIN CHARACTERISTICS OF HIGH FREQUENCIES
PERIOD USE 333 KILOCYCLES OR FREQUENCY IN THAT VICINITY AND TRY 545 KILO-
CYCLES AFTER TEST WITH STATIONS YOUR LOCALITY TO DETERMINE WHICH IS BEST
PERIOD ADVISE IF IMPOSSIBLE TO PLACE TARE TEN TRANSMITTER ON 3105 KILOCYCLES
PERIOD ADVISE EARHART AT LAE VIA TUTULLA THAT FREQUENCIES SELECTED AND CON-
TINUOUS SIGNALS AFTER ASSUMING HER DIRECTION FINDER IN RANGE PERIOD SEE
BROADCAST ON QUARTER AFTER AND QUARTER BEFORE HOUR ON 6210 AND 3105 KILOCYCLES
PERIOD AM ADVISING EARHART THAT ITASCA WILL VOICE RADIO ON 3105 ON HOUR AND
HALF HOUR AS SHE APPROACHES HOWLAND PERIOD REPAIRS MADE AND EARHART NOW AT
SOURABAJA EXPECTS LEAVE DAWN THIS DATE FOR PORT DARWIN AND NEXT DAY FOR LAE
PERIOD ADVISE PRIORITY IF ADJUSTMENTS FOR TEN TRANSMITTER SATISFACTORY FOR
USE ON 3105 1130.

From: Naval Radio Tutuila.
To : All Ships and Stations.
NOON WEATHER WIND NNE3 PARTLY ~~6~~ CLOUDY BAROMETER 2984 TEMPERATURE 82 2300 GMT.

From: NPM. (Naval Radio Honolulu).
To : ITASCA.
SUGGEST ONTARIO STAND BY ON 400 KILOCYCLES TO TRANSMIT LETTER N FIVE
MINUTES ON REQUEST WITH STATION CALL LETTERS REPEATED TWICE END OF EVERY
MINUTE STOP SWAN TRANSMIT VOICE NINE MEGACYCLES FOR IF I UNABLE RECEIVE
READY ON 900 KILOCYCLES STOP ITASCA TRANSMIT LETTER A POSITION OWN CALL
LETTERS AS ABOVE ON HALF HOUR 7.5 MEGACYCLES STOP POSITION SHIPS AND OUR
LEAVING WILL DETERMINE BROADCAST TIMES SPECIFICALLY STOP IF FREQUENCIES
MENTIONED UNSUITABLE NIGHT WORK INFORM ME LAE STOP I WILL GIVE LONG CALL
BY VOICE THREE ONE NOUGHT FIVE KCS QUARTER AFTER HOUR POSSIBLE QUARTER TO
B T EARHART.

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ITASCA. Radio Transcripts Earhart Flight.

The above message is the first direct contact that the ITASCA has had with Earhart previous to the anticipated flight. The ITASCA bases this message as the key message of the flight. It will be noted that the frequencies requested were high frequencies with the exception of ONTARIO. This is contradictory to the last message received from Commander San Francisco Division suggesting 333 and 545 kilocycles. It will also be noted that the requested 7.5 megacycles is beyond the frequency range, that at least to our knowledge, of the plane direction finder.

From: ITASCA.

To : Com SF Div.; Fleet Air Base, Pearl Harbor.

Inf.: ComHawSec.; Naval Radio Tutuila.

6026 HOWLAND ISLAND 1230 OBS 29.81 87.5 .6 CiCu .4 SCu SUR NNE6 LNNE7
2N5 3N12 4N11 5N11 6NE8 7ENE8 8ENE10 8600 FEET ITASCA 71008 76624 06101
10988 60084 20001 1425.

From: ITASCA.

To : Com SF Div.

Inf.: ComHawSec.

8026 CONSIDERPRESENTRELATIONSHIP DIVISION DASH ITASCA COMMUNICATIONS
UNSATISFACTORY AND POTENTIALLY DANGEROUS TO EARHART CONTACTS AND OTHER
VITAL SCHEDULES PERIOD URGENTLY REQUEST ITASCA BE GIVEN COMPLETE COM-
MUNICATION INDEPENDANCE PERIOD ITASCA HAS RELIABLE COMMUNICATIONS WITH
NAVY AND ROUTINE TRAFFIC CAN BE ROUTED VIA THAT SYSTEM PERIOD RECOMMEND
DISCONTINUANCE ALL SAN FRANCISCO RADIO DASH ITASCA SCHEDULES UNTIL EARHART
FLIGHT REACHES HAWAII 1705

In view of the contradictory matter obtained in Earhart dispatch it was deemed necessary that the ITASCA handle the situation due to its central location and its cognizance of the situation.

From: Howland Island.

To : ITASCA.

4:00 p.m. WX 2977 88.5 78.5 ENE5 OVERCAST CiSt StCu.

From: ITASCA.

To : Com SF Div.

8026 YOUR 8026 1130 TARE TEN TRANSMITTER CALIBRATED TO 3105 KCS WILL TEST
TONIGHT PERIOD CALIBRATING TARE 14 TWO 333 AND 545 KCS 1750.

From: Howland Island.

To : ITASCA.

9.30 p.m. N5 2/10 CUMUMUS 2982 D82 W76.

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ITASCA. Radio Transcripts Earhart Flight.

From: Com SF Div.
To : ITASCA.

8026 YOUR 8026 1905 APPROVED NMC WILL GUARD 12600 KCS CONTINUOUSLY FOR ANY TRAFFIC ITASCA DESIRES TRANSMIT DIRECT 2255.

From: San Francisco Radio.
To : ITASCA.

ZFT 3105 ZTL 0030 MAKE V-S ON 3105 KCS AT 0030 PST 27TH.

This was done in connection with calibrating the Tare Ten Transmitter for 3105 kilocycles.

From: Fanning Island.
To : All ships and stations.

FANNING ISLAND WEATHER 1200 GMT WIND ENE6 VISIBILITY 4 BAROMETER 30.014 PAST WEATHER BOISTEROUS RAIN SQUALLS CHRISTMAS ISLAND BAROMETER 2964 E2 CLOUDY BUT FINE VISIBILITY.

From: ITASCA.
To : Fleet Air Base, Pearl Harbor; Com SF Div. ; Naval Radio Tutuila.
Inf.: ComHawSec.

6027 ITASCA 11008 76812 32102 11881 62295 30012 FANNING ISLAND 1200 GMT WIND ENE6 VISIBILITY 4 BAROMETER 30.014 PAST WEATHER BOISTEROUS RAIN SQUALLS CHRISTMAS ISLAND BAROMETER 2964 WIND E2 CLOUDY BUT FINE VISIBILITY 0113.

June 27th:

From: Earhart via RCA Radio Manila.
To : ITASCA (Black).

BLACK ITASCA KAA

SUGGEST ONTARIO STAND BY ON 400 KCS TO TRANSMIT LETTER N FIVE MINUTES ON REQUEST WITH STATION CALL LETTERS REPEATED TWICE END EVERY MINUTE STOP SWAN TRANSMIT VOICE 9 MEGACYCLES OR IF I UNABLE RECEIVE BE READY ON 900 KCS STOP ITASCA TRANSMIT LETTER A POSITION OWN CALLETTERS AS ABOVE ON HALF HOUR 7.5 MEGACYCLES STOP POSITION SHLPS AND OUR LEAVING WILL DETERMINE BROADCAST TIMES SPECIFICIALLY STOP IF FREQUENCIES MENTIONED UNSUITABLE NIGHT WORK INFORM ME LAE STOP I WILL GIVE LONG CALL BY VOICE 3105 KCS QUARTER AFTER HOUR POSSIBLY QUARTER TO EARHART.

From: Com SF Div.
To : ITASCA (Black).

8027 FOR BLACK QUOTE IF ARRANGEABLE PLEASE SEND ME BY EARHART SET NEGATIVES HOWLAND ARRIVAL ETC STILL PICTURES PERIOD IF MOTION PICTURE CAMERA ON BOARD PERIOD EARHART'S STORY TO BE SENT DIRECT TRIBUNE OAKLAND APPRECIATE YOUR COOPERATION PERIOD SUGGEST YOU EMPHASIZE DESIRE SHE SECURE AIR VIEWS OF ISLAND PERIOD IF POSSIBLE REMIND HER BRING AVAILABLE PHOTOS FROM LAE SIGNED PUTNAM UNQUOTE 0940.

From: ITASCA.
To : Com SF Div.

8027 YOUR 8025 2040 TEST INDICATE/SIGNAL STRENGTH USING SINGLE WIRE COMMA

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ITASCA. Radio transcripts Earhart Flight.

**DOUBLET OR MAIN ANTENNAS PERIOD TESTS MADE ON EAST AND WEST COAST STATIONS
1115.**

From: ITASCA.
To : Com SF Div.
Inf.: Governor GUAM; 12th Naval Distr.; ONTARIO; SWAN; ComHawSec.;
14th Naval Distr.

8027 YOUR 8026 1130 TARE TEN CALIBRATED SATISFACTORILY ON 3105 PERIOD
355 AND 425 BEST FREQUENCIES THIS VICINITY PERIOD 6210 AND 7500 KCS
CALIBRATED WILL CONTINUE TESTS 1113.

The tare ten transmitter was calibrated with NMC monitoring signal
out-put. After considerable tests with the SWAN it was finally decided
that 355 and 425 gave the best signal strength on that vessel.

From: Howland Island.
To : ITASCA.

2984 87 7825 OVERCAST CiSt AND StCu SUR E7 1NE3 2NNE3 3N3 4N4 5NE2 6N4
7NNE7 8NE8 10ENE8 11000.

From: ITASCA.
To : Fleet Ari Base, Pearl Harbor; Naval Radio Tutuila.
Inf.: ComHawSec.

6027 ITASCA 21008 76700 00001 11984 61785 30016 HOWLAND ISLAND 2984 87
78.5 OVERCAST CiSt AND StCu SUR E7 1NE3 2NNE3 3N3 4N4 5NE2 6N4 7NNE7
8NE8 10ENE8 11000 1325.

June 28th:

From: ITASCA.
To : Com SF Div.
Inf.: Fleet Air Base, Pearl Harbor, Naval Radio Tutuila, ComHawSec.

6028 ITASCA 20008 76812 12101 12982 60364 40000 PERIOD CHRISTMAS AND
FANNING UNRECORDED 0420.

From: ITASCA.
To Com SF Div.
Inf.: ComHawSec.

6027 SWAN ONTARIO ITASCA ON POINT STATIONS ASSIGNED AND COMMUNICATION
FOR FLIGHT SATISFACTORY PERIOD DIRECTION FINDER INSTALLED ON HOWLAND
PERIOD GENERAL OPINION HOWLAND AIR FIELD USABLE PERIOD LARGE BIRDS APT
TO BE PROBLEM PERIOD ITASCA LANDING ORGANIZATION SET IN CASE CRASH
PERIOD FIRE COMMA SURF RESCUE COMMA ARRANGEMENTS COMPLETE PERIOD ORGANIZED
FOR DAY OR NIGHT ARRIVAL BUT STRONGLY RECOMMEND DAYLIGHT ARRIVAL 1420.

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ITASCA. Radio Transcripts Earhart Flight.

From: South Side Radion, San Francisco.
To : ITASCA.
Inf.: Com SF Div.

8028 CALIBRATION 7500 KCS VERY INACCURATE DUE TO HEAVY INTERFERENCE FROM
COMMERCIAL TAPE TRANSMITTERS 0250.

From: Howland Island.
To : ITASCA.
2986 85 80 SUR ESE12 4/10 Cu.

From: Howland Island.
To : ITASCA.
2988 82 76 5 SUR SE8 3/10 CiCu 3/10 ACu.

From: ITASCA.
To : Governor Samoa.
Inf.: ComHawSec. Com SF Div. SWAN ONTARIO.
8028 FOLLOWING FOR AMELIA EARHART PUTNAM BAE QUOTE ITASCA TRANSMITTERS
CALIBRATED 7500 6210 3105 500 425 KCS CW AND LAST THREE EITHER CW OR MCW
PERIOD ITASCA DIRECTION FINDER FREQUENCY RANGE 550 TO 270 KCS PERIOD
REQUEST WE BE ADVISED AS TO TIME OF DEPARTURE AND ZONE TIME TO BE USED
ON RADIO SCHEDULES PERIOD ITASCA AT HOWLAND ISLAND DURING FLIGHT 0910.

The above is the only information that Earhart received relative
to available direction finder frequency range on board ITASCA.

From: ITASCA.
To : Com SF Div. Naval Radio Tutuila; Naval Radio Honolulu.
Inf.: ComHawSec; SWAN; ONTARIO.
8028 TRANSMITTERS CALIBRATED TO 7500 KCS PERIOD WHEN EARHART IS IN FLIGHT
IT IS REQUESTED THAT NMC NPU NPM STAND WATCH ON THIS FREQUENCY OF 7500
KCS FOR ITASCA IN ORDER TO ELIMINATE FREQUENCY CHANGES ON TRANSMITTER
0915.

From: Howland Island.
To : ITASCA.
2987 86 76.5 4/10 StCu SUR SSE9 1SSE13 2SSE1 3SE14 4SE14 5SE13 6ESE14
7SE14 8SE17 10E14 12E18 1210.

From: Baker Island.
To : ITASCA.
9 a.m.- 2988 85 80 SE10 2/10 Cu.
11 a.m.- 2988 86 80 SE10 6/10 Cu.

From: ITASCA.
To : Com SF Div.
Inf.: ComHawSec. Governor Samoa, Fleet Air Base, Pearl Harbor.

(Message on following page.)

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ITASCA. Radio transcripts Earhart Flight.

6028 ITASCA 21008 76700 14208 12982 61382 30311 PERIOD HOWLAND ISLAND
2987 86 76.5 4/10 StCu SUR SSE9 1SSE13 2SSE1 3SE14 4SE14 5SE13 6ESE14
7SE14 8SE17 10E14 12E18 1210 1420.

From: Naval Radio Tutuila.

To : ITASCA.

Inf.: ONTARIO SWAN ComHawSec. Naval Radio Honolulu.

1028 YOUR 8028 0915 WILL STAND WATCHES ON 7500KCS PERIOD WILL ITASCA
CONTINUE TO RECEIVE ON 13380 KCS 1520.

From: ITASCA.

To : Naval Radio Tutuila.

Inf.: SWAN ONTARIO NAVAL RADIO HONOLULU, ComHawSec.

8028 YOUR 1028 1520 AFFIRMATIVE 1615.

From: ITASCA.

To : Naval Radio Honolulu.

Govt. Int. KATHERINE LAU SECRETARY TO RB BLACK IOLANAI PALACE HONOLULU
REURAD 26TH IT APPEARS THAT UNOBLIGATED BALANCE WILL BE THIRTY SIX DOLLARS
EIGHT FIVE CENTS MINUS JUNE TELEPHONE BILL STOP SINCE BALANCE SO SMALL
DO NOT MAKE TEN EIGHTY VOUCHER TO COAST GUARD STOP GET STATEMENT FROM.
PHONE COMPANY THEN CHECK ALL ACCOUNTS WITH ACTING CHIEF CALLAHAN OFFICE
AND EXPEND BALANCE CANNED FOOD FROM NAVY FOOD TO BE STORED FOR US UNTIL
NEXT CRUISE STOP THE CREDIT DUE US ON HYDROGEN CYLINDERS WE WILL PICK UP
IN DUE COURSE STOP FOR EXPENDING BALANCE HAVE GOVERNORS OFFICE MAKE PUR-
CHASE USING THIS RADIO AS AUTHORITY STOP EXPECT FLIGHT SOON SIGNED RICHARD
B BLACK.

June 29th:

From: Fanning Island.

To : All ships and stations.

2400 GMT-CHRISTMAS ISLAND BAROMETER 2978 WIND SE6 OVERCAST FINE VISIBILITY
8 PAST WEATHER FINE OVERCAST PERIOD 1200 GMT REPORT NOT RECEIVED 2400 GMT
FANNING ISLAND BAROMETER 2978 WIND SE6 VISIBILITY 8 OVERCAST FINE PAST
WEATHER OVERCAST FINE PERIOD 1200 GMT REPORT NOT RECEIVED.

From: ITASCA.

To : Com SF Div.

Inf.: Fleet Air Base, Pearl Harbor, Governor Samoa, ComHawSec.

6029 ITASCA 31008 76812 13202 12981 61346 60014 PERIOD CHRISTMAS ISLAND
2400 GMT REPORT BAROMETER 2978 WIND SE6 OVERCAST FINE VISIBILITY 8 PAST
WEATHER FINE OVERCAST PERIOD FANNING ISLAND 2400 GMT REPORT BAROMETER
2978 WIND SE6 VISIBILITY 8 OVERCAST FINE PAST WEATHER OVERCAST 0145.

From: PRESS, SAN FRANCISCO

To : ITASCA. (Mr. Carey).

EARHART ENROUTE PORT DARWIN TO LAE BEGIN COVER ANYTHING AVAILABLE MOVEMENTS

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ITASCA. Radio transcripts Earhart Flight.

From: Howland Island.
To : ITASCA.
2988 80 S⁵ 76 E8 OVERCAST C1st StCu.

From: Naval Radio Honolulu.
To : ITASCA.
Inf.: SWAN ONTARIO NAVAL RADIO TUTUILA, Com SF Div. ComHawSec.
1729 YOUR 8028 0915 OAHU WILL SET WATCH ON SIGNAL FROM ITASCA 1005.

From: Com SF Div.
To : TUTUILA.
Inf.: ITASCA.
8029 REQUEST FOLLOWING BE FORWARDED TO EARHART AT LAE QUOTE REQUEST APPROXIMATE TIME YOUR TAKE OFF FROM LAE SIGNED PUTNAM UNQUOTE IT IS REQUESTED THAT THE ANSWER WHEN RECEIVED BE FORWARDED TO ONTARIO AND ITASCA FOR INFORMATION 1235.

From: Fleet Air Base, Pearl Harbor.
To : ITASCA.
2529 FOR EARHART BROADCAST WEDNESDAY HOWLAND TO LATITUDE FIVE PARTLY CLOUDY SCATTERED CUMULUS TO 10000 FEET HEAVY SHOWERS NEAR LATITUDE FIVE WINDS EAST SOUTHEAST TWELVE TO SIXTEEN PERIOD THENCE TO SWAN PARTLY CLOUDY UNLIMITED CEILING WINDS EAST 18 TO 5000 AND EAST SOUTHEAST 15 ABOVE PERIOD THENCE TO HONOLULU BROKEN CLOUDS TOPS 7000 SCATTERED LIGHT SHOWERS BEST ALTITUDE 8000 WIND EAST 20 PERIOD OAHU PARTLY CLOUDY AND SHOWERS OVER MOUNTAINS GOOD VISIBILITY 1050.

From: ITASCA.
To : Fleet Air Base, Pearl Harbor, Naval Radio Tutuila.
Inf.: ComHawSec.
8029 ITASCA 41008 76600 08101 12984 61383 30012 PERIOD HOWLAND ISLAND 1215 OBS 2989 84 .7 77 5/10 Cu 3/10 StCu SUR E11 1ESE16 2ESE17 3ESE19 4ESE17 5ESE18 6E19 7E19 8E19 90800 PERIOD BAKER ISLAND 0900 OBS 2987 8279 ESE14 3/10 Cu 3/10 C1 PERIOD 1200 OBS 2987 87 80 ESE12 3/10 C1st 3/10 Cu 1242.

From: Com SF Div.
To : ITASCA (EARHART).
7029 FOLLOWING FOR MISS EARHART UPON ARRIVAL HOWLAND ISLAND QUOTE FLIGHT CONTINGENCIES PERMITTING IS SATURDAY ARRIVAL LIGHTLY SUNDAY LATEST EITHER PERFECT STOP CONFIDENTIAL WANT YOU TO KNOW VERY IMPORTANT RADIO COMMITMENT MONDAY NIGHT NOTHING ELSE WHATEVER SIGNED PUTNAM1600.

From: Howland Island.
To : ITASCA.
BAKER ISLAND WEATHER 9 a.m. 2987 82 79 ESE14 3/10 Cu 3/10 C1.
BAKER ISLAND 1200 OBS 2987 87 80 ESE12 3/10 C1st 3/10 Cu.
HOWLAND ISLAND 1215 OBS 2989 84 77 5/10 C1st 3/10 C1st 3/10 StCu SUR E11 1ESE16 2ESE17 3ESE19 4ESE17 5ESE18 6E19 7E19 8E19 9800.

Received by [unclear]

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ITASCA. Radio transcripts Earhart Flight.

From: Naval Radio Tutuila.
To : ITASCA.

COMMANDER USS ITASCA.

PLAN MIDDAY TAKE OFF HERE PLEASE HAVE METEOROLOGIST SEND FORECAST LAE HOWLAND SOON AS POSSIBLE IF REACHES ME IN TIME WILL TRY LEAVE TODAY OTHERWISE JULY FIRST REPORT~~ED~~ IN ENGLISH NOT CODE SPECIALLY WHILE FLYING STOP WILL BROADCAST HOURLY QUARTER PAST HOUR GCT FURTHER INFORMATION LATER.

From: Naval Radio Tutuila.
To : ITASCA.

1029 RADIO TUTUULA AS REGULAR SCHEDULES WITH RADIO SUVA VPD AS FOLLOWS 0115 GCT 0400 GCT 0930 GCT DAILY EXCEPT SATURDAY AND SUNDAY AT SUVA WHEN ONLY ONE SCHEDULE IS KEPT AT 0315 GCT PERIOD ARRANGE FOR TWO ADDITIONAL SCHEDULES DAILY EXCEPT SATURDAY AND SUNDAY AT SUVA DURING EARHART FLIGHT AT 2000 GCT AND 1030 GCT PERIOD SUVA ADVISES UNABLE TO ARRANGE SCHEDULES BETWEEN 1200 GCT AND 2000 GCT AS STATION IS CLOSED BETWEEN THOSE HOURS 1600.

From: ITASCA.
To : Fleet Air Base, Pearl Harbor.

8029 REQUEST LIEUT. A E TRUE BE CONTACTED AT HIS HOME RECEIVE FOLLOWING FROM EARHART QUOTE IT IS REQUESTED THAT LAE TO HOWLAND ISLAND WEATHER FORECAST BE FORWARDED TUTUULA IN SUFFICIENT TIME TO MAKE NEGATIVE UNIT PREP SCHEDULES WITH SUVA AT 0930 GCT AND 2000 GCT EARHART APPEARS TO THINK ITASCA HAS NAVY AEROLOGIST ABOARD PERIOD BLACK REQUESTS YOU GIVE AT LEAST AN OPINION 1825.

From: ITASCA.
To : Naval Radio Tutuila.
Inf.: Fleet Air Base, Pearl Harbor.

8029 FOLLOWING FOR AMELIA EARHART PUTNAM QUOTE REFERENCE YOUR MESSAGE HAVE NO AEROLOGIST ABOARD HAVE REQUESTED FORECAST FROM FLEET AIR BASE COMMA PEARL HARBOR FOR HOWLAND TO LAE THOUGH DOUBTFUL IF OBTAINABLE WILL FORWARD HONOLULU HOWLAND FORECAST AS INDICATED UNQUOTE 1830.

From: Lae.
To : ITASCA. (Black.)

BLACK ITASCA VIA TUTUULA.

ACCOUNT LOCAL CONDITIONS PLAN START JULY 1ST 2330 GCT IF WEATHER OKEH STOP WILL ITASCA TRY CONTACT LAE DIRECT ON 25 METERS LAE ON 46 SO CAN GET FORECAST IN TIME PARTICULARLY INTERESTED PROBABLE TYPE PERCENTAGE CLOUDS NEAR HOWLAND ISLAND STOP NOW UNDERSTOOD ITASCA VOICING THREE ONE NOUGHT FIVE WITH LONG CONTINUOUS SIGNAL ON APPROACH CONFIRM AND APPOINT TIME FOR OPERATOR HERE TO STAND WATCH FOR DIRECT CONTACT.

It will be noted that the above is contrary to the information received from Earhart at Port Darwin which stated that the ITASCA was to use 7.5 megacycles. The ITASCA has thus far given no indication of intention to broadcast on this frequency, although preparations have been made.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.
To : Gov.Int.

Press reports from I carried some information

Govt.Int. GRUENING DIRECTOR OF TERRITORIES, WASHINGTON, D. C.
EARHART INFORMED FROM LAE SHE WILL DEPART JULY FIRST AT 2330 GCT IF
WEATHER OK STOP THAT ONE THIRTY PM LAE ON JUNE 30 OUR DATE STOP WE
ATTEMPTING TO DIRECT RADIO CONTACT LAE TONIGHT STOP ALL IN READINESS
FOR ARRIVAL WITH COMPLETE EMERGENCY ORGANIZATION STOP WILL FOLLOW YOUR
MARCH INSTRUCTIONS ABOUT PRIORITY MESSAGES UPON ARRIVAL STOP HEREBY
FORMALLY REQUEST LEAVE AS OUTLINED YOUR RADIO TWENTY FIFTH STOP THANKS
SIGNED RB BLACK.

From: ITASCA.
To : Naval Radio Tutuila.

8029 FOR AMELIA EARHART PUTNAM QUOTE REQUEST ITASCA BE ADVISED CALL
LETTERS OF STATION TO BE CONTACTED PERIOD WILL ATTEMPT TO CONTACT LAE
1430 2030 2200 GCT PERIOD ITASCA WILL TRANSMIT LETTER A WITH CALL
LETTERS REPEATED TWICE END EVERY MINUTE ON HALF HOUR AND HOUR ON 7.5
MEGACYCLES WILL BROADCAST VOICE ON 3105 KCS ON REQUEST OR START WHEN
WITHIN RANGE PERIOD RECENT CLOUDS CIRRO STRATUS THREE TENTHS AND SOME
STRATO CUMULUS SURFACE WIND EAST ELEVEN TO NINETEEN AT 8000 UNQUOTE
2100.

From: Howland Island.
To : ITASCA.

9.30 p.m. 2985 80.5 76 E7 4/10 Cu.

From: Fleet Air Base, Pearl Harbor.
To : Naval Radio Tutuila.
Inf.: ITASCA.

2529 FOR EARHART LAE WEATHER LAE AND HOWLAND GENERALLY AVERAGE MOSTLY
CLEAR FIRST SIX HUNDRED MILES WIND EAST SOUTHEAST TEN TO FIFTEEN PERIOD
HEAVY LOCAL RAIN SQUALLS TO WESTWARD ON ONTARIO DETOUR AROUND AS CENTER
DANGEROUS PERIOD PARTLY CLOUDY ONTARIO TO LONGITUDE 175 EAST OCCASIONAL
HEAVY SHOWERS WIND EAST 10 PERIOD TRENCE TO HOWLAND PARTLY CLOUDY UNLIMITED
WIND EAST SOUTHEAST 15 TO 20 ADVISE CONSULTING WEATHER LOCAL OFFICIALS AS
NO REPORTS YOUR VICINITY AVAILABLE HERE 2245.

June 30th:

From: ITASCA.
To : Com SF Div.

8030 FOLLOWING RECEIVED FROM EARHART QUOTE PLAN MIDDAY TAKE OFF HERE
PLEASE HAVE METEOROLOGIST SEND FORECAST LAE HOWLAND SOON AS POSSIBLE
IF REACHES ME IN TIME WILL TRY TO LEAVE TODAY OTHERWISE JULY FIRST
REPORT IN ENGLISH NOT CODE ESPECIALLY WHILE FLYING STOP WILL BROADCAST
HOURLY QUARTER PAST HOUR GCT FURTHER INFORMATION LATER SIGNED EARHART
UNQUOTE. 0121.

From: ITASCA.
To : Com SF Div.

(Message on following page.)

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ITASCA. Radio Transcripts Earhart Flight.

8029 FOLLOWING FROM EARHART QUOTE ACCOUNT LOCAL CONDITIONS PLAN START JULY
FIRST 2330 GCT IF WEATHER OK STOP WILL ITASCA TRY CONTACT LAE DIRECT ON
25 METERS LAE ON 46 METERS SO CAN GET FORECAST IN TIME PARTICULARLY INTERESTED
PROBABLE TYPE PERCENTAGE CLOUDS NEAR HOWLAND STOP NOW UNDERSTOOD ITASCA
VOICING 3105 ON HOUR AND HALF HOUR WITH LONG CONTINUOUS SIGNAL ON APPROACH
IN AND CONFIRM POINT TIME FOR OPERATOR HERE TO STAND WATCH FOR DIRECT
CONTACT UNQUOTE 0115.

From: Howland Island.
To : ITASCA.
2984 82.5 76.5 E11 5/10 StCu

From: ITASCA.
To : Fleet Air Base, Pearl Harbor.
8030 FOR LIEUT. TRUE REQUEST PRIORITY TIME WEATHER FORECAST HOWLAND LAE
BE FORWARDED TO TUTUILA AND ITASCA 1021.

From: ITASCA.
To : Naval Radio Tutuila, Naval Radio Honolulu.
Inf.: Com SF Div. ComHawSec. SWAN ONTARIO.
8030 REFERENCE OUR 8028 0915 DUE TO LIMITED DISTANCE OF 7500 KCS ITASCA
WILL CONTINUE USE 12600 KCS DURING EARHART FLIGHT FOR GENERAL COMMUNICATIONS
PERIOD REQUEST CONTINUOUS WATCH BE MAINTAINED ON THAT FREQUENCY DURING
FLIGHT 1100.

From: ITASCA.
To : Com SF Div.
8030 YOUR 8030 1025 UNABLE CONTACT LAE PERIOD WILL ATTEMPT COMMUNICATE
1430 2030 2200 GCT 1024.

From: Fleet Air Base, Pearl Harbor.
To : ITASCA.
2530 FOR EARHART FORECAST THURSDAY NIGHT HOWLAND TO OAHU PARTLY CLOUDY
ENTIRE ROUTE HEAVY LOCAL RAIN SQUALLS ABOUT 100 MILES NORTH OF HOWLAND
AND SCATTERED SHOWERS BETWEEN SWAN AND OAHU TOPS ABOUT 7000 FEET EXCEPT
TOWERING CUMULUS SOUTH END OF ROUTE AVERAGE WINDS EAST NORTHEAST TWENTY
ABOVE CLOUDS 1030.

From: Com SF Div.
To : ITASCA.
8030 PLEASE FORWARD EARHART LAE RUSH QUOTE IS THERE LIKELYHOOD OAKLAND
ARRIVAL BY MONDAY MORNING REPLY VIA ITASCA PUTNAM UNQUOTE 1358.

From: Howland Island.
To : ITASCA.
2983 87 78 5/10 ACu SUR E13 1000 ENE14 2000 E20 3000 E23 4000 E25
5000 E22 5650.

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ITASCA. Radio Transcripts Earhart Flight.

From: ComHawSec.
To : ITASCA.

MSG HONOLULU BLACK NOTIFY SOON POSSIBLE WHETHER AMELIA LANDS LUKE
OR WHEELER PERIOD INFORM HER PUTNAM WIRES SHE TO BROADCAST GREETINGS
NBC HOOKUP THROUGH KGU IMMEDIATELY UPON ARRIVAL HONOLULU SIGNED
COGSWELL 1225.

From: Com SF Div.
To : ITASCA.

8030 YOUR 8029 0015 ADVISE PRIORITY ALL SCHEDULES LAE IN ORDER DIVISION
SET INTERCEPT WATCH PERIOD ALL TRAFFIC NPM NPU ITASCA BEING INTERCEPTED
NOW 1025.

From: Fleet Air Base, Pearl Harbor,
To : ITASCA, Naval Radio Samoa.

2530 FOR EARHART FORECAST THURSDAY LAE TO ONTARIO PARTLY CLOUDY HEAVY
RAIN SQUALLS TWO HUNDRED FIFTY MILES EAST OF LAE WIND EAST SOUTHEAST
TWELVE TO FIFTEEN PERIOD ONTARIO TO LONGITUDE ONE SEVEN FIVE PARTLY
CLOUDY CUMULUS CLOUDS ABOUT TEN THOUSAND FEET MOSTLY UNLIMITED WIND
EAST NORTHEAST EIGHTEEN PERIOD THENCE TO HOWLAND PARTLY CLOUDY SCATTERED
HEAVY SHOWERS WINDS EAST NORTHEAST FIFTEEN PERIOD AVOID TOWERING CUMULUS
AND SQUALLS BY DETOURS AS CENTERS FREQUENTLY DANGEROUS 1220.

8 **From: ITASCA.**
To : Naval Radio Samoa.; Fleet Air Base, Pearl Harbor.
Inf.: ComHawSec.

6030 ITASCA 51008 76700 06102 10982 61384 50501 HOWLAND ISLAND 29.83
87 78 5/10 ACU SUR E13 1000 ENE14 2000 E20 3000 E23 4000 E23 5000 E22
5650 FANNING AND CHRISTMAS ISLANDS UNRECORDED 1325.

From: Fort Shafter Radio.
To : ITASCA.

1730 FOR AIR CORPS REPRESENTATIVE HOWLAND ISLAND REQUEST SPARE SPARK
PLUGS ON HAND NOT USED ON AMELIA EARHART AIRPLANE BE FORWARDED WITH
THAT AIRPLANE FOR USE HERE YOUNT 1311.

From: Fort Shafter Radio.
To : ITASCA.

1730 MR RICHARD B BLACK REQUEST YOU RADIO ME EARLY AS POSSIBLE WHETHER
AMELIA EARHART DESIRES TO LAND AT LUKE OR WHEELER FIELD YOUNT 1203.

From: ITASCA.
To : Naval Radio Samoa.

6030 IF IMPOSSIBLE TO REACH LAE WITH FLEET AIR BASE AND ITASCA WEATHER
REQUEST YOU FORWARD SAME TO ONTARIO TO BE FORWARDED TO EARHART WHILE IN
FLIGHT 1415.

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ITASCA. Radio Transcripts Earhart Flight.

From: EARHART.
To : ITASCA (Black) Naval Radio Tutuila.
BLACK ITASCA TUTUULA RADIO
ASK ONTARIO BROADCAST LETTER N FOR FIVE MINUTES TEN MINUTES AFTER HOUR
GMT FOUR HUNDRED KCS WITH OWN CALL LETTERS REPEATED TWICE END EVERY
MINUTE STOP PLAN LEAVE BY TEN THIS MORNING NEW GUINEA TIME EARHART.

Released by me P

From: ITASCA.
To : Com SF Div.
8030 ITASCA WILL FORWARD ALL PERTINENT FLIGHT DATA TO YOU PERIOD IT IS
REQUESTED THAT YOU MAKE SUCH PRESS RELEASE TO AP AND UP AS YOU DEEM
NECESSARY COMMA IN ORDER TO OBLIATE UNNECESSARY PRESS TRAFFIC WHILE
PLANE IN FLIGHT 1630.

From: EARHART via NPU VIA LAE.
To : ITASCA (Black.)
BLACK ITASCA - TUTUULA RADIO.
DUE LOCAL CONDITIONS TAKE OFF DELAYED UNTIL TWENTY ONE THIRTY GMT
JULY SECOND STOP ANY FORECAST LAE HOWLAND BEFORE THEN APPRECIATED NOTIFY
ONTARIO CHANGE BT EARHART.

*Released by me P
some dispatch
rec'd at SF*

From: Com SF Div.
To : Navy Radio NPM.
Inf.: ITASCA AND NAVY RADIO NPU.
8030 DURING EARHART FLIGHT LAE TO HOWLAND AND HONOLULU MR PUTNAM PROBABLY
REMAIN AT SAN FRANCISCO RADIO NEGAT MIKE CAST PERIOD REQUEST FLIGHT INFOR-
MATION BE FORWARDED THAT STATION WHENEVER POSSIBLE PERIOD HONOLULU SIGNAL
READABLE AT ALL TIMES TUTUULA AND ITASCA FROM NINETEEN HUNDRED TO ZERO
NINE HUNDRED DAILY PERIOD NMC 12600 KCS ALL TRAFFIC 2135.

From: Howland Island.
To : ITASCA.
29.78 82.5 76.5 E13 5/10 Cu.

July 1st:
Govt. Int. Gruening, Director Territories, Washington, D. C.
FOLLOWING FROM EARHART TODAY QUOTE DUE LOCAL CONDITIONS TAKE OFF DELAYED
UNTIL TWENTY ONE THIRTY GMT JULY SECOND UNQUOTE WE SHALL EXPECT ARRIVAL
SOON AFTER DAWN OUR JULY SECOND STOP WILL HAVE ALL ITASCA REPORTS FLIGHT
TO COMFRANDIV SENT TO YOU FOR INFORMATION SIGNED BLACK.

From: ITASCA.
To : Fleet Air Base, Pearl Harbor.
6001 REQUEST FORECAST LAE TO HOWLAND ISLAND FOR EARHART PERIOD ANTICIPATE
EARLY DEPARTURE THIS DATE 0105.

*All this type dispatches were forwarded, but
in practically every instance all information
had previously been received from Itasca either
in dispatches or [obsured] reports.*

had previously been received from Itasca either in dispatches or [obsured] reports.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.

To : Fleet Air Base, Pearl Harbor; Com SF Div.; Naval Radio Samoa.

Inf. : ComHawSec.

6001 ITASCA 51008 76812 06301 10982 61183 40000 FANNING AND CHRISTMAS
ISLANDS UNRECORDED 0108.

From: SWAN.

To : Fleet Air Base; Governor Samoa; ITASCA; WB Washington; WB SFO.
1001 51114 67212 07401 10881 64114 5X512 0100.

From: Fleet Air Base, Pearl Harbor.

To : Naval Radio Tutuila; ITASCA.

2501 FOR EARHART LAE ACCURATE FORECAST DIFFICULT ACCOUNT LACK OF REPORTS
YOUR VICINITY PERIOD CONDITIONS APPEAR GENERALLY AVERAGE OVER ROUTE NO
MAJOR STORMS APPARENT PERIOD PARTLY CLOUDY SKIES WITH DANGEROUS LOCAL
RAIN SQUALLS ABOUT THREE HUNDRED MILES EAST OF LAE AND SCATTERED HEAVY
SHOWERS RAMAINDER OF ROUTE PERIOD WINDS EAST SOUTHEAST ABOUT TWENTY FIVE
KNOTS TO ONTARIO AND THEN EAST TO EAST NORTHEAST ABOUT TWENTY KNOTS TO
HOWLAND 0735.

From: Howland Island.

To : ITASCA.

BAKER WEATHER:

29.80 83 76 ENE1 12 5/10 Cu.

HOWLAND WEATHER:

29.81 83.5 76.5 E16 4/10 Cu.

From: Naval Radio Tutuila.

To : Fleet Air Base, Pearl Harbor; SWAN; ITASCA; Com SF Div.;

ComHawSec.

0101 IMPERATIVE ONTARIO LEAVE EARHART FLIGHT STATION FOR TUTUILA NOT
LATER THAN 1800 SATURDAY 3 JULY ZONE MINUS ELEVEN 1120.

From: Howland Island.

To : ITASCA.

29.81 87 78 2/10 Cu SUR ENE14 1ENE18 2ENE19 3ENE24 4ENE26 5ENE25 6ENE30
7ENE30 9ENE31 9200.

From: ITASCA.

To : Naval Radio Samoa; FAB Pearl Harbor; Com SF Div.

Inf.: ComHawSec.

6001 ITASDA 61008 76700 05201 10986 62254 20010 HOWLAND ISLAND 2981 87
78 2/10 Cu SUR ENE14 1ENE18 2ENE19 3ENE24 4ENE26 5ENE25 6ENE30 7ENE30
9ENE31 9200 1330.

From: SWAN.

To : Fleet Air Base, Pearl Harbor; Governor Samoa; ITASCA;

WB Washington; WB SFO.

1001 61114 67200 06401 10883 65164 4X011 1300.

From: Howland Island.
To : ITASCA.
2975 87.5 78 K13 4/10 StOu.

"BEFORE THE FLIGHT"

SUMMARY:

1. The ITASCA was on station.
2. The ITASCA's equipment was correctly calibrated.
3. The ITASCA furnished Earhart weather reports and the best available forecasts.
4. Earhart had full information in clear form as to ITASCA frequencies and as to limits of ITASCA direction finder.
5. Messages list Earhart direction finder limits from 200 to 1500 kilocycles. Another message lists it as 200 to 1500 and 2400 to 4800. The last message was assumed to be correct.
6. The ITASCA's technical opinion as to Earhart's radio desires was never consulted. The Commanding Officer only contacted Earhart once directly by radio as to the arrangements. This was done because the Commanding Officer fore-saw the chance of disaster and desired personal and special precautions on the Earhart departure and final radio plans.
7. The Commanding Officer communicated with the San Francisco Division on two occasions as to the potential radio dangers of this flight. The Division cooperated fully and gave the ITASCA complete communication freedom. The Division likewise furnished the ITASCA all reliable data which could be obtained.
8. The Coast Guard had no intention of navigating Earhart to Howland. The high frequency direction finder obtained from the Navy by Mr. Black was set up on Howland and manned by an ITASCA radioman. This was in accordance with Mr. Black's request. Records show that Earhart was not advised by this vessel of the high frequency direction finder's existence. Mr. Black states that he did not inform Earhart. This fact is very important as shown in Section (b).
9. Mr. Black, from a telegram from Mr. Putnam, was Earhart's representative and handled all Earhart plans. Black was coordinating communications in accordance with Earhart's and Putnam's desires.
10. The Coast Guard in accordance with written orders cooperated with Mr. Black and met all Earhart requests as expressed through Mr. Black and one direct message to the Commanding Officer.

*checked by
SF Radio as to
frequencies -*

correct

*correct
according to
Mr. P*

BEFORE THE FLIGHT SUMMARY CONT'D:

11. The ITASCA's radio personnel in the beginning were inexperienced. The operators were interested and proved capable in the heavy load which they carried. The ship's communication organization was sound and well administered.

(b) "THE FLIGHT"

Definite information that Earhart was in the air was received from the San Francisco Division at 1830, Howland time. A radioman second class was sent ashore to Howland Island to man the high frequency direction finder.

The ITASCA with a double watch took up the work of attempting to contact the plane.

During the evening tests were made to check ITASCA signal strength key and voice with San Francisco radio.

The transcript of the radio logs from 0200 until 0930 is necessarily not complete due to the rapidity of events and also due to the Earhart exclusive use of voice, only partially received. At these times tuning was so essential that parts of the actual messages may not be given. Officers of appropriate rank and experience were present and where the parenthesis sections are entered corrections to the radio log are given. The radio log stands as it was written at the time and has not been changed or corrected. The transcript inclosed is an actual transcript. The portions included in this section form a true representation of the picture.

Excerpts from ITASCA radio log 1 July:

(This record contains explanatory material which is not contained in the radio log. This is particularly true of the complete ITASCA transmissions. The entire day of 1 July was devoted to trying to ascertain whether Earhart had hopped.)

0300 PAE DE NRUI etc.

(Formed ITASCA attempt contact Lae direct and give Earhart latest weather. The attempt was unsuccessful on 25 meters.)

0545 HRD PAE SO GVE IM A CALL (Unsuccessful).

0712 NRUI V NIPJ BT ANY NEWS OF EARHART.

0735 NRUI V NPM - PSE ADVISE NPM BY SIGNAL WHAT TIME KHAQQ IS IN THE AIR.

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1640 NRUI V NPU BT JUST WORKED VPD HE SEZ DONT KNOW IF EARHART
TOOK OFF YET NPU V NRUI RR - BT GIVE ME FLASH IF U FIND
OUT AR/NRUI V NPU TOLD VPD TO CLEAR ME ON 600 IF HE FOUND
OUT - WE DONT THINK SHE TOOK OFF OR WE WOULD KNW BY NOW

(Samoa had schedules with Suva which were very limited as to hours. It was hoped that Suva would break its schedules due to the importance of the information. The delay from Lae to Samoa, aside from schedules, was about four hours. Lae apparently sent messages via Salamacca which was about 11 miles from Lae.)

1710 (NMC SUGGESTED TRYING TO CONTACT VLS ON 23 METERS. THIS
WAS NOT CARRIED OUT DUE TO SAMOA HAVING GOTTEN IN TOUCH
WITH SUVA.)

1750 (ITASCA TUNED FOR KHAQQ, EARHART PLANE, ON 3105, RESULTS
WERE NEGATIVE.)

1808 NPU DE ZMA BR REMARK NPU TO NIDX - FROM SUVA VYZS SED // SED
VYZS TOD TOLD HIM EARHART WOAS TAKIN OFF 9.30 AR/ZFU 230/AR.

1816 NPU VNRUI AR/ NPU V NPM ZAD NMC AR/ NMC V NPU ZFU AR AT
1255 TODAY LAE TIME 130 NPU V NRUI ZOY O

1830 (Received following).

From: Com SF Div.
To : ITASCA.
Inf.: NPM NPU NIDX SWAN ONTARIO.

8012 UNITED PRESS REPORTS EARHART TOOK OFF AT NOON LAE TIME 2130. #

1858 From: Com SF Div.
To : ITASCA.
Inf.: NPU NPM NPG SWAN ONTARIO.

8001 OUR 8001 2130 VERIFIED 2230.

1900 (Started second watch. Two (2) logs from this point. Also at this
time manned high frequency direction finder on Howland which kept
3rd log.)

1955 From: Lae.
To : Mr. Black.

URGENT BLACK ITASCA TUPUILA RADIO:
AMELIA EARHART LEFT LAE TEN AM LOCAL TIME JULY 2ND DUE HOWLAND ISLAND 18
HOURS TIME BT VACUUM.

During the period from 1900 to midnight the two radio logs form an
accurate record of happenings.

Note says:
Released by Mr. P
at SF same
dispatch rec'd
here -
addressed to P

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ITASCA. Radio Transcripts Earhart Flight.

The ITASCA checked signal strength and frequency with San Francisco Radio.

Key and voice were checked. No reply as to voice strength was received. The Howland Island log also forms a check. Signals were sent as agreed. San Francisco radio was obviously monitoring closely as told ITASCA to slow to 10 words when ITASCA sending at 15 as Earhart indicated desire. All signals thereafter were sent at 10 words.

0000-04

KHAQQ DE NRUI AAAAAA NRUI HOWLAND AAA PSE GA 3105 NOW K (Unhrd).

*(Transmission by voice and key on 3105 and 7500.)

*(Monitoring officers Lt.Comdr. Baker and Ensign Sutter. Correspondents of Associated and United Press present entire night.)

*(Continuous listening two (2) receivers and loud speaker with two (2) officers listening.)

0015-0018

KHAQQ Unhrd.

*(Earhart was supposed to send each silent period at fifteen after and at forty-five after. ITASCA never heard her at fifteen after but always at forty-five after, except at 0615, until towards end flight when she apparently abandoned schedules. ITASCA never left Earhart frequency, 3105, from 1900 1 July on.)

0025-28.

Sent WX to KHAQQ on 7500 and 3105. (Actual transmission - ITASCA to Earhart (by key and voice) ITASCA TO Earhart - ITASCA at Howland to Earhart - Weather wind direction east wind direction east force eleven miles wind force eleven miles partly cloudy partly cloudy barometer twenty nine point nine two barometer twenty nine point nine two visibility twenty miles visibility twenty miles air temperature 82 air temperature 82 calm calm swell direction east swell direction east - this taken from actual weather sheet on file ITASCA.)

0030-34

KHAQQ DE NRUI AAA (etc.) NRUI HOWLAND AAAA.

0036.

(Asked Samoa if ONTARIO had heard Earhart, answer negative.)

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ITASCA. Radio Transcripts Earhart Flight.

0045-48.

KHAQQ Unhrd.

0055-58.

Sent Wea. to KHAQQ.

(Actual weather available in ITASCA records but omitted here due to length. Sent on 7500 by key and on 3105 by voice. ITASCA communication duplicated each report and duplicated frequencies. Both voice and key were used in each broadcast and greatest precaution taken that no omission or error occurred on part Coast Guard.)

0100-04.

KHAQQ DE NRUI AAA(etc.) NRUI HOWLAND AAA(etc.)

(Voice used to duplicate except A's.) (Asked Earhart to use key in observing schedules.)

0112.

(Commanding Officer in radio room sent following to ComFranDiv.)

6002 HAVE NOT HEARD EARHART SIGNALS UP TO THIS TIME BUT SEE NO CAUSE FOR CONCERN ES PLANE IS STILL ABOUT 1000 MILES AWAY PERIOD HAVE THREE OPERATORS ON WATCH *(2-On ship 1-On Howland) AND WILL REPORT ANY CONTACT WITH PLANE PROMPTLY TO DIVISION FOR FURTHER RELEASE TO PRESS COMMA PUTNAM COMMA HEADQUARTERS AND GRUENING INTERIOR WASHINGTON PERIOD DIVISION MAY EXPECT ITASCA CODE MESSAGE FORENOON HOWLAND TIME 0112.

*(Code message would have indicated safe or crash arrival. Precaution necessary due commercial interception all ITASCA official traffic. In summary will consider subject flagrant law violation intercepted traffic by commercial stations particularly during search.)

0115-18.

KHAQQ Unhrd.

0125-28.

Sent Wea to KHAQQ.

(Remarks as before except that eliminated all non-essential information and future reports consisted of wind, clouds and visibility. Also KHAQQ from ITASCA have not heard your signals yet please observe schedules with key go ahead, am listening on 3105 now. Unanswered.)

0145-48.

KHAQQ Unhrd.

0155-58.

Sent Wea to KHAQQ on 7500.

(Also voiced on 3105 although log omits. Details of weather available ITASCA files.)

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0200-04.

Watch relieved on 3105 by Chief Radioman Bellarts.

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

0215-0220.

Nothing heard on 3105 kcs.

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

0228.

Sent wea(to Earhart) on 7500.
(Also duplicated by voice.)

0230-35.

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

0245-0248.

Heard Earhart plane on 3105 but unreadable through static.

(Comment - Bellarts caught Earhart's voice and it came in through loud speaker, very low monotone "cloudy and overcast". Mr. Carey, Associated Press representative, was present. Also Mr. Hanzlik of United Press, both gentlemen recognized voice from previous flights to and from Hawaii. There was no question as to hearing Earhart. Commanding Officer was notified. Mr. Black was called. Message was drafted for San Francisco Division by Commanding Officer. Message was purposely terse due necessity report between Earhart schedules.)

0255: From: ITASCA.
To : Com SF Div.
Inf.: HUNT.

6002 ITASCA HEARD EARHART PLANE AT 0248 0255.

(San Francisco Radio gave a prompt acknowledgement and ITASCA went off air.)

(The ITASCA having heard Earhart the next logical step was to attempt to establish communication. ITASCA was hearing Earhart messages (incompletely) and ITASCA broadcasts were heard throughout the Pacific - For safety, therefore, inter communication was the vital factor.)

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ITASCA. Radio Transcripts Earhart Flight.

0300. Sent weather to Earhart.
(Sent on both 7500 (key) and 3105 (voice) repeated both cases.
Wind direction east 8 miles per hour clear calm ceiling unlimited.)
0304. AAA(etc.) TO KHAQQ HOWLAND DE NRUI.
0306. Repeated WX on phone.
- 0315-18.
Nothing heard from Earhart.
0330. Sent WX.
(Wind direction east force 8 miles per hour clear visibility 20
miles calm swell direction east ceiling unlimited .) (Repeated
key and voice twice 7500 and 3105.)
- (By voice repeated twice on 3105)
What is your position? When do you expect to reach Howland?
ITASCA has heard your phone go ahead on key. Acknowledge this
broadcast next schedule.
0340. Lieut. Cooper, Air Corps, in radio room.
0345. Heard Earhart on phone.
(ITASCA from Earhart - ITASCA from Earhart - - - OVERCAST - WILL
LISTEN ON HOUR AND HALF HOUR ON 3105 - - - - WILL LISTEN ON HOUR
AND HALF HOUR ON 3105.)
0353. (NMC AND ITASCA CHECKED ON EARHART SIGNALS.)
- 0400-03.
Broadcast weather phone 3105.
Repeated weather on key 3105.
(Also "What is your position?" "When do you expect arrive Howland?"
We are receiving your signals please acknowledge this message on
your next schedule.)
- 0415-18.
Earhart Unhrd on 3105 this time.
- 0426-35.
Giving Earhart WX on key 3105.
Giving WX to Earhart on phone 3105.
0435. (Asked San Francisco if he heard Earhart. Also asked NPM.)
0453. Sent weather /code/phone/ 3105 kcs. (Heard Earhart - partly cloudy.) Vol-
ume S-1.
0455. Earhart broke in on phone - unreadable.

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ITASCA. Radio Transcripts Earhart Flight.

0513-20.

Earhart signals unheard on 3105.

0530-35.

Sent WX on key and phone (3105) AAA(etc.) to 7500 kcs.

0545-50.

No hear during

0600-05.

Sent weather /code and key 3105 kcs.

0614. Wants bearing on 3105 kcs/on hour/ will whistle in mic.

0615. About two hundred miles out//appx//whistling//NW. (Volume S-3.)

0620-23.

Worked Howland and passed on the dope (told him take bearing on 3105 etc.)

0630-33.

Sending A's on 7500 - (asked her position) Listening through on 3105.

0636. Calling Earhart on 3105 (voice).

0641. (Sent by ITASCA) AAA(etc.) NRUI PLEASE ACKNOWLEDGE ON 3105.

0642. KHAQQ came on air with fairly clear signals calling ITASCA (voice).

0645. (KHAQQ REQUESTED) Please take bearing on us and report in half hour I will make noise in microphone - about 100 miles out (Earhart signal strength -4 but on air so briefly bearings impossible.)

0705. AAA(etc.) 7500 (Homing signal).

0708-12.

AAA(etc.) 3105 (Homing signal).

0712-14.

AAA(etc.) 7500 (Homing signal).

0714-16.

AAA(etc.) 3105 (Homing signal).

0718. (To Earhart by phone) Cannot take bearing on 3105 very good/please send on 500 or do you wish to take bearing on us/ go ahead please/ (No answer).

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ITASCA. Radio Transcripts Earhart Flight.

0719-24.

KHAQQ DE NRUI AAA(etc.) GO AHEAD 3105 / unanswered/

0724. CRM TO SHIP'S DIRECTION FINDER ON 500.

0725. KHAQQ FROM ITASCA PLEASE GO AHEAD ON 3105 (Unanswered).

0726-29.

KHAQQ DE NRUI GO AHEAD 3105 / unanswered / Homing signals A's sent out.

0730. KHAQQ FROM ITASCA PLEASE ACKNOWLEDGE OUR SIGNALS ON KEY PLEASE/
UNANSWERED/

0731-34.

KHAQQ DE NRUI AAA(etc.) (3105 kcs.)

0735-40.

KHAQQ DE NRUI AAAA(Etc.) (7500 kcs.)

0741. KHAQQ DE NRUI AAA(etc.) (3105 kcs.)

0742. KHAQQ CALLING ITASCA WE MUST BE ON YOU BUT CANNOT SEE YOU BUT
GAS IS RUNNING LOW BEEN UNABLE REACH YOU BY RADIO WE ARE FLYING
AT ALTITUDE 1000 FEET.
(Other Log) Earhart on now says running out of gas only 1/2 hour
left/(~~un~~verified as heard by other witnesses)/cant hear us at all/
we hear her and are sending on 3105 and 500 same time constantly
and listening in for her frequently.

0743-46.

KHAQQ DE NRUI RECEIVED YOUR MESSAGE SIGNAL STRENGTH 5 (sent AAA's etc.
on 500 and 3105 told Earhart) GO AHEAD.

0747-48.

KHAQQ DE NRUI RECEIVED YOUR MESSAGE SIGNAL STRENGTH 5 (ITASCA sent A's
on 3105).

0749-51-/57.

KHAQQ FROM ITASCA YOUR MESSAGE OKAY PLEASE ACKNOWLEDGE WITH PHONE
ON 3105(ITASCA then keyed A's.)

0758. KHAQQ CALLING ITASCA WE ARE CIRCLING BUT CANNOT HEAR YOU GO AHEAD
ON 7500 EITHER NOW OR ON THE SCHEDULE TIME ON HALF HOUR.
(Earhart signal strength 5 on radiophone.)

(In view of signal strength it is believed Earhart was closest to
Howland at this time. It was about the time ITASCA expected her to arrive.)

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ITASCA. Radio Transcripts Earhart Flight.

0759-0800.

KHAQQ DE NRUI AAAAAA(etc.) (On 7500) GO AHEAD ON 3105.

(The following is the only direct reply received from Earhart and tends to indicate that she was closest to Howland and flying away)

0800-03.

KHAQQ CALLING ITASCA WE RECEIVED YOUR SIGNALS BUT UNABLE TO GET A MINIMUM PLEASE TAKE BEARING ON US AND ANSWER 3105 WITH VOICE.
NRUI DE KHAQQ (sent long dashes on 3105 for 5 seconds or so.)

0804.

NRUI DE NRUI P AR
(ITASCA CALLING HOWLAND FOR CUT. HOWLAND REPORTED IMPOSSIBLE SECURE MINIMUM AND COULD NOT PICK UP SIGNALS ON 3105)

0805. KHAQQ FROM ITASCA YOUR SIGNALS RECEIVED OKAY WE ARE UNABLE TO HEAR YOU TO TAKE A BEARING IT IS IMPRACTICAL TO TAKE A BEARING ON 3105 ON YOUR VOICE/HOW DO YOU GET THAT/GO AHEAD.

0806. KHAQQ DE NRUI GO AHEAD ON 3105 OR 500 KILOCYCLES (ITASCA sending on 7500 as her only acknowledgement was for signals sent on 7500)

(The operator on Howland with Navy emergency direction finder had heard most of conversation on 3105 kcs after 0600 and tried to cut Earhart in but was unable due so due to Earhart's continued use of voice and brevity of Earhart transmissions. The direction finder on the island was driven by ITASCA gun batteries and during the night their power ran down. During the period from 0600 to the last Earhart transmission experienced officers were on Howland. Earhart's maximum transmission probably never exceeded 7 or 8 seconds. Toward the end Earhart talked so rapidly as to be almost incoherent. The ship's direction finder was manned from 0725 on. No signal was ever received on 500 kcs in spite repeated requests.)

0807. (ITASCA to Earhart on 3105, 500, 7500 kcs.) GO AHEAD.

(The ITASCA fully recognized the emergency as Earhart now overdue at Howland and her 1/2 hour of gas now exhausted. Vital therefore to bring her in or to obtain cut for search in case she went down at sea. Observers agree that Earhart signal strength remained about same from 8 to 9 oclock and that her last transmission had nearly same strength as her 0758. ITASCA was laying down smoke screen stretching for ten miles. Smoke remained concentrated and did not thin out greatly.)

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ITASCA. Radio Transcripts Earhart Flight.

0811. ITASCA TO EARHART.

DID YOU GET TRANSMISSION ON 7500 KCS/ GO AHEAD ON 500 KCS SO
THAT WE MAY TAKE A BEARING ON YOU/ IT IS IMPOSSIBLE TO TAKE A
BEARING ON 3105 KILOCYCLES/ PLEASE ACKNOWLEDGE.

(Operator on Howland notified ITASCA that he was unable to secure bearing on 3105.)

0812-14.

(The above transmission repeated on 7500 - no answer. It is to be noted that Earhart's only actual acknowledgement to ITASCA signals came at 0800 in response to ITASCA message on 7500)

0815. KHAQQ FROM ITASCA (3105)

DO YOU HEAR MY SIGNALS ON 7500 KCS OR 3105 PLEASE ACKNOWLEDGE
RECEIPT ON 3105/GO AHEAD.
(This unanswered.)

0816-17.

(The above repeated on 7500)

0818. Following to KHAQQ.

WILL YOU PLEASE ACKNOWLEDGE OUR SIGNALS ON 7500 OR 3105/GO AHEAD
WITH 3105. (Unanswered).

0820-23.

(Requested KHAQQ to go ahead on 3105 with report of our signals)
(Three (3) receivers, loud speaker, Howland loop and ship's direction finder covering Earhart frequencies throughout this whole entire period - no answers.)

0824-26.

Following to KHAQQ.

GO AHEAD ON 3105 KILOCYCLES WITH VOICE/TRANSMIT POSITION REPORT AND
STRENGTH OF OUR SIGNAL.

ITASCA to Earhart.

WE ARE TRANSMITTING CONSTANTLY ON 7.5 MEGACYCLES DO YOU HEAR US/
KINDLY RECEIPT ON 3105/WE ARE STANDING BY/ (Unanswered.)

0828-29.

Called KHAQQ and requested answer on 3105.

0830-31.

Following to KHAQQ.

ANSWER ON 3105 KILOCYCLES WITH REPORT YOUR POSITION
(This on 7500 by key.)

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ITASCA. Radio Transcripts Earhart Flight.

0833. KHAQQ from ITASCA.

WILL YOU PLEASE COME IN AND ANSWER ON 3105 / WE ARE TRANSMITTING
CONSTANTLY ON 7500 KCS/ WE DO NOT HEAR YOU ON 3105/ PLEASE ANSWER
ON 3105/GO AHEAD.

(This unanswered.)

0834-41. To KHAQQ.

ANSWER ON 3105 KCS WITH PHONE/HOW ARE SIGNALS COMING IN/GO AHEAD.

0844-46.

KHAQQ called ITASCA and said:

WE ARE ON THE LINE OF POSITION 157-337, WILL REPEAT THIS MESSAGE,
WE WILL REPEAT THIS MESSAGE ON 6210 KCS. WAIT LISTENING ON 6210 KCS.
(Other persons in radio room heard this transmission the same) WE
ARE RUNNING NORTH AND SOUTH.

(This transmission was by voice on 3105 with a signal strength 5.
Nothing was heard on 6210 kcs.)

0847. The following sent to KHAQQ, on 3105 and 7500 KCS.

WE HEARD YOU OK ON 3105 KCS. PLEASE STAY ON 3105 DO NOT HEAR YOU
ON 6210 MAINTAIN QSO ON 3105.

(This broadcast was by voice on 3105 and by key on 7500. Nothing
was heard on either 3105 or 6210.)

0849-53. Called KHAQQ and told her to go ahead on 3105 KCS.

0854. Repeatedly called KHAQQ on broadcast.

to YOUR SIGNALS OK ON 3105 GO AHEAD WITH POSITION ON 3105 OR 500 KCS.

0907. (Unanswered. Listened on 3105 6210 and 500 kcs.)

0913. Called KHAQQ and broadcast.

ANSWER 3105 OR 500 YOUR SIGNALS OK ON 3105 GO AHEAD WITH POSITION.

(This sent out on 7500 ics.)

0915-33.

Both operators listening in on 3105, 6210 and 500 and direction
finder at 500. Nothing was heard.

0934. Called high frequency direction unit on Howland Island for any
information. This in the negative.

0935. Called KHAQQ on 3105 and 7500 kcs.

0936-41.

Listened in on 3105, 6210, 500 and direction finder at 500. Nothing
heard.

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ITASCA. Radio Transcripts Earhart Flight.

0942-46.

Called KHAQQ. Called on various frequencies and requested answers. Informed plane "WE CAN HEAR YOU FINE ON 3105 PLEASE GO AHEAD ON 3105". (This transmitted on 7500 kcs. Unanswered. Operators continued to listen in on frequencies 3105, 6210, 500 and direction finder at 500.)

✓ Nothing was heard from KHAQQ up to 1000.

"FLIGHT SUMMARY"

1. The communication personnel was adequate and assigned as follows:

- 2 - Radiomen high frequency receivers.
- 2 - Radiomen on direction finders.
- 2 - Commissioned officers in radio room.

2200 to 0600:

Lieut. Comdr. Baker.
Ensign Sutter.

0600 to 1000:

Lieut. Comdr. Kenner.
Ensign Sutter.

Shore Station:

1 - Radioman from 1900 on.

0600 to 0900:

Lieut. Comdr. Baker.

- 2. Ship's direction finder manned at 0725.
- 3. ITASCA transmitters were accurately calibrated.
- 4. ITASCA signals clearly received throughout by other units.
- 5. ITASCA fully followed all Earhart schedules 7500, 3105, etc.
- 6. Earhart requested ITASCA use 3105 at 0345. This was done on key and phone, but 7500 was also used for safety.
- 7. The ITASCA homing signals and weather were never omitted. They were sent by key, by voice on 3105 and keyed on 7500.
- 8. Earhart never answered any ITASCA questions and never gave a position. Communication was never really established.
- 9. Earhart acknowledged receiving ITASCA signals at 0800. This formed the only case and was apparently for signals sent by ITASCA on 7500.

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ITASCA. Radio Transcripts Earhart Flight.

10. Earhart messages lacked any useful position information and consisted of generalities.

11. Earhart could not secure null on ITASCA signals.

12. Earhart's last message was hurried, frantic and apparently not complete. Earhart did not return to air on 6210.

13. Earhart was on air very briefly and apparently over modulated. The attempts of the radioman on Howland to secure cut failed.

14. Judging from signal strength Earhart was closest between 0730 and 0844-46, when her signal strength was 5 with a 50 watt transmitter.

15. Earhart probably had receiver trouble.

16. Earhart apparently did not know position.

17. Earhart asked ITASCA to take bearings on her. This was never planned. Earhart knew that ITASCA could give her accurate bearings on 500 and yet never transmitted on 500 in order for ITASCA to assist her. ITASCA had continuous direction finder watch on 500 from 0725 on.

18. Earhart knew that she could use 500 when close in if necessary.

19. The signals which Earhart acknowledged were transmitted on 7500. Her direction finder loop could not handle this frequency. It is possible that she was referring to other signals.

20. The weather conditions were clear and a sun line was possible. Weather conditions in the early morning were excellent with stars out and a fix should have been possible. Apparently Earhart's last message referred to a sun line. (No reference point was given.)

(c) "THE SEARCH"

After the last Earhart message radio concentrated on contacting the plane further. This work is covered in the log.

There was still a definite feeling that Earhart would make Howland or that if she was down she would send an SOS with some sort of position.

ITASCA was purposely conservative in assuming Earhart down. Every indication from radio was that there was something wrong with her receiving equipment but that with Noonan's navigating ability the plane would secure a fix and tell ITASCA or yet make Howland.

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ITASCA. Radop transcripts Earhart Flight.

The matter of the search is to be covered in an operations report. However, as this report precedes the operations report certain points will be discussed for clarity.

Earhart said she was 200 miles off.

Earhart said she was 100 miles off.

Earhart said must be over you.

Our expected time of her arrival was about 0800.

The Army Air Corps report computes her reserve gasoline as 7% or about 160 miles (one hour) flying.

From: ITASCA.
To : Com SF Div.
Inf.: ComHawSec.

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 IN NON ARRIVAL BY THAT TIME WILL COMMENCE SEARCH NORTHWEST QUADRANT FROM HOWLAND AS MOST PROBABLE AREA PERIOD SEA SMOOTH VISIBILITY NINE CEILING UNLIMITED PERIOD UNDERSTAND SHE WILL FLOAT FOR LIMITED TIME 1015.

From: ITASCA.
To : ComHawSec.

6002 REFERENCE MY 6002 DASH 1015 SUGGEST NAVY CONTACT FOR SEA PLANE SEARCH PERIOD SIXTEEN HUNDRED GALLONS AVIATION GASOLINE NOW ON HOWLAND AND NINETY FIVE GALLONS LUBRICATING OIL 1018.

The ITASCA departed Howland on search at 1015.

1310 Received message concerning commercial broadcasting hookup from Headquarters.

From: ITASCA.
To : Com SF Div.
Inf.: ComHawSec.

6002 EARHART UNREPORTED HOWLAND AT 1200 BELIEVE DOWN SHORTLY AFTER 0915 AM SEARCHING PROBABLE AREA AND WILL CONTINUE 1315.

From: SWAN.
To : ITASCA; Fleet Air Base, Pearl Harbor; Weather Bureau, Washington; Weather Bureau, SFO.; Governor Samoa.
1002 72114 67200 08501 11881 64154 5X021 1300.

7/19/37.

Radio Transcripts Earhart Flight.

*This page is a TRANSCRIPT
as it was not restorable.*

From : Fleet Air Base, Pearl Harbor.
To : ITASCA.

2502 FOR EARHART FORECAST HOWLAND TO OAHU TONIGHT FRIDAY PARTLY CLOUDY ENTIRE ROUTE LOCAL SHOWERS OVER ISLANDS CLOUD BASES TWO THOUSAND FEET TOPS EIGHT THOUSAND FEET GOOD VISIBILITY AVERAGE WIND EAST NORTHEAST TWENTY KNOTS ABOVE CLOUDS LANDING CONDITIONS PEARL HARBOR AFTER DAYLIGHT GOOD WIND EAST TEN KNOTS PERIOD FORECAST FOR TOMORROW SATURDAY WILL BE FORWARD-ED LATER TODAY 0920.

From : ComHawSec.
To : ITASCA.

6002 ADVISE BY DISPATCH FULL DETAILS CONCERNING EARHART PLANE SUCH AS POSITION REPORTS BEARINGS AND ALL INFORMATION EARHART FLIGHT THAT WILL BE OF VALUE TO NAVAL SEARCH IF PLANE DISPATCHED FROM HERE PERIOD RECOMMEND YOU BROADCAST DATA TO ALL SHIPS TO BE ON LOOKOUT 1401.

From : ITASCA.
To : ComHawSec.
Inf. : Com SF Div.

6002 YOUR 6002 1401 WE HAVE HAD NO POSITIONS COMMA SPEEDS 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 THOUGH 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.

CQ in vicinity BT:

AMELIA EARHART PLANE ENROUTE HOWLAND ISLAND FROM LAE NEW GUINEA UNREPORTED SINCE 2045 GCT JULY 2 AND APPARENTLY DOWN AT SEA POSITION UNKNOWN PERIOD ITASCA SEARCHING PROBABLE NORTHEAST SECTOR OFF HOWLAND ISLAND PERIOD REQUEST SHIPS AND STATIONS LISTEN ON 500 KCS AND 3105 KCS FOR ANY SIGNALS FROM PLANE

COMMANDING OFFICER U S COAST GUARD CUTTER ITASCA.

Message sent at 1333 - Acknowledged by WHEX at 1336.
Acknowledged by KEXX at 1345.

Broadcast at 1425, 1703, 1912, 2030,
1614, 1824, 1930, 2200.

At 1450 it began to be indicated that the Fleet Air Base at Pearl Harbor would attempt to send a plane to Howland to assist in the search.

From : Fleet Air Base, Pearl Harbor.
To : SWAN; ITASCA.

2502 REQUEST WEATHER AND UPPER AIR IF PRACTICABLE AT 0300 GCT 1450.

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

From: ComHawSec.

To : ITASCA.

1400 8002-1400--Message telling ITASCA cable ship DICKENSON was 400 miles north Fanning.

1528 Commercial press requests began coming in for exclusive stories.

1531 SWAN needed lubricating oil which ITASCA could not furnish.

1554 From: Com SF Div.

To : ITASCA.

8002 POSSIBILITY PLANE MAY ATTEMPT USE RADIO ON WATER AS RADIO SUPPLY WAS BATTERY AND ANTENNA COULD BE USED ON TOP OF WING PUTNAM AND LOCKHEED STATE POSSIBILITY OF FLOATING CONSIDERABLE TIME EXCELLENT AND THAT EMERGENCY RUBBER BOAT AND PLENTY OF EMERGENCY RATIONS CARRIED ON PLANE 1910.

This information formed the basis of the ITASCA's search at sea until the information was contradicted by Lockheed on about 5 July. The ITASCA assumed the plane would float 9-hours or so. The ITASCA kept listening on 3105 and 500. The probability of the plane being able to use radio gave credence to the numerous false amateur position messages. Arrival of the Navy plane on 3 July, it was hoped, would expand search efforts. As long as radio use was possible the search was not a hopeless affair. The ITASCA steadily called the plane.

From: ITASCA.

To : Com SF Div.

8002 YOUR 8002 1910 REQUEST FREQUENCIES EARHART EMERGENCY TRANSMITTER 1633.

From: Com SF Div.

To : ITASCA.

8002 YOUR 6002 1633 SAME AS MAIN TRANSMITTER PERIOD POSSIBILITY PLANE MAY BE ABLE RECEIVE ITASCA 3105 VOICE 2010.

The period 1733 to 1748 was occupied with commercial press requests and routine traffic pouring in during an emergent situation.

The press situation was so annoying that the following estimate opinion of the situation was drafted and sent. This estimate opinion it is believed at this time (July 21) is still correct with the exception that we now believe that Earhart's line to be a "sun line", and fully summarizes the situation. It has been the basis of ITASCA search.

From: ITASCA.

To : Com SF Div.

Inf.: ComHawSec.; Headquarters.

6002 ITASCA EARHART SEARCH UP TO THIS TIME NEGATIVE RESULTS PERIOD BROADCASTING TO STEAMERS BUT FEW IN THIS AREA PERIOD FOLLOWING ESTIMATE OPINION OF POSSIBILITIES UP TO HAPPENING PERIOD EARHART APPARENTLY HANDICAPPED THROUGHOUT NIGHT BY CLOUDY WEATHER AS PORTIONS OF RECEIVED MESSAGES INDICATED OVER-

UNCLASSIFIED

CAST AND CLOUDY WEATHER PERIOD EARHART DIRECTION FINDER APPRAENTLY [SIC] NOT FUNCTIONING WELL AS SHE COULD NOT GET CUT ON ITASCA ON AGREED FREQUENCIES PERIOD EARHART APPARENTLY HAD BARELY SUFFICIENT FUEL UNDER THE CONDITIONS TO MAKE HOWLAND PERIOD THOUGHT CLOSEST TO HOWLAND AT 0758 WHEN STATED CIRCLING TRYING TO PICK UP ISLAND 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 CLOSEST TO AND TO NORTHWARD OF HOWLAND AS BELIEVE THAT SHE WOULD HAVE SEEN BAKER ISLAND IF PASSED TO SOUTHWARD PERIOD ITASCA CONTACTED EARHART TO RECEIVE INCOMPLETE MESSAGE ON AGREED SCHEDULES FROM 0248 TO 0835 THIS MORNING PERIOD EARHART ONLY ACKNOWLEDGGED RECEIVING ITASCA SIGNALS ONCE AND DID NOT ANSWER QUESTIONS AS TO POSITION COURSE SPEED OR EXPECTED 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 AFLOAT 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 RUNNIG NORTH AND SOUTH PERIOD ITASCA USING EVERY RESOURCE TO LOCATE PLANE PERIOD BLACK REQUESTS GRUENING INTERIOR BE KEPT ADVISED DEVELOPMENTS 2015.

At 2036 a commercial message requesting a broadcast hookup was received.

Throughout the entire search the ITASCA had one objective finding Earhart. Repeatedly commercial systems, photographers, and newspaper services requested special consideration. Messages from these concerns interferred [sic] with ITASCA listening to a marked degree. In one case, to be discussed later, commercial monitoring resulted in the release of inaccurate information and formed a clear case of law violation. The efforts of amateurs and other stations to hear Earhart's signals resulted in faked amateur messages and in the diversion of the ITASCA from probable sectors of search to trace down rumors. This matter will be fully discussed in the summary.

The Commanding Officer appreciated the interests of the American public in the Earhart search and to that end informed the Division as rapidly as reliable information was available. The press reports issued to the Associated and United Press from this vessel were accurate and carefully checked.

2038 Position of the DICKENSON was received.
Latitude 10.27 North Longitude 158.33 West.

2154 From: Com Pat Sqd. Plane 6F
To : Com Air FAB Pearl Harbor.
Inf. : SWAN ITASCA COMDT.14th NAV. DISTR.

1002 PSP LIEUT HARVEY PEARL HARBOR FOR HOWLAND ISLAND 1923.

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

The above message meant that in accordance with the ITASCA's suggestion to ComHawSec the Navy was sending a large flying boat to assist in the search during daylight July 3rd.

From: Fleet Air Base, Pearl Harbor.

To : SWAN.

Inf.: ITASCA. ComHawSec. Comdt. 14th Nav. Distr.

9502 SWAN PROCEEDING HOWLAND ISLAND AT ECONOMICAL SPEED PERIOD 6 PREP 3
TAKING DEPARTURE FOR HOWLAND ABOUT 1915 GUARD FREQUENCY 355 AND 4235
SERIES KILOCYCLES 1855.

Since 1000 in the morning the ITASCA had been endeavoring to contact the Earhart plane by repeatedly calling the plane as the ITASCA searched the immediate sector where it was thought the plane was down. From this time on the ITASCA's signal as picked up by other units are steadily reported as possible signals from other sources. A careful check of the ITASCA radio logs shows that in most cases the signals were originated by the ITASCA. The number of ITASCA signals reported back to the vessel and reported to the Division and other sources indicates how thoroughly the Pacific was monitored by Service and commercial units during the few days immediately after the Earhart plane was missing.

From: Tutuila.

To : ITASCA.

WAILUPE NAVAL RADIO.

Inf.: ComHawSec. Com SF Div.

1002 FOLLOWING RECEIVED FROM HMS ACHILLES AT 0730 GMT QUOTE UNKNOWN
STATION HEARD TO MAKE QUOTE PLEASE GIVE US A FEW DASHES IF YOU GET US
UNQUOTE HEARD GOOD STRENGTH BOTH ON 3105 KILOCYCLES STOP FIRST STATION
THEN MADE KHAQQ TWICE AND DISAPPEARED STOP NOTHING MORE HEARD OF EITHER
AT 0620 GMT UNQUOTE ACHILLES POSITION AT 0700 GMT 10.00 SOUTH 160.50
WEST 2020 2030.

From: ComHawSec.

To : ITASCA.

8002 FORT SHAFTER HEAR REPORTS SEARCHING SERIES LONG DASHES AT 2057 HST
ON ABOUT 3105 KCS 2132.

From: ComHawSec.

To : ITASCA.

8002 AT 2130 SIGNALS AGAIN HEARD HERE BUT ON 6210 KILOCYCLES LONG DASHES
AND VOICE WEAK 2140.

From: Plane F6.

To : Fleet Air Base, Pearl Harbor.

Inf.: SWAN ITASCA.

1002 POSITION LATITUDE 1733 LONGITUDE 6130 2200.

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

From: Comdt. 14th Nav.Distr.

To : ITASCA.

Inf.: Comdr. in Ch. United States Fleet; Comdr.Mine Force; Battle
Force; Fleet Air Base, Pearl Harbor; PELLICAN; SWAN; ComHawSec.

0002 BE AT HOWLAND ISLAND AT DAYLIGHT TOMORROW SATURDAY 3 JULY ONE PATROL
SEA PLANE CALL LETTERS 62CAST FREQUENCIES 355 AND 4235 SERIES KILOCYCLES
DEPARTED PEARL HARBOR FOR HOWLAND ISLAND 1927 PLUS TEN AND ONE HALF TIME
COMMUNICATE DIRECTLY WITH PLANE AND PROVIDE TENDER SERVICES PLANE WILL
MAKE HOURLY POSITION REPORT ON THE HOUR USING ZONE TEN AND A HALF TIME
KEEP PLANE ADVISED ON YOUR POSITION AFTER PLANE WITHIN 500 MILES RADIUS
HOWLAND ISLAND BE PREPARED FURNISH RADIO BEARINGS AND MAKE MO'S AS REQUEST-
ED 2050.

From: ITASCA.

To : Comdt. 14th Nav. Distr.

8002 YOUR 0002 2050 2224.

The above orders from the 14th Naval District necessitated the ITASCA
discontinuing scouting the area northwest of Howland and proceeding on a
direct course for Howland in order to be at that point at daylight. These
orders also necessitated recalibration of the T-10 in order to handle the
plane frequency. This work combined with the plane guard compelled the
ITASCA to limit its radio attempts to contact Earhart.

The ITASCA throughout the night had no trouble in receiving the Navy
plane reports direct. It is to be further noted that the plane laid a
direct course for the SWAN and made it in spite of very adverse weather.

From: ComPatSqdn Plane 6F.

To : Fleet Air Base, Pearl Harbor.

Inf.: ITASCA.

1002 RADIO SAMOA 1902 2020 (THE ACHILLES MESSAGE) SETTING WATCH ON VOICE
FREQUENCY 3105 KILOCYCLES AND WILL ATTEMPT TO ESTABLISH COMMUNICATION
2205.

From: Plane 62C.

To : Fleet Air Base, Pearl Harbor.

Inf.: SWAN - ITASCA.

1002 POSITION LATITUDE 1605 LONGITUDE 6254 2300.

At 2239 RCA again attempted to secure commercial broadcast program
from the ITASCA. ITASCA replied in negative and San Francisco Division's
8003 0215 suggested cancellation of this commercial program.

2300---From: San Francisco (NMC - KPH).

To : ITASCA.

NMC DE KPH FOLLOWING FROM VMT VOICE HEARD FAIRLY STRONG SIGS STRENGTH TO
S3 08 43 08 54 GMT 48.31 METERS SPEECH NOT INTERPRETED OWING BAD MODULA-
TION OR SPEAKER SHOUTING INTO MICROPHONE BUT 38 CE SIMILAR TO THAT EMITTED
FROM PLANE IN FLIGHT LAST NIGHT WITH EXCEPTION NO HUM ON PLANE IN BACK

(Continued on next page)

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

GROUND VKT HAS NOT YET CONTACTED WITH NRUI ON 500 KCS VIS GIVES ES HEARING VOICE ABOUT 1000 GMT.
PSE THAT TO NRUI BK AR.

2300 - From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1002 POSITION LATITUDE 1605 LONGITUDE 6252 2300.

From: Com SF Div.
To : ITASCA.
8003 WAS ITASCA ON AIR FROM 0843 TO 0854 GMT ON 3105 KILOCYCLES USING VOICE 0220.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1002 POSITION LATITUDE 1430 LONGITUDE 6414 2400.

From: ITASCA.
To Com SF Div.
8003 YOUR 8003 0220 NEGATIVE PERIOD FROM ITASCA RADIO LOG QUOTE 2113 DASH STILL WEAK PHONE SIGS BUT CANT READ DASH 2130 DASH WEAK SIGS ON PHONE ON 3105 AGAIN PERIOD UNQUOTE AT ABOUT 1844 HEARD FOLLOWING WHAT APPEARED TO KACAC DE CC5 ON PHONE NEAR EARHART DIAL READING PERIOD 0010.

From: Fleet Air Base, Pearl Harbor.
To : ITASCA.
1003 REQUEST ALL REPEAT ALL BEARINGS AND POSITION REPORTS RECEIVED FROM EARHART FROM COMMENCEMENT OF FLIGHT 0044.

From: Com SF Div.
To : ITASCA.
8003 LOS ANGELES MEN REPORT HEARING POSITION REPORT FROM KHAQQ ELEVEN THIRTY BUT AS QUOTE 1.6 179 UNQUOTE 0345.

From: ComHawSec.
To : ITASCA.
Inf.: Com SF Div.
8003 LAE NEW GUIENA REPORTS LAST CONTACT WITH EARHART PLANE BY LAE RADIO WAS AT 1720 FRIDAY GAVE HER POSITION AS 4.33 SOUTH 159.6 EAST WHICH IS ABOUT 795 MILES DIRECTLY ON HER ROUTE TO HOWLAND 0030.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1003 POSITION LATITUDE 1302 LONGITUDE 6240 0010.

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

From: ITASCA.
To : Plane 62C.
Inf.: Governor Samoa.
8003 71021 76012 14201 10882 0040.

From: SWAN.
To : ITASCA; Governor SAMOA; Fleet Air Base, Pearl Harbor;
W.B. Washington; W.B. S.F.O.
1003 71108 67812 04400 11883 67113 35011 0100.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1003 POSITION LATITUDE 1118 LONGITUDE 6650 0200.

From: San Francisco Division Radio.
To : ITASCA.
8003 STEAMER NEW ZEALAND 1200 MILES FROM HOWLAND REPORTS HEARING DASHES
ON 3015 0410.

From: ComHawSec.
To : ITASCA.
Inf.: Com SF Div.
8003 AT 1057 GCT SERIES LONG DASHES HEARD 3105 KC DURATION 22 SECONDS
NO IDENTIFYING CALL 0150.

At 0118 ITASCA received another request for commercial broadcast
program NBC. It was again turned down and action sustained by Com SF
Div. 8003 0440.

From: ITASCA.
To : Comdt. 14th Nav.Distr.
Inf.: ComHawSec.
8003 YOUR 1003 0044 RECEIVED INCOMPLETE MESSAGES ON AGREED SCHEDULE
FROM 0248 TO 0855 TWO JULY PERIOD EARHART ONLY ACKNOWLEDGED RECEIVING
ITASCA SIGNAL ONCE AND DID NOT ANSWER QUESTIONS AS TO POSITION COURSE
SPEED OR EXPECTED TIME ARRIVAL PERIOD REPORTED AT 0615 200 MILES OUT
AT 0646 REPORTED 100 MILES OUT AT 0855 SHE GAVE ITASCA A LINE OF
POSITION 157 337 BELIEVED TO BE RADIO BEARING AND STATED SHE WAS RUNNING
NORTH AND SOUTH PERIOD LAE NEW GUIENA REPORTS LAST CONTACT WITH EARHART
PLANE BY LAE RADIO WAS AT 1720 FRIDAY GAVE POSITION AS 4.33 SOUTH 159.6
EAST WHICH IS ABOUT 795 MILES DIRECTLY ON HER ROUTE TO HOWLAND PERIOD
RECEIVED REPORTS CIVILIAN HEARING POSITION REPORTS FROM EARHART AS QUOTE
1.6 179 UNQUOTE 0205.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1003 POSITION LATITUDE 1003 LONGITUDE 6828 0300.

From: SWAN.
To : Plane 62C. (Message follows on next page.)

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

1003 SWAN POSITION 0230 LATITUDE 1057 LONGITUDE 6758 0230.

From: Plane 62C.

To : SWAN - Fleet Air Base, Pearl Harbor.

1003 HAVE SIGHTED SWAN 0213.

From: Plane Squad 62C.

To : Fleet Air Base, Pearl Harbor.

Inf.: SWAN - ITASCA.

1003 PASSING OVER SWAN ALTITUDE 1000 FEET 0140.

It is to be noted that the transmissions from the Navy plane throughout its flight were clearly received. This flight was organized without any special radio preparation and the SWAN, ITASCA, PEARL HARBOR and plane had no communication difficulties. This flight was a 1700-mile flight, made under very adverse weather conditions which eventually forced the plane to return to Pearl Harbor when about 700 miles north of Howland.

From: ITASCA.

To : Plane 62C; Fleet Air Base, Pearl Harbor.

Inf.: Nav. Radio, Honolulu.

8003 ITASCA MAINTAINING WATCH ON 4255 KCS DURING PLANE FLIGHT AND WILL ANSWER 355 KCS 0240.

From: Plane 62C.

To : Fleet Air Base, Pearl Harbor.

Inf.: SWAN - ITASCA.

1003 POSITION LATITUDE 0825 LONGITUDE 6956 0400.

From: ITASCA.

To : Pat Squad 62C.

Inf.: Fleet Air Base, Pearl Harbor.

8005 71021 76012 14201 10332 0400.

From: ComPatSqd 62C.

To : Fleet Air Base, Pearl Harbor; ITASCA.

1003 WEATHER BECOMING UNFAVORABLE LOW BROKEN CLOUDS HIGH OVERCAST LIGHTENING TO WEST SOUTHWEST AND TO SOUTHEASTWARD 0445.

At this time several routine messages and another commercial request were received.

From: Plane 62C.

To : Fleet Air Base, Pearl Harbor.

Inf.: ITASCA - SWAN.

2003 POSITION LATITUDE 0645 LONGITUDE 7128 0500.

0433 - Plane requested weather conditions from ITASCA.

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

From: ITASCA.
To : Plane 62C.

8003 WEATHER EXCELLENT HERE CEILING UNLIMITED 0625.

From: ITASCA.
To : Plane 62C - Fleet Air Base, Pearl Harbor.

8003 WIND ESE 10 PARTLY CLOUDY BARO 2983 VISIBILITY 20 MILES TEMPERATURE
82 SWELL CALM SE CU CEILING UNLIMITED WEATHER EXCELLENT 0642.

From: Navy Plane 62C.
To : Comdr. Air Craft; Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.

2003 APPROXIMATE POSITION LATITUDE 0635 LONGITUDE 7200 PERIOD LAST TWO
HOURS IN EXTREMELY BAD WEATHER BETWEEN ALTITUDE 2000 AND 12000 FEET SNOW
SLEET RAIN ELECTRICAL STORMS PERIOD IN DAYLIGHT CONDITIONS LOOK EQUALLY
BAD CLOUD TOPS APPEAR TO BE 18000 FEET OR MORE PERIOD AM RETURNING TO
PEARL HARBOR NOW HAVE 900 GALLONS FUEL ON BOARD 0710.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: ITASCA - SWAN.

1003 POSITION LATITUDE 0740 LONGITUDE 7059 0800.

From: Com SF Div.
To : ITASCA: ComHawSec.

8003 FOLLOWING FOR WHAT IT MAY BE WORTH QUOTE FOLLOWING RECEIVED BY
TELEPHONE FROM MCGILL AMATEUR STATION W6CHI OAKLAND CALIFORNIA QUOTE
AT 0655 HEARD CALLS SOS ON ABOUT 86 METERS POINT TWO TWENTY FIVE NNW
WEST OF HOWLAND ISLAND ASK PUTNAM TO FLY KITE UNQUOTE MCGILL TRYING CON-
TACT EARTHART AND WILL FORWARD FURTHER INFORMATION AS RECEIVED UNQUOTE
1040.

The position given here appeared to be somewhat logical. This message is interesting when compared with the 281 north of Howland message which appears later. Both messages placed the Earhart plane in what the ITASCA has considered as the most probable sector. The report was not investigated when received for the reason that the ITASCA was at Howland on plane guard. The area mentioned has since been covered in scouting operations.

From: ITASCA.
To : ComHawSec.

6003 DRIFTING OFF HOWLAND COMPLIANCE COMDT 14TH NAVAL DIST. DISPATCH
6002 2050 PERIOD WILL LOAD GAS PERIOD PLANE APPARENTLY RETURNING TO
BASE PERIOD IMPERATIVE CONTINUE SEARCH TODAY TIME ELEMENT VITAL WEATHER
CONDITIONS UNSETTLED FOR FLIGHT 0800.

From: ITASCA.
To : Fleet Air Base, Pearl Harbor; SWAN

(Message follows on next page.)

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

6003 DRIFTING OFF HOWLAND SHALL WE LOAD GAS OR LEAVE FOR FUTURE PLANE OPERATIONS 0805.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1003 POSITION LATITUDE 0830 LONGITUDE 7014 0900.

From: ComHawSec.
To : Navy Radio (NPU).
Inf.: ITASCA.
8003 PUTNAM HAS REQUESTED THIS OFFICE MAKE EFFORT TO CONFIRM HMS ACHILLES GOT CALL LETTERS KHAQQ CLEARLY AND CERTAINLY PERIOD IF PRACTICABLE REQUEST YOU ENDEAVOR CONTACT ACHILLES VIA RADIO AND OBTAIN INFORMATION AND INFORM THIS OFFICE 0925.

From: ITASCA.
To : ComHawSec.
6003 YOUR 8003 0925 CALL RECEIVED BY HMS ACHILLES SENT BY ITASCA 0940.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1003 PASSED ABEAM SWAN CLOSE ABOARD1013.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN - ITASCA.
1003 POSITION LATITUDE 1035 LONGITUDE 6800 1100.

From: ComHawSec.
To : ITASCA.
Inf.: Com SF Div.
6003 ADVISE FUEL STATUS AND HOW LONG YOU CAN CONTINUE FULL SPEED SEARCH MAY BE ABLE TO REPLENISH YOU WILL ADVISE YOU LATER 1015.

From: ITASCA.
To : ComHawSec.
6003 YOUR 6003 1015 CONTINUED SEARCH AT 0900 WE HAVE FIFTY THOUSAND GALLONS FUEL CAN SCOUT UNTIL 0800 FIFTH AND THEN MUST PROCEED HONOLULU OR HAVE FUEL AVAILABLE AT HOWLAND 1035.

From: Comdt. 14TH NAV. DISTR.
To : ITASCA.
Inf.: Fleet Air Base, Pearl Harbor; SWAN; Comdr.Mine Craft Btl Force.
0003 YOUR 6003 0805 RESUME SEARCH OPERATIONS PLANE RETURNING TO BASE 1138.

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

From: Headquarters.
To : Com SF Div.
Inf.: ITASCA - ComHawSec.

6003 YOUR 6003 1000 BROADCASTING FROM ITASCA WILL ONLY BE PERMITTED
WHEN IT DOES NOT INTERFERE WITH RESCUE OPERATIONS 1459.

From: Headquarters.
To : ITASCA.
Inf. : Com SF Div.; ComHawSec.

* 6003 SECRETARY OF TREASURY MORGANTHAU DESIRES LATEST INFORMATION CON-
CERNING SEARCH FOR PLANE AMELIA EARHART PERIOD REQUEST THIS INFORMATION
BE SENT COAST GUARD HEADQUARTERS IMMEDIATELY UPON RECEIPT OF THIS MESSAGE
1756.

From: Plane 62C.
To : Fleet Air Base, Pearl Harbor.
Inf.: SWAN.

1003 POSITION LATITUDE 1242 LONGITUDE 6537 1300.

From: ComHawSec.
To : ITASCA.
Inf.: COLORADO(P) Fleet Air Base, Pearl Harbor; Com SF Div.
Headquarters.

6003 USS COLORADO NOW LEAVING PEARL HARBOR FOR SEARCH AREA SHE WILL FUEL
YOU UPON REQUEST IF CONDITIONS PERMIT PERIOD EQUIPPED TO FUEL DESTROYERS
AT SEA PERIOD YOU RADIO CONTACT COLORADO FOR HER PROBABLE TIME ARRIVAL
SEARCH AREA AND FEASIBILITY OF FUELING YOU THEN REPORT WHENEVER YOU BELIEVE
FEASIBLE ITASCA CONTINUE HIGH SPEED SEARCH AND DEPEND ON COLORADO SUPPLY
FUEL FOR SEARCH AND RETURN TRIP 1242.

From: Tutuila, Naval Radio Station.
To : ComHawSec.
Inf.: ITASCA.

* 1903 YOUR 8003 0925 REQUESTED CONFIRMATION FROM HMS ACHILLES AND FOLLO-
ING RECEIVED QUOTE AT 0600/3 GMT AN TELEPHONE TRANSMITTER WITH HARSH
NOTE WAS HEARD TO MAKE PLEASE GIVE US A FEW DASHES IF YOU GET US PERIOD
A SECOND TRANSMITTER WAS THEN HEARD TO MAKE DASHES WITH NOTE MUSICAL
STRENGTH GOOD PERIOD FIRST TRANSMITTER THEN MADE KHAQQ TWICE BEFORE FADING
OUT PERIOD THE EVIDENCE EXISTS THAT EITHER TRANSMITTER WAS THE AIRPLANE
ITSELF PERIOD WAVE FREQUENCY WAS 3105 KCS SIGNED COMMANDING OFFICER HMS
ACHILLES UNQUOTE 1205.

From: ITASCA.
To : Headquarters.
Inf.: ComHawSec.

✓ 6003 REFERENCE YOUR 6003 DASH 1756 ITASCA SEARCHED 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 0900 TODAY PLANE HAVING RETURNED TO BASE
OWING BAD WEATHER PERIOD SEARCH BEING PRESSED WITH ALL POSSIBLE ENERGY AND
WEATHER CONDITIONS FAVORABLE THERETO PERIOD AREA SEARCHED NORTH OF HOWLAND
ON ASSUMPTION MOST LOGICAL AS NO DEFINITE POSITION FROM EARHART PLANE RE-
CEIVED AT ANY TIME 1300.

65-601-CONFIDENTIAL. 7/19/57.

ITASCA: Radio Transcripts Earhart Flight.

From: SWAN.
To : ITASCA.

1003 11094 69100 06301 08886 64114 25517 1500.

From: ComHawSec.
To : COLORADO.
Inf.: ITASCA.

8003 ITASCA LISTENS 13380 TRANSMITS 12600 HIGH FREQUENCY CHANNEL AT
PRESENT TIME ALSO GUARDS 500 KCS REQUEST ADVISE THIS OFFICE AND ITASCA
YOUR WORKING LISTENING HIGH FREQUENCY 1257.

From: COLORADO.
To : ComHawSec.
Inf.: ITASCA.

1003 YOUR 8003 1246 COLORADO LISTENING AND WORKING 4105 AND HARMONICS
NOW ON 16420 ALSO WORKING ON 355 AND 500 KCS 1400.

From: SSGOLDEN BEAR.
To : ITASCA : SS MONTEREY.

LAT 5.38N 179.19W 1533 MILES FM KNK / PLS GIVE WHEX.

From: Com SF Div.
To : ITASCA.

8003 DUE TO CONFLICTING REPORTS OF RECEIPT OF EARHART BROADCAST REQUEST
ITASCA NOT REPEAT NOT USE 3105 OR 6210 KILOCYCLES NEXT TWO NIGHTS TO
PERMIT ABSOLUTE CHECK ON AUTHENTICITY OF CALLS AND TO PERMIT MONITOR-
ING OF ABOVE FREQUENCIES BY USE OF DIRECTIONAL ANTENNAE 1720.

From: Headquarters.
To : ITASCA.

* 6003 SECRETARY TREASURY MORGENTHAU DESIRES THAT YOU FURNISH THE LATEST
INFORMATION AVAILABLE ON EARHART PLANE AT TIME OF PREPARATION OF A
DESPATCH WHICH WILL REACH HEADQUARTERS NOT LATER THAN 0630 PLUS FIVE
TIME 4 JULY 1937 PERIOD ADVISE IF SIGNALS HAVE BEEN HEARD AT ANY TIME
AND IF HOW WHEN THEY STARTED AND WHEN THEY CEASED 2040.

From: Com14thNavDis.
To : COLORADO.

2003 IN ORDER FACILITATE SEARCH COMMUNICATIONS REQUEST COLORADO SET
WATCH ON 13380 WITH RADIO OAHU 1538.

From: COLORADO.

To : Com14thNavDistr. Inf. ITASCA; ComHawSec.

1003 YOUR 2003 1539 DUE LIMITATIONS HIGH FREQUENCY EQUIPMENT MAINTAINING
RECEIVER WATCH ON 13380 PERIOD REQUESTING CHANGE TO SCHEDULES WITH FLEET
ON 4105 TO PERMIT SENDING AS REQUESTED 1700.

Another commercial request was refused.

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

From: ITASCA.
To : Tutuila Naval Radio Sta.

8003 REQUEST INFORMATION OF ACHILLES IF BOTH TRANSMITTERS WERE EXACTLY ON SAME FREQUENCIES AND IF THE CALL QUOTE QUEEN ZED FIVE UNQUOTE HEARD HEAR THAT FREQUENCY PERIOD ITASCA AT STATED TIME REQUESTED KHAQQ ON 3105 KCS GIVE LONG DASHES TO ACKNOWLEDGE 1850.

From: ITASCA.
To : Headquarters.

6003 YOUR 6003 2040 FOR SECRETARY MORGANTHAU QUOTE NO INFORMATION EARHART PLANE SINCE 0843 2 JULY PERIOD HEARD FAINT SIGNALS BETWEEN 1825 AND 1858 2 JULY WHICH DEVELOPED AS NEARLY AS COULD BE ASCERTAINED INTO CALL QZ5 SIGNALS UNREADABLE AND FROM CALL LETTERS DEFINITELY NOT EARHART PERIOD UNABLE CONTACT QZ5 AFTER 1853 PERIOD WE ARE CALLING EARHART FREQUENTLY AND CONSISTENTLY ON 3105 KILOCYCLES AND UNDOUBTEDLY AMATEUR AND OTHER STATIONS MISTAKE US FOR EARHART PLANE PERIOD WE ARE PUSHING SEARCH AT TOP SPEED DAY AND NIGHT IN LOGICAL AREAS NORTH OF HOWLAND AND HAVE THOROUGHLY SEARCHED 2000 SQUARE MILES DAYLIGHT TODAY WITH NEGATIVE RESULTS PERIOD AMATEUR STATIONS REPORT UNVERIFIED POSITIONS FROM EARHART PLANE WEST OF HOWLAND WHICH AREA WE WILL SEARCH DURING DAYLIGHT TOMORROW PERIOD IF PARTY AFLOAT ON PLANE OR RAFT THEY ARE DRIFTING NORTH AND WEST AT ESTIMATED MAXIMUM TWO MILES PER HOUR PERIOD VISIBILITY AND GENERAL SEARCH CONDITIONS EXCELLENT PERIOD SEA CONDITIONS TO PRESENT TIME MOST FAVORABLE IF PLANE OR RAFT IS AFLOAT PERIOD HAVE AUXILIARY RADION LISTENING STATIONS HOWLAND AND BAKER ISLAND AND ALL REPORTED COMMERCIAL CRAFT OVER LARGE AREA FAMILAR WITH SITUATION AND ON THE ALERT BOTH VISUAL AND RADIO PERIOD ZONE TIME PLUS ELEVEN AND ONE HALF UNQUOTE 1220.

From: ComAirBase, Pearl Harbor.
To : C OF NAV OPR.
Inf.: CINCUS: ALL TORPEDO BOMBING AIRCRAFT SCOUT FOR
SWAN: ITASCA: COM14TH NAV DIST.

0103 PSP LT HARVEY ARRIVED PEARL HARBOR 1926.

From: Com SF Div.
To : ITASCA.

* 8003 FOUR SEPARATE RADIOMEN AT LOS ANGELES REPORTED RECEIVING EARHART VOICE THIS MORNING AND VERIFY QUOTE 179 WITH 1 POINT SIX IN DOUBT UNQUOTE POSITION GIVEN AS QUOTE SOUTHWEST HOWLAND ISLAND UNQUOTE ABOVE KEARD ON 3105 KCS AND CALL OF PLANE DISTINCTLY HEARD AND VERIFIED ACCORDING TO AMATEURS 2350.

With the information that the plane could probably use its emergency transmitter on water this message could not be ignored. The position placed Earhart nearly on the line of flight and about 200 miles short of Howland. This caused diversion of ITASCA from the probable northwest sector. However, a searching vessel cannot assure information as faked or false and pass up investigation particularly when the probable sector is only probable. The ITASCA, therefore, proceeded to the westward of the report area and searched 2000 square miles on 4 July without result.

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

From: ComHawSec.
To : ITASCA.
Inf.: Com SF Div.

8003 SINCE 1950 APPARENTLY WEAK CARRIER 3105 NOTED LOCAL PAA STATION
ALSO HEARS PERIOD IMPOSSIBLE TAKE DF BEARING 2216.

From: Tuitula Radio Sta.
To : ITASCA.

1903 YOUR 8003 1850 FOLLOWING RECEIVED FROM HMS ACHILLES QUOTE BOTH
TRANSMITTERS WERE ON EXACTLY THE SAME FREQUENCY PERIOD FOLLOWING WAS
HEARD QUOTE QZ5 DE NRUI PSE QRA? UNQUOTE PERIOD QZ5 WAS NOT HEARD TO
REPLY COMMANDING OFFICER ACHILLES UNQUOTE 2115.

From: ITASCA.
To : ComHawSec.
Inf.: Com SF Div.

8004 YOUR 8004 0005 WE HAVE RECEIVED KGMB CLEARLY ON WARDROOM RADION AND
CARRIER WAVE 3105 KCS ON RADIOROOM RECEIVER BUT NO DASHES PERIOD SUGGEST
PAA CONCENTRATE ON BEARING IF ONLY APPROXIMATE WILL COMMENCE RECTANGULAR
SEARCH EAST FROM ONE HUNDRED AND EIGHTY BETWEEN ZERO AND TWO NORTH AT
DAYBREAK PERIOD THIS SEARCH WILL COVER AMATEUR REPORTS 0020.

From: Com SF Div.
To : ITASCA.
Inf.: ComHawSec.

8004 FOLLOWING FROM MONITOR QUOTE STRONG CARRIER ON 6210 KCS THEN
ON ABOUT FIFTEEN MINUTES WE HAVE 3 RECEIVERS THREE RECEIVERS PICKING
IT UP MECHANICAL CHECK ON FACSIMILE PRINTER SHOWS SIGNAL IS STRONGER
FROM WESTERLY DIRECTION UNQUOTE 0400.

From: ITASCA.
To : Com SF Div.
Inf.: COLORADO ; ComHawSec.
6004 11008:78412 22314 09782 0045.

From: SIAN.
To : ITASCA.
1004 11083 70312 08425 09782 62165 65018 0100.

From: Com SF Div.
To : ITASCA.
Inf.: Navy Radio NPM.
8004 AMATEUR POSITIONS DID NOT STATE WHETHER EAST OR WEST LONGITUDE
NORTH OR SOUTH LATITUDE PERIOD PRESENT CONDITIONS LAST TWO HOURS 3105
KC CLEAR NO SIGNALS 6210 WEAK CARRIER NO MODULATION APPARENTLY FROM
WESTWARD PERIOD SIGNAL ON 6210 KC DISAPPEARED AT 0150 GCT 0553.

65-601-CONFIDENTIAL 7/19/37.

ITASCA Radio Transcripts Earhart Flight.

From: ComHawSec.
To : ITASCA.
Inf. Com SF Div.

8004 AT 0130 HEARD CARRIER SIGNAL ONE MINUTE DURATION SPEECH IDENTIFIED AS MANS VOICE ABOUT 3105 KCS NOTHING HEARD SINCE THIS OFFICE 0310 0310 AR.

From: NavRadio NEM.
To : COLORADO AND ITASCA.
Inf.: Hq Com SF Div. ComHawSec.

1704 FOLLOWING FROM MUTUAL WIRELESS WAHINA FOR WHAT IT MAY BE WORTH QUOTE MAN NAMED DONALDSON WHO RESIDES WAHIAWA PHONED HERE FROM 1200 GMT TO 1240 GMT THREE OR FOUR CALLS HEARD MANS VOICE MAKE FIGURES 31R05 AND 31 R07 SINED KHAQQ THEN LATER HEARD 62R05 THAT WAS BOTH HF FREQ AND INTERMEDIATE ZENITH RADIO DIAL READINGS 17R2 AND 1200 THEN CHANGED ELIGHTLY SW READING CHANGED 60.15 THEN TO 64.5 HEARD WORDS HELP UNQUOTE 0345.

From: ComHawSec.
To : ITASCA.

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

From: Com SF Div.
To : ComHawSec.
Inf.: ITASCA.

8004 YOUR 8004 0540 ADVISE FREQUENCY OF INDICATED TRANSMISSION 0850.

From: ComHawSec.
To : Com SF Div.
Inf.: ITASCA.

8004 YOUR 8004 0850 3105 KCS 0650.

From: Chief of Nav Ops.
To : CINCUS.

Inf.: COMDESSCOFOR COMBATFOR US FLEET: COMAIRBATFOR: COMAIRBASFOR: COMMINEBATFOR FAB, HU: COLORADO: LEXINGTON: ITASCA: COMHAWSEC: HEADQUARTERS, C. G. : COM4THNAVDIS.

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

From: HMS ACHILLES, via NPU/NPM.
To : - (Dated 4 July.)

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

From: ITASCA.
To : COLORADO.
Inf.: ComHawSec.

6004 ITASCA WILL REACH MINIMUM RESERVE FUEL LIMIT SAFE RETURN HONOLULU AT NOON FIVE JULY PERIOD IF HIGH SPEED SCOUTING CONTINUED BEYOND THAT TIME ITASCA WILL REQUIRE FUEL TO MAKE HONOLULU PERIOD AM INFORMED COLORADO WILL FURNISH FUEL UPON REQUEST AND SUGGEST HOWLAND AS POINT CONTACT 0850.

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

From: ITASCA.
To : ComHawSec.

6004 YOUR 6003 1242 CONTACT COLORADO DELAYED DUE COLORADO ACTING AS PLANE
GUARD PERIOD ITASCA WILL REACH FUEL LIMIT SAFE RETURN HONOLULU NOON MONDAY
5 JULY PERIOD WILL CONTACT COLORADO TODAY AND INFORM YOU AS TO ARRANGEMENTS
0835.

From: ITASCA.
To : ComHawSec.

6004 MY 6004 0835 ITASCA CAN IF COLORADO ARRANGEMENTS FAIL CONTINUE
SPEED SCOUTING UNTIL ABOUT 7 JULY AND HAVE FUEL ENOUGH TO MAKE SANOA
PERIOD THIS PLAN NOT CONTEMPLATED UNLESS NECESSARY 0900.

From: ITASCA.
To : COLORADO.
Inf.: ComHawSec.; Com14thNavDis.

4004 YOUR 1004 1305 HOSES CAN DISCHARGE INTO OPEN TANK AT APPROXIMATELY
5000 PER HOUR AND BE TRANSFERRED OTHER TANKS PERIOD ITASCA CONNECTIONS
COMMERCIAL STANDARD PERIOD IF FLANGE AND NAVY HOSE COUPLING AVAILABLE
CAN RECEIVE FUEL AT RATE OF 20000 PER HOUR DIRECT TO MANIFOLDS PERIOD
WILL REQUIRE ABOUT 75000 1445.

From: ITASCA.
To : Tutuila Nav/Rdo Sta.

8004 FOLLOWING FOR HMS ACHILLES QUOTE UNCONFIRMED REPORTS FROM ROCK
SPRINGS WYOMING STATE EARHART PLANE HEARD 1600 KCS PERIOD POSITION
ON A REEF SOUTHEAST OF HOWLAND ISLAND UNQUOTE 1441.

From: ITASCA.
To : Headquarters.

6004 YOUR 6004 1909 FOR SECRETARY MORGANTHAU HAVE SEARCHED AREA NORTH
WEST TO NORTHEAST OF HOWLAND RADIUS 120 MILES WITH NEGATIVE RESULTS
THOUGH VISIBILITY WEATHER AND SEA CONDITIONS EXCELLENT PERIOD EXTRA AND
VIGILENT LOOKOUTS POSTED AND CONTINUAL USE BOTH HIGH POWERED SEARCH
LIGHTS DURING DARKNESS PERIOD AM REASONABLY CERTAIN PARTY IS NOT AFLOAT
IN AREA INDICATED PERIOD COMMENCED RECTANGULAR SEARCH THIS MORNING AT
DAYBREAK 180 MERIDIAN TO HOWLAND ISLAND BETWEEN LATITUDE ZERO TWO ZERO
NORTH AND ONE THREE ZERO NORTH PERIOD ESTIMATE ORIGIN THIS SEARCH WELL
TO WESTWARD AND LEEWARD OF PLANE POSITION IF PLANE DOWN WEST OF ISLAND
PERIOD PRESENT CURRENT SETTING WEST ONE HALF KNOT WIND ESTIMATED ONE
KNOT WEST PERIOD WEATHER OVERCAST VISIBILITY 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 VISIBILITY AND ONE THOUSAND FIVE HUNDRED SQUARE MILES
DURING NIGHT 1515.

From: ComHawSec.
To : ITASCA.
Inf: NAVRAD HONOLULU: COLORADO: NAVRAD TUTUILA: SWAN: ONTARIO.

(Message on next page).

65-601-CONFIDENTIAL. 7/19/57.
ITASCA. Radio Transcripts Earhart Flight.

7004 BEGINNING AFTER DARKNESS CONTEMPLATE REPEATING ORGANIZED LISTENING OPERATIONS 3105 6210 KCS AS OF NITE THREE DASH FOUR JULY PAA WILL FOLLOW SAME PROCEDURE WITH ALL STATIONS CONCENTRATION AND ENDEAVOR OBTAIN BEARINGS SUGGEST HOWLAND DIRECTION FINDER BE ON STANDBY FOR BEARING IF PRACTICABLE 0955.

From: Fleet Air Base, Pearl Harbor.
To : ITASCA: SWAN.

2504 FORECAST VICINITY HOWLAND SUNDAY NIGHT AND MONDAY BROKEN CLOUDS WITH OCCASIONAL RAIN SQUALLS GENTLE TO MODERATE EAST TO SOUTHEAST WINDS GOOD VISIBILITY 0955.

From: ComHawSec.
To : Com SF Div.
Inf.: ITASCA.

7004 MY 7004 0955 SUGGEST ITASCA REMAIN SILENT 3105 AND 6210 DURING LISTENING PERIOD AGAIN TONIGHT 0956.

From: Comdr Air Crft Btle For.
To : LEXINGTON.
Inf.: COM SF DIV.: COMDRBTLEFOR US FLEET: CINCUS: COMDT14thNAVDIS.
COMDESSQDRN TWO: CHIEF OF NAVY OPERATIONS.

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

From: CINCUS.
To : DRAYTON: LAMSON: CUSHING: DALLAS: LEXINGTON: COMDESSQDRN.
Inf.: COMDRESSQ19: COMD BTL FOR US FLEET: COMDEXPERPLANESQ5:
4TH NAVDIS.: DAHLGREN, VA. COMDAIRCRAFTBASFOR: COMLINECRFTBTLEFOR:
CHNAVOPRS.: COLORADO: ITASCA: COMFRANDIV: CG HQ: COMHAWSEC. COM14TH
NAVDIS: FAB HU.

0004 WHEN LEXINGTON GROUP IS IN ALL RESPECTS READY PROCEED TO ASSIST IN SEARCH FOR EARHART PLANE COOPERATE WITH COLORADO AND ITASCA PERIOD COMDESERN TWO DESIGNATED COMMAND LEXINGTON GROUP 1050.

From: ITASCA.
To : ComHawSec.

7004 YOUR 7004 DASH 0955 WILL CONTACT HOWLAND AS SOON AS POSSIBLE AND PROCEED AS INDICATED WE ARE ABOUT OUT OF RANGE AND POSSIBLY NO CONTACT UNTIL EVENING PERIOD SUBMIT DESIRABILITY ITASCA OPERATING 3105 KC 6210 AND 7500 KC BETWEEN 2000 AND 2100 THIS EVENING ZONE PLUS ELEVEN AND ONE HALF PERIOD IF EARHART AFLOAT IN THIS AREA WE ARE MOST FAVORABLY SITUATED FOR COMMUNICATION PERIOD OUR CONTACTS EARHART INDICATE HER BEST RECEPTION ON 7500 KC AND BEST TRANSMISSION ON 3105 KC PERIOD IF YOU APPROVE SUBMIT DESIRABILITY RADIO SILENCE THOSE FREQUENCIES DURING PERIOD INDICATED EXCEPT FOR THIS UNIT PERIOD WE ARE SWEEPING EAST FROM 180 VISIBILITY EXCELLENT SLIGHT SEA MODERATE SWELL WIND EAST 15 KNOTS 1010.

~~CONFIDENTIAL~~ 7/19/37.
ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.
To : Headquarters.
Inf.: Com SF Div.

8004 PRESS REQUESTING RELEASE EXACT TEXT EARHART MESSAGES PERIOD ASIDE FROM LONG TRANSMISSION AND REGULATIONS HAVE NO REASON NOT TO PERMIT RELEASE PERIOD REQUEST PERMISSION RELEASE 1035.

ITASCA was ignorant of public reaction to the Earhart search but knew that it was prominent news. The ITASCA has attempted throughout to give the press the true situation without sensations or false alarms. The Earhart messages, it was felt, without suitable interpretation as to the radio bearing matter might be unfavorably construed or misinterpreted. The messages alone did not form a true picture. The matter of release was therefore referred to Headquarters and upon Headquarters' approval the messages were sent to Headquarters together with ITASCA comments for further action by the Commandant.

From: Com SF Div.
To : ITASCA.
Inf.: Com14thNavDis.; ComHawSec.

8004 UNCONFIRMED REPORTS FROM ROCK SPRINGS WYOMING STATE EARHART PLANE HEARD 16000 KCS PERIOD POSITION ON A REEF SOUTHEAST OF HOWLAND ISLAND THIS INFORMATION MAY BE AUTHENTIC AS SIGNALS FROM MID PACIFIC AND ORIENT OFTEN HEARD INLAND WHEN NOT AUDIBLE ON COAST VERIFICATION FOLLOWS 1510.

This message started the Phoenix Island Reef theory. It was logical due to sun line and reciprocal bearings. When Pan American bearings came in later the theory took a more definite form. The ACHILLES, MONTEREY and MARIPOSA all passed near this area soon after Earhart was reported down. However, if on a reef the chances for safety were better than if drifting at sea and one ship could not cover the entire possible area of over 450,000 square miles. The COLORADO later searched the islands with planes.

From: Headquarters.
To : ITASCA.
Inf.: Com SF Div.; ComHawSec.

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

From: Com SF Div.
To : ITASCA.
Inf.: COM14THNAVDIS.: ComHawSec.

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

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

From: COLORADO.
To : ITASCA.
Inf.: ComHawSec.; Coml4thNavDis.

1004 SUGGEST ITASCA CONTINUE SCOUTING COMMA FUEL FROM COLORADO DAYLIGHT
THURSDAY EIGHT JULY USING DESTROYER METHOD PERIOD CAN COLORADO HOSES
DISCHARGE THROUGH MANHOLD INTO OPEN TANK PERIOD RENDEZVOUS AND EXACT
TIME WILL BE ARRANGED WEDNESDAY PERIOD HOW MUCH FUEL WILL YOU REQUIRE
1305.

From: Headquarters.
To : ITASCA.
Inf.: Com SF Div.; ComHawSec.

6004 SECRETARY MORGENTHAU REQUESTS YOU FURNISH LATEST INFORMATION REGARD-
ING EARHART SEARCH SUBSEQUENT TO YOUR 6601 1720 1909.

From: ComHawSec.
To : ITASCA.

8004 YOUR 8004 1010 PROCEED AS YOU DEEM NECESSARY 1555.

From: COMDESSQDN 2:
To : Coml4thNavDis.

Inf.: CINCUS: CH OF NAV OPS.: COLORADO: ITASCA.

0004 CINCUS 0004 1050 LEXINGTON GROUP PROCEEDING ON DUTY ASSIGNED WILL
FUEL LAHAINAROADS EXPECT ARRIVE FOURTEEN HOURS EIGHTH 1910.

From: ITASCA: ComHawSec. Z-NRUI-V-QUAC JKY
To : Com SF Div.

Inf.: NPM: COMDT12thNavDis/Comdt14thNavDis/CG Hq.

8004 MONITORING STATIONS REPORT NO SIGNALS ON PLANE FREQUENCIES EXCEPT
CARRIERS PERIOD LOCAL PLANES WERE HEARD 3105 BETWEEN 1100 AND 0130 PERIOD
MONITORS ESTABLISHED WATCH AT MAIN RECEIVING UNIT PRESS WIRELESS SAN
FRANCISCO ON DIRECTIONAL ANTENNAS BEAMED ON HONOLULU PERIOD SOME SIGNALS
ON 3105 AT NMC BUT BACKGROUND NOISE EXCEPTIONALLY HEAVY PERIOD COMMERCIAL
STATIONS REPORT RECEPTION FROM MIDPACIFIC OFTEN BETTER ON THIRD HARMONIC
WHICH MAY ACCOUNT FOR REPORTS OF PLANE BEING HEARD ON 10 NMC AND 16 TO
18 MC FROM VARIOUS POINTS ON COAST PERIOD RECEPTION BETTER ON COAST ON
6MC DURING EARLY MORNING HOURS FROM ABOUT 0500 TO 0900 PST PERIOD MONITORS
AT PRESS WIRELESS REPORT UNIDENTIFIABLE SIGNALS 3105 KCS AT 0815 SIGNALS
WERE HEARD ON TWO RECEIVERS AND TWO BEAMS 2005.

The efficient monitoring work of San Francisco Radio, Coast Guard
Honolulu Radio, Pan American, Wailupe, Samoa and other stations, it is
considered, forms a new era in Coast Guard distress communication work.
If the search failed it was not due to radio inefficiency. *

At this date (July 21) it is doubtful if Earhart ever sent signals
but the intercepted messages and carriers form a splendid record of
thoroughness.

~~CONFIDENTIAL~~ 7/19/37.
ITASCA. Radio Transcripts Earhart Flight.

From: ComHawSec.

To : ITASCA: COLORADO: SWAN: WAILUPE: TUTUILA.

Inf.: COM12THNAVDIS: COMFRANDIV: COM14THNAVDIS.

8004 AT 1630 GCT KGMB BROADCAST 1520 KCS QUOTE TO EARHART PLANE WE USING EVERY POSSIBLE MEANS ESTABLISH CONTACT WITH YOU IF YOU HEAR THIS BROADCAST PLEASE COME IN ON 3105 KCS USE KEY IF POSSIBLE OTHERWISE VOICE TRANSMISSION IF YOU HEAR THIS BROADCAST TURN CARRIER ON FOR ONE MINUTE SO WE CAN TUNE YOU IN THEN TURN CARRIER ON AND OFF FOUR TIMES THEN LISTEN FOR OUR ACKNOWLEDGEMENT AT 0645 GCT UNQUOTE PERIOD BROADCAST WILL BE REPEATED AT 0700 AND 0730 GCT REQUEST COLORADO ITASCA SWAN TUTUILA AND RADIO WAILUPE REPORT RESULTS AFTER EACH BROADCAST 1815.

From: ITASCA.

To : Com SF Div.

8004 REQUEST PERMISSION TO TRANSMIT ON 3105 COMMA 6210 AND 7500 KCS FROM 2000 TO 2100 PLUS ELEVEN AND ONE HALF ZONE TIME THIS DATE PERIOD WILL TRANSMIT FIVE MINUTES COMMA LISTEN TEN MINUTES IN THE ABOVE ORDER PERIOD COMMANDER HAWAIIAN SECTION APPROVES PERIOD IF YOU APPROVE REQUEST MONITOR TO VERIFY FREQUENCIES AND NOTE PERIOD 1805.

From: Com SF Div.

To : ITASCA: ComHawSec.

Inf.: NPM: COMDT12thNAVDIS: COMDT 14thNAVDIS. C.G.HQ.

8004 REFERENCE EARHART TRANSMITTER PERIOD DUE TO DESIGN OF TRANSMITTER FOLLOWING FREQUENCIES ARE HIGHLY PRACTICABLE ODD HARMONICS OF THE 3105 CRYSTALS WHICH THE ANTENNAE WILL BE RESONANT ON WITHOUT CHANGE OF THE DIAL SETTINGS 9315 COMMA 15525 AND 21955 PERIOD OTHER POSSIBLE HARMONIC POINTS 12420 AND 18630 2155.

It is again indicated that that the Earhart plane can possibly transmit on water.

From: Com SF Div.

To : ITASCA.

Inf.: NPM: COMDT14thNAVDIS: COMDT 12th NAVDIS.: ComHawSec.

8004 YOUR 8004 1805 GRANTED BROADCAST 0730 GCT TO 0830 GCT FIVE JULY ON 3105 COMMA 6210 AND 7500 KCS AS INDICATED IN REFERENCE PERIOD ANNOUNCE TEST STATING FREQUENCY USED AND IF CW SEND AT SPEED NOT GREATER THAN TEN WORDS PER MINUTE SIGN CALL LETTERS IN ORDER AVOID POSSIBLE CHANGE MISTAKEN IDENTITY OF SIGNALS 2205.

From: SWAN.

To : F.A.B.Ho.;GOV. SAMOA: ITASCA: WEA BUR WASH.: WEA BUR SFO.
1004 21070 71000 20102 08885 61535 55017 1300.

From: NPU - TUTUILA NAVY RADIO.

To : ComHawSec.

Inf.: SWAN: ITASCA: COMDT 12TH NAVDIS: COMDT 14th NAV DIS.

1904 YOUR 8004 1815 SIGNAL UNHEARD 0650 GCT 1940 AR.

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

From: ComHawSec.
To : COLORADO: TUTUILA: ITASCA.
Inf. Com SF Div.

8004 PAA HERE HAS HEARD ANSWERING SIGNALS 3105 TEST CONTINUING 2050.

From: ComHawSec.
To : COLORADO: ITASCA: SWAN: TUTUILA.
8004 ANSWERING SIGNALS CARRIER BROKEN HEARD HERE FROM 0630 GCT PAA
BEARING REPORTS 200 DEGREES TRUE HONOLULU 2100.

From: ComHawSec.
To : ITASCA.
8004 ANSWERING SIGNALS HEARD HERE ALSO ITASCA HEARD CALLING PLANE
PAA UNABLE TO GET RESPONSE LAST BROADCAST HAVE YOU HEARD SIGNALS ARE
YOU IN COMMUNICATION WITH PLANE 2215.

From: Tutuila Nav Rad.
To : COMHAWSEC.
Inf.: COLORADO: SWAN: WAILUPE: ITASCA: COM12THNAVDIS: CONFRANDIV.
COM14THNAVDIS.
1904 0700 TO 0704 HEARD FOUR SERIES OF DASHES FROM 0714 TO 0716 HEARD FOUR
SERIES OF DASHES FROM 0727 0731 HEARD EIGHT SERIES OF DASHES FOUR OF WHICH
WERE VERY STRONG VOICE INDICATED BUT NOT DISTINGUISHABLE ALL ON 3105 2045.

From: ComHawSec.
To : ITASCA.
8004 BAKER ISLAND REPORTS HEARD FOLLOWING NRUI FROM KHAQQ VOICE SHORT
WHILE AGO HOWLAND HEARD WEAK VOICE 2240.

From: ITASCA.
To : ComHawSec.
8004 YOUR 8004 2215 NEGATIVE 2238.

From: ITASCA.
To : ComHawSec.
8004 HOWLAND REPORTS HEARING KHAQQ AT 2246 HST 2340.

From: ITASCA.
To : ComHawSec.
6005 IN VIEW HOWLAND AND BAKER REPORTS WE WILL OPEN UP AT 0030 FOR ONE
HOUR AS EARLIER IN EVENING SUGGEST PAA LISTEN FOR RESPONSE PERIOD
ESTIMATE 7500 FREQUENCY SHE IS RECEIVING FROM PAST EXPERIENCE 0025.

From: TUTUILA NAV RAD.
TO : ComHawSec.
Inf.: COLORADO: ITASCA: SWAN: NAVRAD HONOLULU.
1005 FOLLOWING RECEIVED FROM SS MOORSBY GYSR AT 1157 GCT QUOTE HEAR CON-
TINUOUS CARRIER WAVE 3105 KCS BEEN GOING LAST COUPLE OF HOURS ~~AT~~ BUT NO
INDICATION AS TO WHAT IT IS NO WAY OF GETTING IN TOUCH UNLESS HE CAN READ
MORSE SS MOORSBY POSITION 0740 GCT 4.5 ON 185.28.7 STEERING 226 SPEED 10
UNQUOTE 0110.

~~65-600-CONFIDENTIAL.~~ 7/19/37.
ITASCA. Radio Transcripts Earhart Flight.

From: SWAN.
To : ITASCA: WEA BJ WASH.: WEA BU SF. FLEET AIR BASE, PEARL HARBOR.
1005 22050 72012 20102 10881 61125 65018 0100.

From: ComHawSec.
To : ITASCA.
8005 FOLLOWING COPIED NAVY RADION WAILUPE 1130 TO 1230 GCT QUOTE 281
NORTH HOWLAND CALL KHAQQ BEYOND NORTH DONT HOLD WITH US MUCH LONGER
ABOVE WATER SHUT OFF UNQUOTE KEYED TRANSMISSION EXTREMELY POOR KEYING
BEHIND CARRIER FRAGMENTALY PHRASES BUT COPIED BY THREE OPERATORS 0242.
TOR NFM NR 3 - TO - 0155.

This message received by three (3) Wailupe operators on 3105 and yet not received by ITASCA, MOORSBY and other listening agencies was probably a faked message originating in the Hawaiian Islands. However, Howland, on night 4 July, did get a bearing on some signal.

Its receipt in clearer form the next night at OakaInld was undoubtedly fraudulent.

At the time of its receipt ITASCA was 200 miles west of Howland searching down the "4 authenticated amateur reports".

The position was in poor form and the message contained useless information but the report required immediate check up.

The British Steamer MOORSBY was within 100 miles of the position and was listening on 3105 (as he reported signals). The ITASCA had difficulty reaching MOORSBY due to that vessel having a one operator watch. The USS SWAN was to the northeast of the position and was requested to stand toward it. On the night of 5 July at dark three searching vessels converged on the position 281 (miles) north of Howland.

From: ITASCA.
To : Com SF Div.
Inf.: COMHAWSEC.: HUNT: FLEET AIR BASE, PEARL HARBOR.
6005 21011 79012 08201 10882 61311 30011 0200.

From: ITASCA.
To : SWAN.
Inf.: ComHawSec.
6005 OFFICIAL INFORMATION INDICATES EARHART DOWN 281 MILES NORTH OF HOWLAND SUGGEST YOU SEARCH AS INDICATED PERIOD ITASCA PROCEEDING 0255.

From: ITASCA.
To : MOORSBY.
EARHART PLANE APPARENTLY DOWN 281 MILES NORTH OF HOWLAND ISLAND AND YOU ARE CLOSEST VESSEL IF YOU CAN DIVERT SUGGEST SEARCH THAT VICINITY ITASCA PROCEEDING AND WILL ARRIVE THIS AFTERNOON COMDR ITASCA.

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

From: ITASCA. (5 July)
To : Govt. Int. Gruening Director Territories, Washington, D.C.
SEARCHING AT FULL SPEED STOP HAVE REQUESTED COAST GUARD HEADQUARTERS
KEEP YOU INFORMED ALL DEVELOPMENTS SIGNED BLACK.

From: COMAIR FAB PRL HRB.
To : SWAN.
Inf.: COMMINEBATFO: COM14THNAVDIS.
1105 CONDUCT COORDINATED SEARCH AS INDICATED WITH ITASCA 0632.

From: ITASCA.
To : Headquarters.
8005 FOR SECRETARY MORGANTHAU QUOTE INTERCEPTS OF RAGGED TRANSMISSIONS
INDICATE POSSIBILITY EARHART PLANE STILL AFLOAT TWO EIGHTH ONE MILES
NORTH HOWLAND STOP BEARINGS RADIO DIRECTION FINDER ON HOWLAND CONFIRM
APPROXIMATE POSITION WE WILL ARRIVE INDICATED POSITION THIS AFTERNOON
ABOUT 1700 PLUS ELEVEN AND ONE HALF TIME 0642.

From: ITASCA.
To : Com SF Div.
Inf.: COMHAWSED: FAB.HU.: COM14THNAVDIS.: COLORADO.
8004 REPORTED POSITION EARHART PLANE 281 NORTH HOWLAND APPARENTLY
CONFIRMED BY RADIO COMPASS BEARING FROM HOWLAND DURING NIGHT WE SHOULD
ARRIVE BY DARK WILL OPEN UP LATE AFTERNOON ON SHORT WAVE AND ENDEAVOR
GET RADIO BEARING FROM SHIP 0825.

From: Com SF Div.
To : ITASCA.
Inf.: HEADQUARTERS: COMHAWSEC.: COMDR12THNAVDIST. COMDT14THNAVDIS.
8005 FOLLOWING FROM SAN FRANCISCO DIVISION SPECIAL MONITOR STATION
ITASCA HEARD MAKING FIRST TEST ON 3105 AT 2350 PST 4 JULY ON CW QUOTE
NRUI CALLING KHAQQ UNQUOTE INTERFERENCE CAME THROUGH HERE THEN QUOTE
PLEASE ANSWER NRUI UNQUOTE PERIOD SHORTLY AFTER THAT CARRIER WAS HEARD
ON 3105 PERIOD CARRIERS WERE HEARD 3105 AT APPROXIMATELY 15 TO 20 MINUTES
PAST EACH HOUR TO 0505 PST SEEMINGLY A PREARRANGED SCHEDULE PERIOD
AT 0617 PST ON 3105 HEARD ON CW QUOTE NRUI CALLING KHAQQ MAKE FOUR LONG
DASHES THEN YOUR POSITION NRUI UNQUOTE ALMOST IMMEDIATELY FOUR DASHES
OF APPROXIMATELY FOUR OR FIVE SECONDS DURATION IN SPACES SAME LENGTH ON
3105 AND SHORTLY AFTERWARD A CARRIER AND A MANS VOICE THE ONLY DISTINGUISH-
ABLE ENGLISH BEING LETTER QUOTE I UNQUOTE THIS AT END OF TRANSMISSION COMMA
DURATION VOICE TRANSMISSION APPROXIMATELY TWO MINUTES PERIOD DASHES WERE
HEARD BY THREE RADIOMEN AND VOICE BY TWO PERIOD CARRIERS AND VOICE FROM
LOCAL TRANSPORT PLANES ON 3105 WERE HEARD AT VARIOUS TIMES PERIOD CARRIERS
WERE HEARD AT TIMES ON 6210 AND 16525 BUT NO VOICE IN CARRIERS PERIOD
MONITORS USING SIX RECEIVERS ON TWO HONOLULU DIAMOND BEAM ANTEANNAS ITASCA
VERIFIED 1130.

~~65-501-CONFIDENTIAL~~ 7/19/57.
ITASCA: Radio Transcripts Earhart Flight.

From: Tutuila Radio - NPU.
To : ITASCA.

1005 TUTUILA UNABLE CONTACT GYSR WITH MESSAGE REQUESTING THEY ASSIST
SEARCH PERIOD WILL KEEP TRYING UNTIL INSTRUCTED OTHERWISE 0922.

From: ITASCA.
To : ComHawSec.

8005 YOUR 8005 0242 REQUEST FREQUENCY TRANSMISSION HEARD 0935.

From: Fleet Air Base, Pearl Harbor.
To : ITASCA: SWAN: COLORADO.

2505 FORECAST TONIGHT AND TOMORROW TUESDAY HOWLAND TO LATITUDE FIVE
PARTLY CLOUDY GOOD VISIBILITY LIGHT SOUTHEAST EARLY WINDS PERIOD
LATITUDE FIVE TO LATITUDE TEN BROKEN CLOUDS WITH OCCASIONAL SQUALLS
FAIR VISIBILITY VARIABLE WINDS MOSTLY EAST TEN TO FIFTEEN KNOTS 1915.

From: ITASCA.
To : ComFleetAirBase and SWAN.
Inf.: COMMINE BAT FOR: COM14TH NAVDIS.

8005 REFERENCE COMDR AIRCRAFT F.A.B. PEARL HARBOR 1105 0632 SUGGEST
YOU SWEEP WEST ON LATITUDE FIVE DEGREES THIRTY MINUTES NORTH 1035.

From: Howland Island.
To : ITASCA.

8005 AT 0035 HST OBTAINED BEARING ON A CONTINUOUS WAVE OF UNKNOWN
ORIGIN INDICATING SOUTH SOUTHEAST OR NORTH NORTHWEST ON MAGNETIC COM-
PASS PERIOD UNABLE TO OBTAIN UNILATERAL BEARING DUE TO NIGHT EFFECT
PERIOD NO CALL GIVEN PERIOD FREQUENCY IS SLIGHTLY ABOVE 3105 KCS0425.

From: ComHawSec.
To : ITASCA.

8005 YOUR 8005 0935 APPROXIMATELY 3105 KCS 0954.

From: Com SF Div.
To : ITASCA: COLORADO: COMDT 14TH NAVDIS.

8005 LAE VERIFIES EARHART TOOK OFF LAE WITH 1100 GALLONS GAS PERIOD
ESTIMATED FLIGHT TIME 24 TO 30 HOURS 1419.

From: ComHawSec.
To : ITASCA.
Inf.: COLORADO: COMFRANDIV: Com14TH NAVDIS.

8005 COMFOURTEEN REQUESTS COLORADO BE MADE INFORMATION ADDRESSEE IN
ALL MESSAGES RELATING TO SEARCH 1223.

From: F.A.B. HU.
TO : SWAN.
Inf.: COMMINEFOR: COLORADA: ITASCA: COM14THNAVDIS.

1005 INCLUDE COLORADO IN INFORMATION ADDRESSEE ON ALL MESSAGES
RELATING TO SEARCH 1230.

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ITASCA. Radio Transcripts Earhart Flight.

From: Com SF Div.

To : COLORADO: ITASCA: COMHAWSEC: COM14THNAVDIS.

8005 OPINION OF TECHNICAL AIDS HEAR THAT EARHART PLANE WILL BE FOUND ON ORIGINAL LINE OF POSITION WHICH INDICATED POSITION THROUGH HOWLAND ISLAND AND PHEONIX GROUP PERIOD RADIO TECHNICIANS FAMILAR WITH RADIO EQUIPMENT ON PLANE ALL STATE DEFINITELY THAT PLANE RADIO COULD NOT FUNCTION NOW IF IN WATER AND ONLY IF PLANE WAS ON LAND AND ABLE TO OPERATE RIGHT MOTOR FOR POWER PERIOD NO FEARS FELT FOR SAFETY OF PLANE ON WATER PROVIDED TANKS HOLD AS LOCKHEED ENGINEERS CALCULATE 5000 POUNDS POSTIVE BUOYANCY WITH PLANE WEIGHT 8000 1525.

This message change/whole search problems and virtually eliminated all intercepted radio traffic ideas (unless the plane was on land).

The message arrived at a time when three ships were checking the 281 report.

Until this time the ITASCA had considered plane had emergency radio capable of transmitting on water.

From: SWAN.

To : F.A.B.,HU.: GOV. SAMOA: ITASCA: WEA BUR WASH. WEA BUR FRISCO
1005 31054 73000 28101 09884 61154 56011 1300.

From: ITASCA.

To : ComHawSec.

Inf.: COLORADO: SWAN.

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

From: Com14th Nav.Dis.

To : F.A.B.,HU.: COMHAWSEC: SWAN: ITASCA: WAILUPE: COMFRANDIV.

Inf.: COMMINEGATFOR: COMDESSQDN2.

0005 REQUEST COMMANDER SESTROYER SQUADRON TWO BE INCLUDED AS INFORMATION ADDRESSEE ALL DESPACHES RELATIVE TO EARHART SEARCH 1525.

From: MOORSBY.

To : ITASCA.

COMMANDER ITASCA.

2100 GMT POSITION 3.14 N 176.45 W AM DIVERTING AND PROCEEDING TO 281 MILES NORTH OF HOWLAND
MASTER.

From: Honolulu (Thurston).

To : ITASCA - CO.

COMMANDING OFFICER ITASCA KYG.

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

(July 5.)

THURSTON.

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

From: ITASCA. (5th July)
To : SS MOORSBY.

TO MASTER MOORSBY:

THANKS FOR PROMPT RESPONSE SIGNED COMMANDING OFFICER ITASCA.

From: ITASCA.
To : ComHawSec.
Inf.: CG Hq.; Com SF Div.

8005 REQUEST YOUR OFFICE ADVISE THURSTON NATIONAL BROADCASTING COMPANY THAT ITASCA WILL BE PLEASED COOPERATE AS CONDITIONS PERMIT PERIOD ENTIRE MATTER PROBLEMATIC AND NO ADVANCE PLANS CAN BE MADE PERIOD RADIO NOW REQUIRED EXCLUSIVELY TO CONDUCT SEARCH 1725.

From: Com SF Div.

To : COMDT 14TH NAVDIS: COLORADO: COMHAWSEC.:

8005 PAN AMERICAN AIRWAYS THROUGH COLONEL YOUNG REPORTS RADIO BEARING ON PLANE SIGNAL THIS MORNING FIFTH AS ONE FOUR FOUR DEGREES FROM WAKE ISLAND AND ARE REASONABLE CERTAIN OF BEARING PERIOD POSSIBILITY ~~WAS~~ INTERSECTION POSITION LINE GIVEN JUST BEFORE LAST PLANE TRANSMISSION AND LATITUDE LINE 281 MILES NORTH OF HOWLAND USING HOWLAND AS REFERENCE POINT MAY BE PLANES POSITION BEARING FROM WAKE ISLAND PLACES PLANE NEAR LINE OF POSITION AND INTERSECTION OF RADIO BEARINGS FROM WAKE AND HONOLULU GIVEN INDICATIONS OF POSITION IN PHOENIX GROUP PERIOD WHICH FURTHER SUBSTANTIATED BY TECHNICIANS WHO FEEL PLANES RADIO COULD FUNCTION ONLY IF ON SHORE 2135.

✓ Another indication of the Phoenix Island or reef theory.

These messages led to Mr. Putnam's request to the COLORADO to search the islands.

Pan American is asked later to test its bearings by taking them on ITASCA.

The bearings were never received.

From: COLORADO.
To : Com SF Div.

Inf.: COMDT 12th NAVBS: COMDT 14th NAVDIS: STAN: ITASCA: COM DESSQDN 2.

1004 MY POSITION 1030 NORTH 16820 WEST 1900 PLUS ELEVEN 1915.

From: ITASCA.
To : Com SF Div.
Inf.: COLORADO: DESSQDN 2.

8005 YOUR 8005 2330 INTERROGATORY PLANE EMERGENCY SET PERIOD DASHES AS RECEIVED HERE OBVIOUSLY FROM DIFFERENT SET PERIOD REPORTS INDICATE MESSAGES RECEIVED A LITTLE ABOVE 3105 KCS PERIOD EARHART SET NIGHT OF FLIGHT WAS RIGHT ON 3105 2010.

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

✓
The ITASCA was never convinced that signals were received from Earhart or that the plane was transmitting. The ITASCA with two (2) operators, the SWAN, Howland, and Baker were closest to the signals none of these units heard the apparently faked messages. Samoa, listening on 3105, did not hear them. Throughout ITASCA opinion was that if the plane was down some of these units would get the traffic. ITASCA also was of the opinion that the traffic would consist of some useful information and not just call signs or dashes. (Both Earhart and Noonan could use code). Why should a plane in distress waste time on repeated calls or on making special signals? If the plane was using battery the carrier signals were all out of proportion to the length of time the battery could stand up.

✓
From: ITASCA.
To : Com SF Div.

8005 FOR PURPOSE DETERMINING CORRECTIVE FACTOR ON EARHART BEARINGS REQUEST HONOLULU TAKE BEARING ON ITASCA ON 3105 KCS AT 2215 AND 2315 HONOLULU TIME ALSO WAKE AT 2315 HONOLULU TIME 2045.

From: ComHawSec.
To : ITASCA.

8005 AFFIRMATIVE HONOLULU 0845 AND 0945 GCT WAKE NOT UNTIL 1145 GCT MAKE SERIES OF VICES FOR 1 MINUTE PRIOR 2210.

From: Com SF Div.
To : ITASCA: COMHAWSEC.
Inf.: COLORADO; COMDESSQDN 2.

8005 YOUR 8005 2010 PLANE CARRIED NOT EMERGENCY RADIO EQUIPMENT EXCEPT ONE SPARE BATTERY IN CABIN PERIOD DYNAMOTORS ALL MOUNTED UNDER FUSELAGE WOULD POSSITIVELY BE SUBMERGED IF PLANE WAS IN WATER PERIOD IN ABSENCE OF POSITIVE INDENTY OF SIGNALS SUGGEST EVERY EFFORT BE MADE TO OBTAIN DIRECTION FINDER BEARINGS HAVING IN MIND RECIPROCIALS FROM HOWLAND PERIOD ROUGHNESS IN NOTE OF PLANE RADIO COULD BE CAUSED BY VIBRATION AND ALTHOUGH SET CRYSTAL CONTROLLED POSSIBLE SOME SLIGHT DEVIATION DUE TO POOR ADJUSTMENT OR FRACTURED CRYSTIL 0115.

From: ComHawSec.
To : Com SF Div.

INF.: COLORADO: SWAN: F.A.B.,HU.: COM14THNAVDIS: COM12THNAVDIS.
8005 ITASCA SIGHTED FLARES AND PROCEEDING TOWARD THEM AT 2216 2243.

This message was apparently due to commercial or service stations monitoring ITASCA. The ITASCA, MOORSBY and SWAN were converging on the 281 position. Suddenly two lookouts and the officer of the deck saw a distinct flare to the northward. It came up from and settled down to the horizon.

Hoping the plane or boat could be afloat ITASCA headed for the flare (?) and over radio asked Earhart if she was sending up flares. If so to send up another one.

65-601-CONFIDENTIAL. 7/19/37.

ITASCA Radio transcripts Earhart Flight.

A few seconds later another green light appeared bearing 75 degrees (25-witnesses).

The MOORSBY on 3105 heard the ITASCA calling Earhart. The ITASCA on 500 asked the MOORSBY if he saw flares. The reply was no. ITASCA then said we thought we saw them. The MOORSBY was then told that it was a mistake the signals seen were probably heat lightening.

Howland Island (280 miles away) reported flares to the northeast and burned three drums of gasoline. The SWAN reported lights and considered them meteors.

The flares were undoubtedly a meteoric shower. The position, appearance and timing gave credence to flares.

When ITASCA talked with MOORSBY commercial monitoring stations apparently picked up part of the traffic and apparently released it to the press.

The result was a deluge of commercial requests.

The ITASCA within 30 minutes of the MOORSBY traffic filed a despatch reporting the incident as meteors, and denying any idea of flares.

The ITASCA sent no official despatch concerning seeing flares and there should have been no question but that this vessel would have reported officially if the facts justified a report. ITASCA was in immediate communication with San Francisco and Honolulu for such purposes.

It was necessary to deny to Headquarters the report, apparently released to the public by the Tropical Radio Company.

The whole incident illustrates the extent to which ITASCA was being monitored by commercial concerns desiring to "scoop" others.

There is a need to control such matters and the release of such traffic to the press by commercial stations is a violation of law, it is believed.

The press in the San Francisco Division and Hawaiian Section had reliable centers for confirmation or denial of such reports.

From: ITASCA.

To : ComHawSec.

Inf.: COLORADO: SWAN: F.A.B.,HU.: COM14THNAVDIS.: COM12THNAVDIS.

8005 YOUR 8005 2243 IN ERROR OBJECTS SIGHTED WERE APPARENTLY METEORS AS HOWLAND REPORTED SAME EFFECT 2245.

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

From: SWAN.
To : ITASCA.

1005 SWAN SIGHTED MOVING BRIGHT LIGHT APPARENTLY METEOR BEARING 180
TRUE AT 2132 PERIOD DOES BEARING CHECK WITH YOUR OBSERVATION 2345.

From: ITASCA.
To : SWAN.

8005 YOUR 1005 2345 ITASCA BEARING OF GREEN METEOR 75 TRUE AT 2105
PLUS ELEVEN AND ONE HALF TIME 2530.

From: NEW YORK.
To ; ITASCA.

COMMANDER BROWN ITASCA KPH
GREATLY APPRECIATE YOUR WIRELESSING STORY EARHART RESCUE
NEW YORK TIMES.

From: ITASCA.
To : Com SF Div.
Inf. ComHawSec.; HUNT.
6006 31053 76612 04201 12683 0050.

From: SWAN.
To : ITASCA.
1006 31054 74413 08102 11884 61156 56111 0100.

From: Master of MOORSBY.
To : COMDR. ITASCA.

COMDR ITASCA:

✓ WE UNDERSTAND FROM YOUR SIGNALS THAT PLANE HAS PROBABLY LANDED ON
PHOENIX IF SO UNLESS YOU HAVE FURTHER INSTRUCTIONS SUGGEST I PROCEED
ON MY VOYAGE SIGNED MASTER.

From: Com SF Div.
To : COMHAWSEC: ITASCA: COMDT 14TH NAVDIS: COLORADO: SWAN:
COMDT 12TH NAVDIS: CG HQ.

✓ 8006 FOLLOWING FROM PUTNAM QUOTE PLEASE NOTE ALL RADIO BEARINGS THUS
FAR OBTAINED ON EARHART PLANE APPROXIMATELY INTERSECT IN PHOENIX
ISLAND REGEON SOUTHEAST OF HOWLAND PERIOD FURTHER LINE OF POSITION
GIVEN BY NOONAN IF BASED ON HOWLAND WHICH APPARENTLY REASONABLE AS-
SUMPTION ALSO PASS THROUGH ISLANDS PERIOD BELIEVED NAVIGATOR AFTER
OBTAINING SUCH LINE NATURALLY WOULD FOLLOW IT TO NEAREST INDICATED
LAND PERIOD ADDITIONALLY IF MESSAGE STATING POSITION 281 MILES NORTH
OF HOWLAND ACTUALLY WAS QUOTE SOUTH UNQUOTE INSTEAD OF NORTH ALSO IN-
DICATIONS SAME REASON PERIOD WEATHER ANALYSIS INDICATES LIKELIHOOD
HEADWINDS ALOFT MUCH STRONGER THAN NOONAN RECKONED WITH PROBABILITY
NEVER GOT 100 MILES FROM HOWLAND AS THEY THOUGHT PERIOD LOCKHEED
ENGINEERS STATES POSITIVELY PLANE COULD NOT OPERATE ITS RADIO UNLESS
ON SHORE AND NO ISLANDS APPARENTLY EXIST NORTH OF HOWLAND THEREFORE
SUGGESTED THAT PLANES FROM COLORADO INVESTIGATE AREA AS PROMPTLY AS
PRACTICABLE UNQUOTE 0210.

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

From: ComHawSec.
To : ITASCA.

8006 MOKAPU 196R5 APPROXIMATELY AT 2317 BELIEVED TO BE ON ITASCA PHONE TRANSMITTER 0138.

From: Com SF Div.
To : ITASCA: COMHAWSEC.: COLORADO: COMDESRONTWO: COMDT14TENAVDIS.
Inf.: COMDT12thNAVDIST.: CG HQ.

8006 FOLLOWING FOR CONSIDERATION COLON CHECKING REPORTS RECEIVED AT 0555 PST ON 3105 KCS THREE JULY CONSIDERABLE BELIEF IN ONE REPORT WHICH STATED WOMANS VOICE MADE FOUR DISTRESS CALLS FOLLOWED BY KHAQQ FOLLOWED ON KEY BY 225 GARBLED OFF HOWLAND BATTERY VERY WEAK CANT LAST LONG OTHER GARBLED INDICATED SAND OR BANK PERIOD ONLY BANKS CHARTED ARE SOUTH AND EAST OF HOWLAND HOWEVER REPORT MAY HAVE BEEN 225 NNW OF HOWLAND INVESTIGATING FURTHER 0240.

✓ This same report had been received earlier. It indicates north-west quadrant still believed the most probable.

From: ~~XXXXXXXXXXXX~~ ComSoSec.
To : ITASCA: Com SF Div.

8006 FOLLOWING RECEIVED FROM AMATEUR STATION W6BGH QUOTE STATION K6NTV AT MAUI REPORTS HEARING MANS VOICE FROM EARHART PLANE CALLING ITASCA WITH A STRONG SIGNAL PERIOD ITASCA DOES NOT SEEM ABLE TO MAKE CONTACT PERIOD IF ITASCA DESIRES WORK THROUGH K6NTV HE WILL BE LISTENING FOR HER CALL AND SHIFT TO 75 METERS TO ANSWER HER ON 0340.

From: Chief Nav Oprs.
To : COLORADO.

3806 ADVISE POSITION AND WHETHER SEARCHING WITH PLANES 0918.

From: Nav Radio Arlington.
To : COLORADO.

COLORADO DIRECTED MAINTAIN CONTINUOUS WATCH ON 4235 KCS.

The following requests from press and other news agencies indicate the extent to which interception of ITASCA - MOORSBY messages was carried:

From: Press, San Francisco.
To : HANZLIK, USS ITASCA.

PLEASE EFFORT OBTAIN PICTURES EVENT RESCUE SIGNED UNITED PRESS.

From: Paramount Pictures, New York.
To : Commanding Officer ITASCA.

RP \$2R10 COMMANDER COAST GUARD BOAT ITASCA KFS
ADVISE IF MOVIE CAMERA ABOARD ANXIOUS SECURE PIECURES SEARCH RESCUE EARHART.

MONTAGUE PARAMOUNT.

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ITASCA. Radio Transcripts Earhart Flight.

From: Associated Press.
To : CAREY (ITASCA).
WILL PAY CREW WELL PICTURES EARHART RESCUE STOP ADVISE ANY OBTAINED.
Assd. Press.

From: Headquarters.
To : ITASCA.
6006 WHAT IS LATEST POSITION OF COLORADO 0942.

From: New York - PatheNews.
To : ITASCA - Capt.
(ACCORDING TO KHK ALL B4 "CAPTAIN" MEANS REPLY PAID AT \$5.00 OR 25.00
FRNCSREFRU25 ROO CAPTAIN COAST GUARD CUTTER ITASCA KHK
DESIROUS GETTING ANY MOVIES MADE EARHART RESCUE PLEASE COLLECT
ANY MADE WHERE DOCKING.
PatheNews.

From: New York Post.
To : Captain British Ship MOORSBY Off Howland Island.
RP-UNLIMITED CAPTAIN BRITISH SHIP MOORSBY OFF HOWLAND ISLAND KFS
CAN YOU SEND US IMMEDIATELY CHARGES PREPAID DESCRIPTIVE STORY YOUR
REPORTED BRILLIANT RESCUE OF FLYERS.
New York Post.

From: Jack Lait Managing director New York Daily Mirror.
To : ~~XXXXXXXX~~ Captain SS MOORSBY.
CAPTAIN SS MOORSBY KFS
WILL PAY LIBERALLY FOR YOUR PERSONAL STORY BY RADIO ON EARHART RESCUE
Jack Lait Managing director New York Daily Mirror.

From: COLORADO.
To : SWAN: ITASCA.
Inf.: CHIEF OF NAV OPS.: COMDESSQDRN 2: COMFRANDIV.: COMHAWSEC.:
COM 14th NAVDIS.
1006 EIGHT HUNDRED POSITION LAT 0738 LONG 17055 EXPECT BEGIN SEARCH-
ING SOUTHEAST HOWLAND WEDNESDAY WILL INVESTIGATE ISLANDS PHOENIX EN-
ROUTE WHAT IS LATEST DATE YOU REQUIRE FUEL 0520.

From: ITASCA.
To : Headquarters.
8006 YOUR 8006 0942 COLORADO 0738 NORTH LONG 17055 WEST AT 0800 6 JULY
PLUS ELEVEN ONE HALF TIME 0553.

From: Headquarters.
To : ITASCA.
Inf.: Com SF Div.; ComHawSec.
8006 TROPICAL RADIO REPORTS IN COMMUNICATION WITH ITASCA AND STEAMER
MOORSBY PERIOD PRESS SERVICES HAVE BEEN ADVISED BY TROPICAL RADIO THAT
EARHART PLANE LOCATED ADVISE 1158.

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

From: Com SF Div.

To : ITASCA.

Inf.: COMHAWSEC.: COMMINEDESSQDN 2: COM 14th NAVDIS.

8006 FOLLOWING REPORTED BY AMATEUR OAKLAND IS RECEIVED 0635 TODAY
THESDAY QUOTE NRUI KHAQQ TWO EIGHT ONE NORTH HOWLAND CANNOT HOLD
MUCH LONGER DRIFTING NORTHWEST WE ABOVE WATER MOTORS SINKING IN
WATER UNQUOTE NO VERIFICATION 0825.

From: ITASCA.

To : Headquarters.

Inf.: Com SF Div.; COMHAWSEC.

8006 YOUR 8006 1158 NEGATIVE 0624.

From: ~~ITASCA~~ International News Photos.

To : Captain SS MOORSBY.

PRESS CAPTAIN SS MOORSBY KFS.

IF YOU SECURE EARHART RESCUE PICTURES PLEASE ADVISE WILL MEET AT PORT
OR SEA. (International News Photos.)

From: Associated Press.

To : Commander SS MOORSBY.

PRESS COMMANDER SS MOORSBY KFS

WILL PAY WELL PICTURES EARHART RESCUE STOP PLEASE ADVISE IF ANY OBTAINED.
(Associated Press)

From: ITASCA.

To : Headquarters.

8006 FOR SECRETARY MORGENTHAU SEARCHING AREA REPORTED POSITION EARHART
PLANE SINCE DUSK YESTERDAY RESULTS NEGATIVE 0720.

From: ITASCA.

To : COLORADO.

6006 WILL IT BE POSSIBLE ARRANGE RENDEZVOUS FOR FUEL TOMORROW SEVENTH
URGENT OUR 0800 POSITION FIVE ZERO FIVE NORTH 17610 WEST 0655.

From: WAILUPE, NAV.RDO STN.

To : ITASCA.

MSG COMMANDING OFFICER DESIRE STATEMENT REGARDING EARHART SEARCH FOR
COLUMBIA BROADCASTING SYSTEM TRANSCONTINENTAL BROADCAST AT 0845 HST
KGMB HONOLULU 0830.

From: ITASCA.

To : WAILUPE, NAV.RADIO STA.

8006 YOUR MSG 0830 REGRET RADIO TRAFFIC RELATIVE SEARCH PRECLUDES 0744.

From: SWAN.

To : COMDT 14TH NAVDIS. ITASCA: COMD 12thNAV DIS.: COMDR DES SQ 2.

1006 YOUR 1006 0620 EIGHT HUNDRED POSITION LAT 0508 LONG 17500 WILL
REQUIRE FUEL NOT LATER THAN SEVENTEEN JULY BUT WILL REQUIRE PROVISIONS
AND LUBRICATING OIL NOT LATER THAN SATURDAY TEN JULY 0845.

65-601-CONFIDENTIAL. 7/19/35.
ITASCA. Radio Transcripts Earhart Flight.

From: COLORADO.
To : ITASCA.

1006 YOUR 6006 0655 RENDEZVOUS LATITUDE ONE FIFTH FOUR NORTH LONGITUDE ONE SEVENTY THREE THIRTY SEVEN WEST AT ZERO SIX HUNDRED TOMORROW SEVEN JULY PERIOD IS THIS SATISFACTORY IF NOT REQUEST RECOMMENDATION 0815.

From: Fleet Air Base, Pearl Harbor.
To : COLORADO: SWAN: ITASCA.

2506 FORECAST TONIGHT AND TOMORROW WEDNESDAY VICINITY HOWLAND PARTLY CLOUDY PASSING SHOWERS GOOD VISIBILITY GENTLE EAST EARLY WINDS 0920.

From: ITASCA.
To : COLORADO.

6006 YOUR 1006 0815 AFFIRMATIVE 0930.

From: London Daily Mirror.
To : Captain ITASCA.

CAPTAIN US COAST GUARD CUTTER ITASCA KPH
GRATEFUL YOU SEND US TWO HUNDRED WORDS ON FINDING EARHART AT OUR
EXPENSE. (Mirror London) (Reply prepaid \$109.20)

From: Com SF Div.
To : ITASCA.

8006 WHAT WAS HEARING OBTAINED BY HOWLAND ISLAND OF SUPPOSED PLANE TRANSMISSION 1433.

From: Honolulu Press/Associated.
To : Mr. Carey (ITASCA).

PRESS CAREY USCGC ITASCA KYG.

PLEASE HOLD MESSAGES TWENTY FIVE WORK MAXIMUM UNLESS
CONCRETE DEVELOPMENTS ALSO GET ALL POSSIBLE PICTURES (Associated).

From: Com SF Div.
To : ComHawSec.
Inf.: ITASCA: COMDT 14TH NAV.DISTR.

✓ 6006 ON ACCOUNT OF PREPONDERANCE OF NAVLA CRAFT TO BE ENGAGED IN EARHART SEARCH AND NECESSITY FOR COORDINATION HEADQUARTERS HAS AUTHORIZED THAT ITASCA REPORT TO COMMANDANT FOURTEENTH NAVAL DISTRICT FOR DUTY PERIOD DIRECT ITASCA ACCORDINGLY 1445.

✓ From this point on the search was under the Navy. Commanding Officer COLORADO conferred with Commanding Officer ITASCA (by sound power telephone) while ITASCA was taking fuel from COLORADO on 7th. Plans were outlined as shown in orders. Later LEXINGTON relieved COLORADO. With advent of Navy ITASCA's work consisted of complying with orders of senior vessel. Navy took over 3105 guard.

From: ITASCA.
To : Com 14th Nav.Dis.
Inf.: COLORADO: COMDESSQDN 2; COMHAWSEC. COMFRANDIV.

(Message on next page.)

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ITASCA. Radio Transcripts Earhart Flight.

6006 REPORT FOR DUTY AS PER INSTRUCTIONS COAST GUARD 1323.

From: ComHawSec.

To : ITASCA.

Inf.: Com SF Div.; COM 14th NAV DIS.

6006 COMFRNDIV 6006 1445 REPORT TO COMMANDANT FOURTEENTH NAVAL DISTRICT FOR ASSIGNMENT 1331.

From: ITASCA.

To : Com SF Div.

✓ 8006 YOUR 8006 1433 HOWLAND REPORTED BEARING SOUTH SOUTHEAST OR NORTH NORTHWEST MAGNETIC NO UNILATERAL DUE NIGHT EFFECT FREQUENCY SLIGHTLY ABOVE 3105 1350.

From: SWAN.

To : ITASCA: GOV. SAMOA: WEATHER BUREAUS: F.A.B., HON.

1006 41051 75700 07201 11883 61125 46018 1230.

From: Com SF Div.

To : COLORADO: ITASCA: COM 12TH NAV. DIS.: COM 14th NAVDIS.: COMHAWSEC
COMMINDESSQUDN 2.

8006 MY 8006 0825 DEFINITELY DETERMINED REPORT FALSE PERIOD VERIFY AND REPUTATION OF MAN MAKING REPORT EXTREMELY DUBIOUS AFTER INVESTIGATION 1440.

From: SAN FRANCISCO.

To: COLORADO.

PRESS DELWORTH USS COLORADO KFS

EFFORT OBTAIN PICTURE EVENT RESCUE. (Unipress)

From: San Francisco.

To : COLORADO.

~~XXXXXXXXXXXXXXXXXXXX~~

COMMANDER COLORADO KFS

IF PICTURES MADE OF EARHART RESCUE WOULD APPRECIATE SECURING SOME. (International News Photos.)

From: ~~XXXXXXXXXX~~ Com SF Div.

To : ~~XXXXXXXXXX~~ ITASCA: COLORADO.

Inf.: COM 12th NAV DIS.: COMDESRON 2: COM HAW SEC.: COM 14th NAV. DIST.

✓ 8006 ANALYSIS WEATHER CONDITIONS FROM LAE TO HOWLAND ON DATE OF EARHART FLIGHT ESPECIALLY AS REGARDS UPPER AIR PROBABILITIES APPARENTLY INDICATES IMPORTANT AREA OF IMMEDIATE SEARCH OF COLORADO PLANES IS SECTOR 320 TO 350 DEGREES RADIUS 2502 MILES FROM HOWLAND STOP THIS BASED ON STUDY AEROLOGIST ESPECIALLY ACQUAINTED REGION STOP HOWEVER THIS SUGGESTION OBVIOUSLY TO BE DISREGARDED IF RADIO SIGNALS FROM PLANE HEARD SATURDAY SUNDAY NIGHT ARE ACCEPTED AS POSITIVE FACT STOP THIS BECAUSE LOCKHEED CERTAINTY EXPRESSED IN OUR PREVIOUS DESPATCH THAT PLANES RADIO COULD FUNCTION ONLY IF ON LAND 1747.

Following are Navy Communications. Although of no particular import, all information in them was released by HU or by the 12th dist. which
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ITASCA. Radio Transcripts Earhart Flight.

Did continue to handle press.
This report agrees ITASCA original opinions as sent in estimate *relations* opinion on 2 July. However, Mr. Putnam has now directly requested search of Phoenix group by COLORADO. ITASCA now searching south of Baker Island (due Pan American bearings and reports). SWAN still to northwest.

From: Com 14th Nav Dist.
To : ITASCA.
Inf.: COLORADO.

0006 PLEASE REPORT TO COMFOURTEEN INFORMATION COLORADO AREAS ALREADY COVERED BY ITASCA IN SEARCH 1517.

From: Com 14th Nav Dist.
To : SWAN.
Inf.: COLORADO.

0006 REPORT TO COMFOURTEEN INFORMATION COLORADO AREAS ALREADY COVERED BY SWAN IN SEARCH 1519.

From: Com Nav 14th.
To : COLORADO.

Inf.: SWAN: COMFLEETAIRBASE: ITASCA: COMDESROBTWO: COMHAWSEC:
TUTUILA RADIO: COMMINEFOR BATFOR:

0006 TAKE CHARGE OF NAVAL AND COAST GUARD UNITS IN SEARCH AREA AND DIRECT AND COORDINATE EARHART SEARCH UNTIL ARRIVAL COMDESROBTWO WITH LEXINGTON GROUP WHO WILL THEN BE DIRECTED TO TAKE CHARGE PERIOD KEEP COMFOURTEEN ADVISED OF PROGRESS PERIOD WILL KEEP YOU ADVISED ANY PERTINENT INFORMATION RECEIVED BY COMFOURTEEN 1505.

From: ITASCA.
To : Com 14th Nav Distr.
6006 YOUR 0006 1505 1645.

Note at top of page says:

Following are Navy communications. Although of no particular import, all information in view was released to press at HU or by the 12th dist. which required SF Div. continue to handle press relations.

From: Com 14th.
To : ITASCA.
Inf.: COLORADO: COMHAWSEC.:COMFRANDIV.
0006 YOUR 6006 1323 PLEASE REPORT FURTHER TO COLORADO 1545.

From: ITASCA.
To : COLORADO.
Inf.: COM 14th.
6006 REPORTING FOR DUTY ACCORDANCE COM 14TH0006 1545 1800.

From: ITASCA.
To : Com 14th Nav Dis.
Inf.: COLORADO.
6006 REFERENCE YOUR 0006 1517 ITASCA HAS SEARCHED AREAS THREE TWO ZERO DASH FOUR FIVE FROM HOWLAND TO RADIUS ONE TWO ZERO MILES THEN ON FRONT FOURTEEN FROM TWO NORTH ONE SEVEN SEVEN WEST TO ONE THIRTY NORTH ONE EIGHT ZERO THENCE BETWEEN ZERO THIRTY AND ONE THIRTY NORTH TO ONE SEVEN NINE THENCE FROM ZERO THIRTY NORTH ONE SEVEN NINE WEST ON FRONT FOURTEEN TO FIVE THIRTY NORTH ONE SEVEN EIGHT WEST THENCE TO FIVE THIRTY NORTH ONE SEVEN SIX WEST THENCE TO TWO NORTH ONE SEVEN FOUR WEST 1815.

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ITASCA. Radio Transcripts Earhart Flight.

From: COLORADO.
To : Com 14th Nav Dis.
Inf.: SWAN: ITASCA: COMDESQDN 2.

1006 CINCUS 0106 1225 REPORT FOR DUTY PERIOD PLAN TO FUEL ITASCA SEVEN JULY THEN BY PLANE INSPECT WINSLOW REEF THEN EACH ISLAND PHOENIX ISLANDS INCLUDING CARONDELET REEF 1525.

From: COLORADO.
To : COM 14th NAV.
Inf.: SWAN: ITASCA.

1006 REQUEST DISCONTINUATION THIRTEEN THREE EIGHT ZERO CIRCUIT AND ESTABLISHMENT FOUR TWO THREE FIVE SERIES THIS SHIP WILL GUARD RADIO OAHU FOR ITASCA AND SWAN AND COMMUNICATE ON THREE FIFTY FIVE WITH THEM 1655.

From: SWAN.
To : Com 14th Nav.
Inf.: COLORADO: ITASCA: COMDESQDN 2.

1006 YOUR 0006 1519 HAVE COVERED AREA BOUNDED LAT 0520 AND 0535 NORTH LONG 17200 AND 17600 WEST 1750.

From: COLORADO.
To : ITASCA - NPM.
WILL CALL ITASCA AND NPM ON 13380 KCS.

From: Com SF Div.
To : COLORADO: ITASCA.
Inf.: COM12th NavDis./ ComDesSqd-2./Com 14th NavDis.

8006 HELD CONSULTATION THIS DATE WITH PERSONS FAMILIAR WITH NAVIGATION METHODS OF NOONAN AND THEY STATE HE WOULD FOLLOW COURSE CORRECTING COURSE BY INFREQUENT FIXES PLANNING TO TAKE FIX JUST BEFORE DAWN AND THEN CORRECTING COURSE FOR DESTINATION DETERMINING LINE OF POSITION WHEN NEAR END OF ESTIMATED RUN PERIOD THIS PROCEDURE WOULD ALLOW FLIGHT OF ABOUT 300 MILES DURING MORNING WITHOUT GOOD FIX AND PROBABLE ERROR SHOULD NOT BE GREAT HOWEVER IF SHORT OR GAS IT WAS STATED HE PROBABLY WOULD FOLLOW LINE OF POSITION TO NEAREST LAND 2352.

This agrees with known Noonan methods as explained verbally to Lieut. Commander F. T. Kenner (now on ITASCA).

It also indicates that Earhart apparently depended on radio for her landfall and when radio failed she failed to make Howland. (Air sights not accurate within 20 miles as rule).

However, the opinion in message does not agree with Earhart messages "We are over you, etc.". If Earhart was close to Howland and to southward she would have seen Baker Island. A check will show that if she was within 50 miles of Howland and to southward she could have seen Baker Island. If she passed between Howland and Baker she would have probably seen both islands. (Islands are 38 miles apart)

If Earhart was to northward the closest land would be Howland.

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ITASCA. Radio Transcripts Earhart Flight.

1006 1655 - ASKED COLORADO IF WE SHOULD SHIFT RECEIVER TO GUARD 4235 KCS AND IF WE SHOULD ROUTE ALL OUT BOUND TRD THRU COLORADO ON 355 KCS REPLIED WITH: - WE ARE GUARDING 4235 SERIES WITH NPM WE WILL GUARD THIS FOR YOU AND WILL DELIVER YOUR TFC ON 355 KCS 2115.

From: Com SF Vid.

To : ITASCA.

MSG FOR LT COMDR KENNER SUMMARY OF WEATHER EARHART FLIGHT PREPARED BY STEVE AND IS HIS OPINION REGARDING MOST PROBABLE LOCATION OF PLANE ASSUMING RADIO REPORTS FALSE KNOWING NOONANS METHODS OF NAVIGATION JOHNSON.

From: SWAN:

To ; ITASCA: COLORADO: WB WASH: WB SF/FLT AIR BSE.: GOV SAMOA.

1007 51044 75812 08201 10882 62125 64018 0030.

From: ITASCA.

To : COLORADO.

Inf.: COM 14th NavDis.; Com SF Div.; ComHawSec.

6007 41022 73912 10101 11832 0200.

From: COLORADO.

To : ITASCA.

Inf.: SWAN: COMDES SQDRN 2: COM 14th.

1007 DURING DAYLIGHT HOURS CONDUCT SEARCH AT FIFTEEN KNOTS TO THE EASTWARD AND SOUTHWARD OF ORIGIN LAT ZERO TWENTY SOUTH LONG ONE HUNDRED SEVENTY EIGHT WEST PERIOD WESTERN BOUNDARY ONE HUNDRED AND TWENTY MILES TO THE EASTWARD OF WESTERN BOUNDARY PERIOD ALLOW FOR CURRENT EXPERIENCED BY YOU RECENTLY WHICH WILL DEVELOP A SHIFTING SECTOR 1022.

From: Fleet Air Base.

To : COLORADO: SWAN: ITASCA.

2507 FORECAST HOWLAND TO FIVE SOUTH TONIGHT AND TOMORROW THURSDAY PARPELOUDY TO CLOUDY UNLIMITED GOOD VISIBILITY MODERATE EAST SOUTHEAST WINDS AS SURFACE FRESH ALOFT 1006.

From: ITASCA.

To : COLORADO.

8007 RADIO CALL HOWLAND K6GNW PERIOD ITASCA CALLS 2670 and LISTENS SAME FREQUENCY AT NIGHT COMMA ITASCA CALLS 12600 AND LISTENS ABOUT 12500 KILOCYCLES DAYLIGHT UNLESS WITHIN CLOSE RANGE WHEN 2670 USED PERIOD SCHEDULES 1300 1700 2100 0100 0500 0900 PERIOD HOWLAND VERY LIMITED IN POWER 2100.

-Z- NECR NIJP NRUI PIW V TORY -Q- F5L F8Q HUNT KATY MUSK QUAC QUAX SAKE-

0007 VESSELS OPERATING UNDER COMFOURTEEN IN HOWLAND ISLAND AREA ARE DESIGNATED EARHART SEARCH GROUP AND ASSIGNED COLLECTIVE CALL DOG SIX KING 100.

1140

TOR 1140 NECR - TO 7th.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.
To : COLORADO.

6007 NOON POSITION LAT 01 02 00 N LONG 174 16 00 FUEL ON HAND 83000
GALLONS WATER ON HAND 20000 GALLONS 1224.

From: SWAN.
To : WB SAN FRANCISCO: F.A.B., PEARL HARBOR: COM. SAMOA: ITASCA:
WEA BU WASHINGTON.

1007 51029 75300 12101 10884 61164 64010 1230.

From: COM 14TH NAV DIST.
To : Earhart Search Group.
Inf.: Chief of Nav Oprs.

0007 GENERAL ORDER 96 PARAGRAPH 9 BAKER TO INSURE PROMPT AND IMPARTIAL
RELEASE OF ANY NAVAL PHOTOGRAPHS OBTAINED CONNECTION EARHART RESCUE
OPERATIONS STILL PICTURES SUITABLE FOR RELEASE MAY BE GIVEN RECOGNIZED
PRESS ASSOCIATIONS AND NEWS PHOTO SERVICES UPON RETURN TO PORT PERIOD
MOTION PICTURES WILL BE FORWARDED PROMPTLY TO COMTHREE FOR RELEASE 1027.

From: SWAN.
To : COLORADO.
Inf.: FAB PEARL HARBOR: ITASCA: COMDESRON 2: COM 14th NAV DIST.

1007 NOON POSITION LAT 0300 LONG 17523 1255.

From: Com 14th Nav Dist.
To : COLORADO.
Inf.: EARHART SEARCH GROUP.

0007 FORWARD SUMMARY SEARCH OPERATIONS AT 0730 AND 1930 ZONE 10 POINT
FIVE TIME DAILY ESPECIALLY DESIRE AREAS COVERED AND UNITS EMPLOYED AND
PROJECTED OPERATIONS SUCCEEDING TWELVE HOURS PERIOD ANY INFORMATION OF
SPECIAL INTEREST OR IMPORTANCE TO BE FORWARDED AT ONCE 1440.

From: Com 14th Nav.
To : Chief Nav Oprs.
Inf.: CINCUS.

0007 OPNAV 0007 1612 ITASCA ON 2 AND 3 JULY. SEARCHED AREA BETWEEN
RADIUS 320 AND 045 FROM HOWLAND TO DISTANCE 120 MILES AND REASONABLY
CERTAIN SEARCH WAS EFFICIENT PERIOD ON 4 JULY SEARCHED AREA FOURTEEN MILES
FROM LAT 03 00 NORTH LONG 177 WEST TO LAT 01 30 NORTH LONG (50) 170
AND RECTANGULAR BOUNDED BY LATS 003500 30 NORTH AND 01 30 NORTH AND
LONG 180 AND 179 WEST PERIOD ON 5 JULY FOURTEEN MILE FRONT FROM LAT
03 00 NORTH LONG 177 30 WEST TO LAT 05 30 NORTH LONG 178 WEST THENCE TO
POINT 271 MILES NORTH OF (100) HOWLAND PERIOD SEARCHED THAT VICINITY
DURING NIGHT PERIOD ON 1 JULY SEARCHED FROM LAT 05 30 NORTH LONG 176
WEST TO LAT 0200 NORTH LONG 174 WEST PERIOD SWAN SEARCHED AREA BOUNDED
LAT 05 20 NORTH DASH 05 35 NORTH LONG 172 WEST DASH 176 WEST PERIOD COLORADO
FUELING (150) ITASCA TODAY FOLLOWING WHICH ITASCA AND COLORADO WILL
SEARCH SOUTH AND SOUTHEAST OF HOWLAND RESPECTIVELY PERIOD SWAN SEARCHING
ENROUTE JOIN COLORADO 1615.

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ITASCA. Radio Transcripts Earhart Flight.

From: COLORADO.
Com 14th Nav Dis.
Inf.: SEARCH GROUP.

Released by Navy.

✓ 1007 YOUR 1007 1440 FORENOON COLORADO FUELED AND PROVISIONED ITASCA PERIOD SWAN CONDUCTED SEARCH TOWARDS POINT LAT ZERO LONG ONE SEVEN FIVE WEST HEREAFTER CALLED POINT AFIRM WILL CONTINUE THRESDAY PERIOD ITASCA PROCEEDING TO POINT LAT ZERO TWENTY SOUTH LONG ONE HUNDRED SEVENTY EIGHT WEST HEREAFTER CALLED POINT BAKER AND (50) THURSDAY WILL CONTINUE SEARCH-ING AREA TO SOUTH AND EAST THIS POINT COLORADO SEARCHED WITH PLANES ON COURSE ONE NINE FIVE TOWARDS REEF AND SAND BANKS NORTH OF WINSLOW REEF PERIOD REEF AND SAND BANK NOT FOUND PERIOD THURSDAY WILL CONTINUE SEARCH FOR THESE REEFS AND ISLANDS IN PHOENIX GROUP 1755.

From: ITASCA.
To : COLORADO.

6007 POSITION LATITUDE 00 07 NORTH LONGITUDE 176 17 WEST 2000.

From: KYG via COLORADO.
To : ITASCA.

RPUNLIMITED COMMANDING OFFICER USS ITASCA KYG
KINDLY ADVISE CAN KGU BROADCAST ANNOUNCEMENTS BE RECEIVED ITASCA NIGHT TIME SATISFACTORY VOLUME VICINITY HOWLAND WATERS STOP CHECKING POSSIBIL-ITY EARHART HEARING ANNOUNCEMENTS MADE KGU (Thurston Advertiser)

From: ITASCA.
To : THURSTON (KGU)

KGU THURSTON ADVERTISER HONOLULU
BROADCAST RECEPTION VICINITY HOWLAND EXCELLENT TO DATE (ITASCA).
(^ureceived on Wardroom radio.)

From: Navy Radio NPM.
To : Com 14th Nav. Distr.
Inf.: ALL HANDS IN SEARCH SWAN; ITASCA; ETC.

1706 FOLLOWING VIA PHONE FROM MR STANLEY KGMB HONOLULU QUOTE FOLLOWING AMATEUR STATIONS ALL HAVE REPORTED A RIPPLING CARRIER RIGHT ON 3105 KCS PERIOD ONE OF THEM GOES SO FAR AS TO SAY THAT IT SOUNDS LIKE MOTOR GENERATOR DRIVEN RATHER THAN DC PERIOD CARRIER HEARD INTERMITTENTLY 2116 TO 2237 HAWAIIAN STANDARD TIME PERIOD CALLS OF AMATEURS K60QE AHAAU COMMA K6NTY MAUI COMMA ANOTHER OAHU CALL NOT OBTAINED OPERATORS HORNING IN COMMA AND STATION W6NNR LOS ANGELES AND ANOTHER STATION IN WHITTIER AT 0122 PST 2325.

Weather messages being omitted from now on, in this report.

From: COLORADO.
To : Com 14th Nav Dist.
Inf.: Search Group.

1008 NO NEW DEVELOPMENTS WILL SEARCH AS STATED IN MY 1007 1755 0640.

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ITASCA: Radio Transcripts Earhart Flight.

From: COLORADO.
To : SWAN.
Inf.: D6K Com 14.

1008 UPON ARRIVAL POINT AFFIRM PROCEED POSITION LAT TWO SOUTH LONG ONE HUNDRED SEVENTY TWO WEST WHICH POINT HEREAFTER NAMED POINT CAST 0930.

From: SWAN.
To : COLORADO.
Inf.: Search Group.

1008 POSITION LAT 0004 LONG 17502 1200.

Note says:
This is same as report
[illegible] on 7th.

From: ITASCA.
To : COLORADO.

6008 SEARCH TODAY POINT BAKER EAST TO EASTERN LIMIT SECTOR AND ADVANCED SEARCH LINES SOUTH TWENTY FIVE MILES PERIOD VISIBILITY EXCELLENT 1815.

From: NavRadioHilo.
To : Com 14th Nav Dist.
Inf.: Naval Radio Pearl Harbor.

1908 MR MANUEL FERNANDEZ OF THE HILO AIRPORT REPORTS HEARING AMELIA EARHART AND FREDERICK NOONAN CALLING THE ITASCA ON 1420 KCS AT 1615 AND ASKING THEM RUSH ASSISTANCE AS THEY CAN ONLY LAST SHORT TIME LONGER PERIOD ACCORDING TO FERNANDEZ HE ALSO SAID THE ITASCA ANSWERED AND TELL THEM TO HOLD OUT A WHILE LONGER PERIOD PLEASE CONFIRM IF ANY CREDENCE TO THIS REPORT AS LOCAL PAPERS REQUESTING INFORMATION 1715.

The above message was the result of the "March of Time" program.

From: COLORADO.
To : Com 14th Nav Dis.
Inf.: Search group.

1008 ITASCA CONTINUED SEARCHING SOUTH AND EASTWARD FROM POINT BAKER SWAN ARRIVED POINT AFFIRM AND CONTINUED TOWARD POINT CAST COLORADO AGAIN ATTEMPTED LOCATE WINSLOW REEF AND BANK TO NORTHWARD UNSUCCESSFUL COLORADO THEN SEARCHED TO SOUTHWARD COURSE ONE SIX TWO TRUE SEVENTY MILE FRONT FOR DISTANCE FIFTY MILES 1830.

From: ITASCA.
To : Com 14 Nav Dist.
Inf.: Naval Radio Pearl Harbor.

1908 YOUR 1908 1715 NEGATIVE 1915.

From: ITASCA.
To : COLORADO.
6008 2000 POSITION LAT 00 42 POINT 5 SOUTH LONG 176 45 WEST 1950.

~~UNCLASSIFIED~~
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ITASCA. Radio Transcripts Earhart Flight.

From: Com 14th Nav. Dist.
To : Search Group.

1908 FOLLOWING RECEIVED FROM MELBOURNE VIA RCA QUOTE PLANE BETWEEN
HOWLANDS SAMOA GROUP TEN HOURS WEST SIGNED KIRGY UNQUOTE 2030.

From: *11:00:00 P.M.*
To : ITASCA.

8008 POSSIBILITY REPORT EMANATING FROM HILE RELATIVE HEARING EARHART
PLANE MAY HAVE BEEN CONFUSED WITH MARCH TIME BROADCAST 1600 TO 1630
RELEASED THIS AREA THROUGH KGMB 1320.

From: Hilo Nav. Radio
To : Com 14th Nav Dis.
Inf.: WAILUPE, Nav.Rad.

1908 ~~mi~~ 1908 1615 RADIO TRANSMISSIONS HEARD BY FERNANDEZ WERE TRANSCRIPTS
FROM MARCH OF TIME PROGRAMS BEING BROADCAST BY LOCAL RADIO STATION K6BC
1850.

From: COLORADO.
To : Com 14th Nav Dist.
Inf.: Search Group.

1009 SWAN WILL CONTINUE SEARCH TOWARD POINT CAST ARRIVING AFTERNOON WHEN
WILL BE DIRECTED RENDEZVOUS FOR FUELING SATURDAY SEARCHING ENROUTE
VICINITY CANTON ISLAND ITASCA CONTINUE SEARCHING SOUTH AND EAST OF POINT
BAKER COLORADO CONTINUE EXAMINATION PHOENIX GROUP 0630. *

From: ITASCA.
To : COLORADO.

6009 0800 POSITION LAT 00 48 SOUTH LONG 177 26 WEST 0812.

From: Com 14th NAV.DISTR.
To : COLORADO.
Inf.: Search Group.

0009 YOUR TWO DAILY REPORTS SHOULD GIVE AREAS COVERED BY EACH UNIT IN ORDER
THAT CHART IN THESE HEADQUARTERS MAY BE KEPT UP ON DATE 0925.

From: COLORADO.
To : SWAN.
Inf.: Com 14th Nav.Distr. Search Group.

1009 UPON ARRIVAL POINT CAST PROCEED SEARCH VICINITY CANTON ISLAND 1117.

From: ITASCA.
To : COLORADO.

6009 NOON POSITION LATITUDE 01 04 SOUTH LONGITUDE 177 21 WEST FUEL EX-
TENDED 3580 GALLONS FUEL ON HAND 76370 GALLONS WATER DISTILLED 2460 GAL-
LONS WATER EXPENDED 1820 GALLONS WATER REMAINING 18640 GALLONS BNNNACLE
LIST NONE 1215.

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ITASCA. Radio Transcripts Earhart Flight.

Navy Press rpt.

From: SWAN.
To : COLORADO.
Inf.: F.A.B. PEARL HARBOR: ITASCA: COM14thNAV DIST.: COMDESRON 2.
1009 POSITION LAT 0142 SOUTH LONG 17243 WEST 1200 1250.

From: COLORADO.
To : SWAN.
Inf.: Search Group; Com 14th NavDistr.
1009 RENDEZVOUS WITH COLORADO AT 1100 10 JULY POSITION LAT THREE DEGREES TEN MINUTES SOUTH LONG 172 DEGREES WEST PERIOD OMIT INVESTIGATION CANTON ISLAND IF NECESSARY 1448.

From: COLORADO.
To : Com 14th Nav Dist.
Inf.: Search Group.

Released by Nv. to press at HU.

Released by Nv to press at HU

1009 YOUR 0009 0925 SINCE SUBMISSION ITASCA 8006 1815 ITASCA MADE RENDEZVOUS COLORADO 0600 SEVENTH POSITION 0130 NORTH LONG 17350 WEST COURSE 205 SPEED SEVEN UNTIL 1110 AT LAT 0110 N LONG 17404 WHEN PROCEEDED POINT BAKER LAT 0020 SOUTH LONG 178 ARRIVING 0900 EIGHTH DURING EIGHTH CONDUCTED EAST WEST SEARCH TO SOUTHWARD BETWEEN ~~EIGHTH~~ LONG 178 AND 176 ADVANCING LINE 25 MILES TO SOUTH BY 1800 EIGHTH NOON POSITION NINTH LAT 0104 SOUTH LONG 17721 PERIOD SWAN 1006 1750 THEN PROCEEDED POINT AFFIRM POSITION LAT ZERO LONG 175 ARRIVED 1200 EIGHTH PROCEEDED POINT EAST LAT TWO SOUTH LONG 172 ARRIVING ABOUT 1600 NINTH THEN DIRECTED SEARCH VICINITY CANTON ISLAND PREPARATORY RENDEZVOUS COLORADO TENTH PERIOD COLORADO UPON FUELING ITASCA 1110 SEVENTH PROCEEDED COURSE 205 AT 1400 COURSE 195 AT 1430 LAT 0023 LONG 17430 LAUNCHED PLANES SEARCHED AHEAD FOR REEF AND SAND BANK NORTH OF WINSLOW COVERING AS FAR SOUTH AS LAT 0110 SHIP CONTINUED COURSE 195 AT 1700 LAT 0005 SOUTH LONG 17435 RECOVERED PLANES SET COURSE 260 SPEED EIGHT POSITION 2000 SEVENTH LONG 17507 LAT 0009 SOUTH AT 2400 COURSE 180 AT 0400 COURSE 090 AT 0630 COURSE 180 AT 0700 LAT 0057 LONG 17524 LAUNCHED PLANES SEARCHED TO EASTWARD 40 MILES IN AND OUT METHOD AND AHEAD 53 MILES POSITION CHARTED FOR REEF AND SAND BANK AND WINSLOW COVERED NOT LOCATED VISIBILITY EXCELLENT EXISTANCE DOUBTED AT 1035 LAT 0125 LONG 17521 RECOVERED PLANES COURSE 162 AT 1150 LAT 0141 LONG ~~1753~~ 17518 LAUNCHED PLANES COVERED FRONT 70 MILES COMMA 35 EACH SIDE OF COURSE COMMA AHEAD 40 MILES AT 1535 RECOVERED AND LAUNCHED AGAIN AT 1620 LAT 0220 LONG 17505 COVERED FRONT 35 MILES TO EASTWARD ADVANCE NINE MILES RECOVERED 1730 AT 1800 LAT 0227 LONG ~~175~~ 175 COURSE 180 SPEED EIGHT AT 0400 COURSE 115 AT 0700 POSITION LAT 0354 LONG 17446 LAUNCHED PLANES SEARCHED TO MCKEAN THEN GARDNER THEN CARONDELETE RECOVERED AT 1030 LAT 0430 LONG 17424 PRESENT COURSE 090 SPEED 13 LAUNCHED PLANES TO HULL ISLAND THIS AFTERNOON 1422.

From: ITASCA.
To : COLORADO.
6009 SEARCHED TODAY FROM ZERO FORTY FIVE SOUTH ONE SEVEN EIGHT WEST TO EASTERN LIMIT SECTOR AND ADVANCED FRONT SOUTH EAST TWENTY FIVE MILES 1800.

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ITASCA. Radio transcripts Earhart Flight.

From: ITASCA.
To : COLORADO.
6009 POSITION LATITUDE 1. 17. 80 SOUTH LONGITUDE 175.45 00 WEST 2000.

From: COLORADO.
To : Com 14th Nav Dist.
Inf.: Search Group.
1009 MY 1009 1422 LAUNCHED PLANES POSITION LAT 0433 LONG 17345 SEARCHED AHEAD TO HULL ISLAND CONTACTED RESIDENT WHO STATED PLANE NEITHER SEEN NOR HEARD PERIOD PLANES RECOVERED 1655 LAT 0433 LONG 17308 COURSE NORTH SPEED EIGHT AT 0700/TENTH FROM LAT FOUR LONG ONE SEVEN TWO WILL LAUNCH PLANES TO SEARCH SIDNEY PHOENIX ENDERBURY BIRNIE PERIOD SWAN DIRECTED PROCEED RENDEZVOUS LAT 0310 LONG 172 AT 1100 PERIOD ITASCA CONTINUED DEVELOPING ASSIGNMENT AREA TO SOUTHWARD AND EASTWARD WILL MAINTAIN SPEED-AGEWAY DURING DARKNESS 1810. *

From: ITASCA.
To : COLORADO.
6010 POSITION LATITUDE 0125 SOUTH LONGITUDE 17536 WEST 0800.

From: Colorado.
To : Com 14th Nav Dist.
Inf.: Search Group.
1010 MY 1009 1810 SWAN PROCEEDING RENDEZVOUS COURSE SOUTH ITASCA SEARCHING WESTWARD ASSIGNED SECTOR 2000 NINTH POSITION 0117 SOUTH 17545 WEST PERIOD COLORADO COURSE NORTH FROM 1655 POSITION LAT 0433 LONG 17308 SPEED EIGHT AT 2230 COURSE EAST AT 0700 LAT 0340 LONG 172 WILL LAUNCH PLANES SEARCH SIDNEY PHOENIX ENDERBURY BIRNIE IN ORDER NAMED RETURN PRIOR 1100 RENDEZVOUS WITH SWAN LAT 0310 LONG 172 PERIOD WILL FUEL PROVISION SWAN NORTHWESTERLY COURSE UPON COMPLETION INTEND SEARCH CANTON ISLAND CONTINUING COVERING AREA SOUTHEAST HOWLAND SWAN WILL BE DIRECTED SEARCH SOUTHEAST BAKER ISLAND 0627.

From: ITASCA.
To : COLORADO.
6010 NOON POSITION LATITUDE 01 29 SOUTH LONGITUDE 177 36 WEST FUEL EXPENDED 3510 gallons FUEL ON HAND 72760 GALLONS WATER DISTILLED 2660 GALLONS WATER EXPENDED 1400 GALLONS WATER REMAINING 19900 GALLONS BINNACLE LIST NONE 1140.

From: ITASCA.
To : COLORADO.
6010 SEARCHED TODAY ONE TEN SOUTH ONE SEVEN SEVEN FIFTY WEST TO EASTERN LIMIT SECTOR AND ADVANCED FRONT THIRTY MILES 1803.

From: COLORADO.
To : ComDesRon 2.
Inf.: SWAN ITASCA.
1010 SWAN PROCEEDING FROM LAT 0325 SOUTH LONG 17145 WEST SEARCHING ENROUTE TO POINT AFFIRM LAT ZERO LONG 175 PERIOD ITASCA COVERING SECTOR TO SOUTHWARD OF POINT BAKER LAT 0120 SOUTH LONG 178 WEST BETWEEN LONG 178 AND 176 POSITION TWELVE HUNDRED TENTH LAT 0129 LONG 17736 SEARCHING TO WESTWARD PERIOD SUGGEST THESE TWO BE INCLUDED IN YOUR PLAN 1805.

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

From: ITASCA.
To : COLORADO.
6010 2000 POSITION LAT 0147 SOUTH LONG 17637 WEST 2100.

From: COLORADO.
To : Com 14th Nav Dist.
Inf.: Search Group.
1010 COLORADO AT 0700 LAT 0351 SOUTH LONG 17215 WEST LAUNCHED PLANES SEARCHED SIDNEY PHOENIX ENDERBURY BIRNIE IN ORDER NAMED AT 0800 LAT 0351 LONG 17205 COURSE NORTH AT 1015 LAT 0322 LONG 17202 RECOVERED PLANES COURSE 100 AT 1200 LAT 0323 LONG 17155 COMMENCED FUELING SWAN AT 1410 LAT 0325 LONG 17145 CATAPULTED PLANES SEARCH CANTON ISLAND AT 1600 RECOVERED LAT 0306 LONG 17143 SET COURSE 350 FOR RENDEZVOUS WITH DESTROYERS IN LAT 0550 NORTH LONG 17315 WEST 0700 MONDAY TWELTH PERIOD WITH COMPLETION FLIGHT THIS AFTERNOON ALL ISLAND PHOENIX GROUP HAVE BEEN LOCATED AND CAREFULLY SEARCHED FOR ANY SIGN OF EARHART PLANE OR INHABITANTS WITH EXCEPTION WINSLOW REEF AND REEF AND SANDBANK TO THE NORTHWARD THE CHARTED POSITION OF THESE PLANES AND FOR SEVERAL MILES IN VICINITY WAS COVERED TWICE WITHOUT LOCATING THEM PERIOD SWAN UPON COMPLETION FUELING WAS DIRECTED PROCEED POINT AFFIRM PERIOD ITASCA CONTINUING SEARCH ASSIGNED SECTOR TWELVE HUNDRED POSITION LAT 0139 LONG 17736 SEARCHING TODAY TO WESTWARD 1830.

From: ComDes Sqdrn 2.
To : ITASCA.
0010 ARE YOU IN RADIO COMMUNICATION WITH HOWLAND ISLAND 2323.

From: ComDesRon 2.
To : ITASCA.
0011 REQUEST HOWLAND BE ASKED WHETHER EARHART PLANE PASSED TO EAST OR WEST OF ISLAND OR IF BEARING CHANGED CLOCKWISE OR ANTICLOCKWISE 0025.
~~Request~~

From: ITASCA.
To : ComDesRon 2.
✓ 8010 YOUR 0011 0025 COMMA HOWLAND OBTAINED NO BEARING ON EARHART PLANE BUT DID GET A BEARING TWO DAYS LATER ON A CARRIER WAVE OF ABOUT 3105 KCS WHICH WAS TAKEN AS POSSIBLE EARHART TRANSMISSION THIS BEARING NNW AND SSE MAGNETIC 2350. *

From: ITASCA.
To : ComDesRon 2.
8010 YOUR 0010 2323 COMMA ITASCA MAINTAINING REGULAR RADIO SCHEDULES WITH HOWLAND ISLAND 2320.

From: COLORADO.
To : Com 14th Nav Dist.
Inf.: Search Group.
1011 COLORADO WILL CONTINUE COURSE 350 SPEED 15 KNOTS 0610 POSITION LAT ZERO LONG 17220 PERIOD ITASCA HAS NOW COVERED ASSIGNMENT SECTOR AS FAR AS 0147 SOUTH WILL CONTINUE TODAY PERIOD SWAN ENROUTE POINT AFIRM 0630.

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ITASCA. Radio Transcripts Earhart Flight.

From: Com SF Div.

To : ITASCA.

Inf.: ComHawSec.; Com 14th Nav Dist.

8011 ADVISE TIME REFERENCE USED IN REPORTING EARHART PLANE DESPATCHES WHETHER ZONE PLUS 10 POINT 5 OR ZONE PLUS 11 POINT 5 AND YOUR COMPUTED TIME OF PLANE IN AIR 1018.

From: ITASCA.

To : Com SF Div.

Inf.: ComHawSec.; Com 14th Nav Dist.

8011 YOUR 8011 1018 TIME REFERENCE USED IN REPORTING EARHART PLANE DISPATCHES PLUS ELEVEN POINT FIVE ZONE TIME PERIOD COMPUTED TIME FROM DEPARTURE LAE UNTIL LAST PLANE CONTACT TWENTY HOURS AND THIRTEEN MINUTES ASSUMING LAE KEEPING MINUS TEN ZONE TIME 0900.

From: Com 14th Nav Dist.

To : COLORADO/ ComDesRon 2.

Inf.: Search Group.

0011 COMMDESRON 2 TAKE CHARGE ALL UNITS IN SEARCH AREA PERIOD SEARCH OF PHOENIX GROUP AREA CONSIDERED COMPLETED PERIOD UPON COMPLETION FUELING DESTROYERS COLORADO RELIEVED SEARCH DUTY AND PROCEED PREVIOUSLY ASSIGNED DUTIES FOLLOWING ITINERARY SUBMITTED COLORADO DISPATCH THE TENTH 0945.

From: ITASCA.

To : COLORADO.

8011 NOON POSITION LATITUDE 0201 SOUTH LONGITUDE 17527 WEST FUEL EXPENDED 3950 GALLONS FUEL ON HAND 68810 GALLONS WATER DISTILLED 1920 GALLONS WATER EXPENDED 2530 GALLONS WATER REMAINING 19290 GALLONS BINNACLE LIST NONE 1215.

From: ComDesRon 2.

To : ITASCA : SWAN.

Inf.: Com 14th Nav Dist.

0011 COMFOURTEEN 0011 0945 CONTINUE PRESENT ASSIGNMENTS UNTIL FURTHER ORDERS PERIOD MAKE ROUTINE POSITION AND INFORMATION REPORTS 1210.

From: Comdesron 2.

To : SWAN: ITASCA.

0011 - 1230 (Code message.)

From: SWAN.

To : Comdesron 2.

Inf.: FAB PEARL HARBOR: COLORADO: ITASCA: COM 14TH NAV DIST.

1011 POSITION LATITUDE 0120 SOUTH LONGITUDE 17354 WEST 1200.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.
To : Comdesron 2.

6011 SEARCH TODAY ONE FIFTY SOUTH ONE SEVEN SEVEN FIFTY WEST TO ONE FIFTY SOUTH ONE SEVEN FIVE TWENTY AND ADVANCED THAT FRONT SOUTH EAST TWENTY MILES VISIBILITY EIGHT TO ONE WITH HEAVY RAIN SQUALLS 1900.

From: COLORADO.
To : ITASCA/COMDESRON 2/COM 14th NAV DIST.

1011 COMDESRON TWO HAS RELIEVED COLORADO COMMAND EARHART SEARCH GROUP PERIOD DESIRE EXPRESS MY APPRECIATION YOUR EFFICIENT OPERATION AND LOYAL COOPERATION DURING THE SEARCH SIGNED F RIEDELL 1830.

From: COMDESRON 2.
To : ITASCA.

0011 - 1855 (Code message.)

0011 DESTROYERS DETACHED EIGHTEEN THIRTY TENTH PROCEEDING ACCORDANCE MY MY 0010 0700 PERIOD LEXINGTON NOON POSITION PLUS TEN ONE HALF TIME ELEVEN THIRTY ONE NORTH ONE SIXTY SEVEN NINETEEN WEST PROCEEDING TO POINT OF ORIGIN TWO DEGREES THIRTY MINUTES NORTH ONE SEVENTY SEVEN DEGREES WEST TO COMMENCE SEARCH PLAN NUMBER TWO USING BASE COURSE SOUTH PERIOD SWAN AND ITASCA DIRECTED BY MY 0011 1210 CONSIDER IT IMPRACTICABLE RELEASE THEM PENDING DEVELOPMENTS PERIOD WILL DIRECT SWAN AND ITASCA TO PROCEED TOWARD GILBERTS 1855.

From: ITASCA.
To : Comdesron 2.

6011 2000 POSITION LATITUDE 0220 SOUTH LONGITUDE 17705 WEST 1951.

From: Comdesron 2.
To : SWAN.

Inf.: ITASCA: 2dBATTALION, 6th MARINES:COM14th NAV.DIST.

0011 PROCEED IMMEDIATELY AT MOST ECONMICAL SPEED TO POINT LATITUDE TWO DEGREES SOUTH LONGITUDE ONE EIGHT ZERO DEGREES THEN LAY COURSE FOR ONCTQA ISLAND IN GILBERT GROUP 2245.

From: COMDESRON 2.
To : ITASCA. (Inf.:SWAN: COMDES DIV#3:COM14THNAVDIS.)

0011 PROCEED IMMEDIATELY AT MOST ECONOMICAL SPEED LAYING COURSE FOR ARORAI ISLAND IN GILBERT GROUP 2250.

From: ITASCA.
To : COMDESRON 2.

6011 PROCEEDING ON DUTY ASSIGNED 2255.

From: COMDES RN 2.
To : ITASCA.

0012 - 0321 (Code message.).

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.

To : COMDESRON TWO.

6012 0800 POSITION LAT 0229 SOUTH LONG 17942 WEST 0808.

From: COMDESRON TWO.

To : Com 14th Nav Dist.

Inf.: Search Group.

0012 POSITIONS AT 2100 ELEVENTH ZONE PLUS ELEVEN ZONE HALF LEXINGTON NINE FIFTY FIVE NORTH ONE SIXTY NINE ZERO TWO WEST DESDIV THREE EIGHT THIRTY FIVE NORTH LONGITUDE ONE SEVENTY ZERO SEVEN WEST ITASCA TWO TWENTY SOUTH ONE SEVENTY FOUR THIRTY FOUR WEST ITASCA SEARCHED LINE ONE FIFTY SOUTH BETWEEN ONE SEVENTY FIVE TWENTY AND ONE SEVENTY SEVEN FIFTY WEST ADVANCING THIS LINE TWENTY FIVE MILES SOUTHEASTWARD THROUGH SQUALLY WEATHER VISIBILITY EIGHT TO ONE AT TWENTY TWO FORTY SET COURSE FOR ARORAI SWAN DIRECTED SET COURSE FOR WESTERLY SEARCH TOWARD GILBERTS 0730.

From: ITASCA.

T To : LEXINGTON.

8012 YOUR 1012 1015 UNABLE TO CONTACT HOWLAND ISLAND ON SCHEDULE POSSIBLE DUE LACK OF POWER AT HOWLAND PERIOD WILL CONTINUE EFFORTS 1100.

From: Com SF Div.

To : ITASCA.

5012 FUEL REPORT NOT RECEIVED 1245.

From: ITASCA.

To : COMDESRON TWO.

6012 NOON POSITION LATITUDE TWENTY THREE THIRTY ZERO SOUTH LONGITUDE 1792300 EAST FUEL EXPENDED 5080 GALLONS FUEL ON HAND 63730 GALLONS WATER DISTILLED NONE GALLONS WATER EXPENDED 1970 GALLONS WATER REMAINING 17320 BINNACLE LIST NONE 1215.

ITASCA's 4012 1615 to San Francisco Division covered the fuel report.

From: COMDESRON TWO.

To : SWAN: ITASCA.

0012 AS SUPPLY LIMITED USE EVERY EFFORT TO CONSERVE FUEL STEAM AT MOST ECONOMICAL SPEED 1530.

From: ITASCA.

To : COMDESRON TWO.

6012 DAYLIGHT SEARCH TODAY TWO THIRTY SOUTH ONE SEVEN NINE ZERO ZERO WEST TO TWO THIRTY FIVE SOUTH ONE SEVEN EIGHT ZERO ZERO EAST ESTIMATED VISIBLE FRONT FIFTEEN MILES VISIBILITY NINE CEILING UNLIMITED SEA TWO 1757.

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ITASCA. Radio Transcripts Earhart Flight.

From: ITASCA.
To : COMDESRON #2.
9912 - 1803 (Code message.)

From: ITASCA.
To : COMDESRON #2.
6012 LAT 0245 SOUTH LONG 17733 EAST 1958.

From: COMDESRON TWO.
To : SEARCH GROUP.
Inf.: COM 14TH NAV DIST.
0012 POSITION SIXTEEN HUNDRED ZONE PLUS ELEVEN ONE HALF TIME FIVE DEGREES FIVE MINUTES NORTH ONE SEVENTY FOUR ZERO NINE WEST COURSE TWO TWO SEVEN SPEED EIGHTEEN 1730.

From: COMDESRON TWO.
To : ITASCA.
0013 - 1225 (Code message).

From: ITASCA.
To : COMDESRON TWO.
9913 - 0230 (Code message.)

From: COMDESRON TWO.
To : Search Group.
0013 LEXINGTON TWENTY HUNDRED POSITION FOUR DEGREES EIGHTEEN MINUTES NORTH ONE SEVENTY FIVE ZERO SIX WEST 2055.

From: COMDESRON TWO.
To : ITASCA.
0013 PROCEED IMMEDIATELY WITH SEARCH FOR LOST EARHART PERSONNEL AND PLANE SEARCH ARORAI THEN TAMANA THEN ON OTOAISLAND THEN PROCEED TO NORTHWEST AND NORTH ON WEST SIDE OF GILBERT ISLANDS INVESTIGATING NONUTI KURIA AND MAIANA PUT IN AT TARAWA FOR INFORMATION THEN INVESTIGATE APIA TARITARI AND MARAKI CONSERVE FUEL REPORT PROGRESS RENDEZVOUS WITH LEXINGTON IN LATITUDE ONE DEGREE SOUTH LONGITUDE ONE SEVENTY SEVEN DEGREES EAST FOR REFUELING ABOUT 1500 SATURDAY 17TH 0700.

From: COMDESRON TWO.
To : SWAN.
Inf.: Search Group.
0013 PROCEED IMMEDIATELY TO NUKUNAU ISLAND IN GILBERT GROUP TO SEARCH FOR LOST EARHART PLANE AND PERSONNEL UPON COMPLETION SEARCH PERU THEN TAPETEQUEA OR DRUMOND THEN NUNUT ISLAND CONSERVE FUEL REPORT PROGRESS RENDEZVOUS WITH LEXINGTON IN ~~1/DEGREE SOUTH~~ LATITUDE 1 DEGREE SOUTH LONGITUDE 177 EAST ABOUT 1500 SATURDAY 17TH 0710.

From: ITASCA.
To : COMDESRON TWO.
6013 0800 POSITION ZONE MINUS 12 LAT 0247 SOUTH LONG 17649 EAST 0820.

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ITASCA. Radio Transcripts Earhart Flight.

From: COMDESRON TWO.

To : COM 14TH NAV DIST.

Inf.: Search Group.

0013 SWAN AND ITASCA PROCEEDING AS BEFORE ITASCA SEARCHED 230 SOUTH 179 WEST TO 235 SOUTH 178 EAST VISIBLE FRONT 15 MILES SWAN 2000 POSITION 1 DEGREE 18 MINUTES SOUTH 17744 WEST AT 0636 TODAY LEXINGTON COMMENCED AIRCRAFT SEARCH AS PLANNED AT ORIGIN 2 DEGREES 30 MINUTES NORTH LONGITUDE 177 WEST USING PLAN NUMBER TWO ITASCA SEARCHING GILBERTS SWAN ENROUTE 0730.

From: COMDESRON TWO.

To : SWAN: ITASCA.

0013 PLEASE MAKE ROUTINE REPORT OF POSITION COURSE SPEED AREA SEARCHED AND IMMEDIATE PROSPECTIVE MOVEMENTS AT EIGHT FOURTEEN AND TWENTH HOURS ZONE PLUS ELEVEN ONE HALF TIME DAILY 1122.

From: ITASCA.

To : COMDESRON TWO.

6014 NOON POSITION LAT 0239 SOUTH LONG 17639 EAST PERIOD FUEL EXPENDED 2530 GALLONS FUEL ON HAND 61200 GALLONS WATER DISTILLED NONE WATER EXPENDED 970 GALLONS WATER REMAINING 16350 GALLONS PERIOD BINNACLE LIST NONE 1200.

From: ITASCA.

To : COMDESRON TWO.

6014 POSITION 0236 SOUTH 17619 EAST SEARCHED DAYLIGHT TODAY ON FRONT ESTIMATED 15 MILES FROM 0235 SOUTH 178 EAST TO ARORAI ISLAND WHERE CONTACT RESIDENTS AND NO REPORTS OF PLANE PASSAGE OR WRECKAGE THENCE ENROUTE TO TAMANA ISLAND SAME FRONT EXPECT CONTACT BY 1600 COURSE 278 TRUE SPEED 12 VISIBILITY 9 CEILING UNLIMITED SEA TWO LONG SOUTHERLY SWELL 1345.

From: COMDESRON TWO.

To : SWAN.

Inf.: COMDESDIV 3; ITASCA.

0013 SEARCH NUKUNAU PERU ONOTOA TAPUTEOUEA AND NONUTI COMPLETING SEARCH BY LATE AFTERNOON FRIDAY SIXTEENTH PERIOD MAKE SUCH SEARCH AS CONSIDERED NECESSARY OF INHABITED ISLANDS AND THOROUGHLY SEARCH OTHERS PERIOD IF DETACHED FROM NONUTI SATURDAY 17TH CAN YOU RETURN PEARL HARBOR WITHOUT REFUELING ADVISE 1855.

From: COMDESRON TWO.

To : Com 14th Nav Dist.

Inf.: Search Group.

0013 ITASCA SEARCHED ARORAI TAMANA AND VICINITY SWAN CONTINUING TO NUKUNAU ARRIVING TOMORROW FOURTEENTH PERIOD LEXINGTON AIRCRAFT SEARCH TODAY INTERFERRED WITH BY HEAVY RAIN SQUALLS BUT CONSIDER SATISFACTORY WILL CONTINUE SEARCH AS PLANNED FROM ORIGIN ONE DEGREE 20 MINUTES SOUTH LONGITUDE 180 DEGREES BASE COURSE NORTH AT SEVEN THIRTY TOMORROW WEDNESDAY ZONE PLUS ELEVEN AND ONE HALF 1830.

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

From: COMDESRON TWO.

To : ITASCA.

Inf.: COMDESRON THREE. SWAN: Com 14th Nav Dist.

0013 PROCEED DIRECT TO KURIA APAMAMA GROUP THENCE NORTHWARD CONDUCTING COMPLETE SEARCH OF UNINHABITED ISLANDS AND SUCH SEARCH AS IS DEEMED NECESSARY OF INHABITED ISLANDS ARRIVING TARITARI 16TH PERIOD IF DETACHED SATURDAY 17TH AT TARITARI CAN YOU PROCEED HONOLULU WITHOUT REFUELING ADVISE 1910.

From: COMDESRON TWO.

To : Search Group.

0013 USE ZONE PLUS ELEVEN AND ONE HALF TIME AND DATE IN ALL DISPATCHES 1850.

From: ITASCA.

To : COMDESRON TWO.

6013 0215 SOUTH 17600 EAST SPEED 12 COURSE 270 ADVANCED ON FRONT OF 15 MILES TO TAMANA ISLAND CONTACT AND NO REPORT THERE OF PLANE WRECKAGE OR EQUIPMENT PROCEEDING NORTH KURIA ISLAND TO WESTWARD OF NONUTI 1930.

From: ITASCA.

To : COMDESRON TWO.

6013 YOUR 0013 1910 CAN PROCEED TARITARI TO HONOLULU VIA HOWLAND WITHOUT REFUELING 2000.

From: Com^HawSec.

To : ITASCA.

Inf.: Com 14th Nav Dist. ; COMDESRON TWO.

8013 IF PRACTICABLE HOWLAND REQUEST YOU RESUME REGULAR DAILY RADIO SCHEDULES COMMENCING AT 0800 GCT TOMORROW WEDNESDAY 2145.

From: ITASCA.

To : COMDESRON TWO.

8014 ALL MESSAGES FROM ITASCA YESTERDAY USED ZONE PLUS TWELVE TIME 0050.

From: ITASCA.

To : COMDESRON TWO.

6014 0056 SOUTH 17404 EAST SPEED 12 COURSE 335 FOR KURIA ISLAND PASSING TO WESTWARD OF NONUTI EXPECT CONTACT 1500 TODAY ADVANCED FRONT OF 15 MILES FROM POSITION 20 MILES NORTH OF TAMANA VISIBILITY 9 CEILING UNLIMITED SEA 1 0800.

From: ITASCA.

To : COMDESRON TWO.

6014 NOON POSITION LATITUDE 0018 SOUTH LONGITUDE 17344 EAST FUEL EXPENDED 4010 FUEL ON HAND 57190 WATER DISTILLED 3420 GALLONS WATER EXPENDED 1840 GALLONS WATER REMAINING 17930 GALLONS BINNACLE LIST NONE 1200.

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ITASCA. Radio Transcripts Earhart Flight.

From: Honolulu United Press.
To : ITASCA. (Mr. Hanzlik).

✓ DPR HANZLIK ITASCA.

NAVY UNINFORMED ITASCAS MOVEMENTS WHEREFOR FILE BRIEFLY DEVELOPMENTS
(Unitpress)

✓ This is not understood for the reason that the 14th Naval District received daily reports as to the movements of the ITASCA in the areas being searched. It was assumed that when the Navy took over the search that the press relations would be conducted by the navy. It is to be noted that this message came from Honolulu where the 14th Naval District was the best informed naval center in the United States.

From: COMDESRON TWO.
To : Com 14th Nav Dist.
Inf.: COMDESDIV 3. SWAN: ITASCA.

0014 SWAN SEARCHING NUKUNAU ITASCA SEARCHING KURIA AND NANOUKI AIRCRAFT SEARCH TODAY WEDNESDAY COMPLETED AS SCHEDULED PERIOD SWAN AND ITASCA CONTINUED GILBERT SEARCH CONTEMPLATE RELEASING THEM UPON COMPLETION THEIR SEARCH OF GILBERTS PERIOD TOMORROW THURSDAY WILL USE PLAN NUMBER ONE POINT AFFIRM 180 AND 120 NORTH AND BASE COURSE NORTH 1852.

From: COMDESRON TWO.
To : COMDESDIV 3 (LAMSON- CLAYTON- LEXINGTON- CUSHING)
Inf.: SWAN: ITASCA: COM 14th NAV DIST.

0014 HOLD SEARCHLIGHT DRILL NIGHTLY DURING 2000 TO 2400 WATCH ALSO SWEEP WITH SEARCHLIGHTS FOR FIVE MINUTES DURING MID AND MORNING WATCHES UNTIL FURTHER ORDERS 1858.

From: COMDESRON TWO.
To : SWAN: ITASCA.
Inf.: Com 14th Nav Dist. LEXINGTON: COMDESDIV 3.

0014 SWEEP WITH SEARCHLIGHTS FIVE MINUTES DURING EACH NIGHT WATCH UNTIL FURTHER ORDERS 1904.

✓
* On the night of 1 July the ITASCA searchlights were in use from 0400 to daylight to guide Earhart to Howland. On the night of 2 July the ITASCA swept the searchlights the entire night. On the night of 3 July the same procedure was followed. On the night of 4 July in the reported amateur position to the west of Howland ITASCA used searchlights entire night and used rockets and flares. On the night of 5 July ITASCA searchlights were used the entire night in the 281 position, steamer MOORSBY in the same locality used rockets every fifteen minutes until she left the position at 0100.

From: ITASCA.
To : COMDESRON TWO.

6014 LATITUDE 010 NORTH LONGITUDE 17300 EAST SPEED 10 COURSE 270 HAVE ADVANCED FRONT TO KURIA GROUP AND CONTACT NEGATIVE FOR PLANE IN THIS GROUP PERIOD STANDING WEST THEN NORTH FOR TARAWA GROUP WHICH WILL EXAMINE TOMORROW PERIOD VISIBILITY 8 CEILING UNLIMITED SEA 1 1930.

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ITASCA. Radio Transcripts Earhart Flight.

?From: DOWELL, Commanding Earhart Search Group.
To : RESIDENT COMMISSIONER OCEAN ISLAND, AND SENIOR ADMINIS-
TRATIVE OFFICER TARAWA ISLAND.

ANY INFORMATION YOU MAY GIVE UNITED STATES VESSELS VISITING GILBERTS
IN SEARCH OF EARHART PLANE WILL BE APPRECIATED.

From: COMDESRON TWO.
To : ITASCA.

0015 YOUR 6015 1500 PERMISSION GRANTED TO PROCEED HOWLAND CONSERVE FUEL
CONTINUE REPORTS 1714.

From: COMDESRON TWO.
To : COM 14TH NAV DIST.
Inf.: COMDESDIV 3: ITASCA: SWAN.

0015 ITACAS COMPLETED SEARCH NORTHERN GILBERTS AND IS NOW ENROUTE HOWLAND
SWAN APPROACHING ONOTOA AIRCRAFT SEARCH COMPLETED AS SCHEDULED WILL CONTINUE
TO NORTHWESTWARD TOMORROW FRIDAY MY 0015 1750 1830.

From: ITASCA.
To : COMDESRON TWO.

6015 2000 POSITION LATITUDE 0116 NORTH LONGITUDE 17321 EAST COURSE 90 SPEED
11 SEARCHED AS PER MY 6015 1500 PERIOD SENIOR DISTRICT OFFICER WILL REPORT
ANY WRECKAGE APPEARING IN HIS VICINITY PROCEEDING HOWLAND 2010.

From: ITASCA.
To : COMDESRON TWO.

6016 0800 POSITION LATITUDE 0114 NORTH LONGITUDE 17538 EAST COURSE 90
SPEED ELEVEN SEARCHED ON 15 MILE FRONT FROM TARAWA ISLAND CEILING UN-
LIMITEE SEA 2 WIND EAST 15 MILES VISIBILITY 9 0803.

From: COMDESRON TWO.
To : ITASCA.

0016 ASSUMING THAT EARHART PLANE OR RUBBER BOAT STILL AFLOAT PLEASE SUBMIT
YOUR ESTIMATE AS OF NOON TODAY MOST PROBABLE POSITION FIRST OF PLANE SECONDLY
OF RUBBER BOAT 0910.

From: ITASCA.
To : COMDESRON TWO.

6016 NOON POSITION LATITUDE 0112 NORTH LONGITUDE 17620 EAST FUEL EXPENDED
3850 GALLONS FUEL ON HAND ~~3300/4410~~ 50520 GALLONS WATER DISTILLED 2410
GALLONS WATER EXPENDED 1870 GALLONS WATER REMAINING ON HAND 19240 GALLONS
BINNACLE LIST NONE 1206.

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

From: ITASCA.

To : COMDESRON TWO.

✓
6016 YOUR 1016 0910 ON ASSUMPTIONS GIVEN ESTIMATE MOST ~~PROBABLY~~ PROBABLY AREA ORIGIN LATITUDE 2 NORTH LONGITUDE 179.30 EAST THENCE LATITUDE 5 NORTH LONGITUDE 178.15 EAST THENCE LATITUDE 5 NORTH LONGITUDE 175.45 EAST THENCE LATITUDE 2 NORTH LONGITUDE 177.5 EAST THENCE TO ORIGIN PERIOD ESTIMATE BASED ON FOLLOWING CONDITIONS END OF FLIGHT CLEAR BLUE SKY SOUTH AND EAST OF HOWLAND HEAVY CLOUD BANKS APPROXIMATELY 50 MILES NORTH AND WEST OF HOWLAND PERIOD ITASCA HAD LAID HEAVY SMOKE SCREEN FOR TWO HOURS WHICH HAD NOT DISINTEGRATED AND CLEARLY VISIBLE FROM SOUTH AND EAST FOR 40 MILES OR MORE AT ALTITUDE 1000 PERIOD DOUBTFUL OF VISIBLE OVER 20 MILES FROM NORTH AND WEST COMMA SIGNAL STRENGTH AND LINE OF POSITION WOULD INDICATE EARHART RECKONING CORRECT AS FOR DISTANCE THOUGH SHE PROBABLY CARRIED LINE OF POSITION EAST BEFORE CIRCLING AND AFTERWARDS PROBABLY FLEW NORTH AND SOUTH ON THIS LINE PERIOD HER REPORTS INDICATE HIGH FLIGHT WITH OVERCAST AND CLOUDY WEATHER AND EVIDENTLY FLYING IN CLURDS UNTIL THE LAST FEW MINUTES OF FLIGHT PERIOD SIGNAL STRENGTH INDICATES THE MAXIMUM DISTANCE 250 PERIOD ESTIMATED PLANE DOWN WITHIN 250 MILES OF HOWLAND BETWEEN 337 AND 45 TRUE AND NOT NEARER THAN 30 MILES PERIOD AT LATTER DISTANCE COULD NOT HAVE FAILED TO SEE SMOKE SCREEN IF SHE PASSED SOUTH PERIOD OUR EXPERIENCES SEA AND WIND DRIFT THIS VESSEL MAXIMUM 1 MILE 270 AND DOUBT IF PLANE OR LIFEBOAT WOULD EXCEED PERIOD ON THESE ASSUMPTIONS MOST PROBABLE AREA AS OF 1200 TODAY AS INDICATED ABOVE PERIOD EXCELLENT NAVIGATOR AND EXPERIENCED JUSTIFY ASSUMPTION PLANE DOWN ON LINE OF POSITION OR THAT LINE ADVANCED EASTWARD ONE HOUR ON LINE OF FLIGHT WHICH ASSUME WAS APPROXIMATELY 78 TRUE FROM LAE 1200.

✓
If the above message which concludes the ITASCA connection with the search is compared with the ITASCA's message on 2 July giving an estimate opinion of the situation it will be noted that after 14 days of actual search there is little change in this vessel's opinion as to what happened to the Earhart plane. The matter has been widely discussed in the ship by experienced officers and weather and other special technical reports have been studied. The conclusion is approximately the same. In other words Earhart went down to the northwest of Howland. *

From: ITASCA.

To : COMDESRON TWO.

6016 POSITION 01 00 NORTH 17645 EAST SPEED ELEVEN COURSE 90 TRUE HAVE ADVANCED ESTIMATED FRONT OF 15 MILES FROM 01 00 NORTH 175 EAST TO PRESENT POSITION CEILING UNLIMITED VISIBILITY 8 SEA 2 WIND EAST SOUTHEAST 15 MILES 1430.

From: COMDESRON TWO.

To : Com 14th Nav Dist.

Inf.: SWAN: ITASCA.

0016 ITASCA ENROUTE HONOLU VIA HOWLAND SWAN WILL COMPLETE SEARCH GILBERTS TODAY FRIDAY BOTH HAVE AMPLE FUEL REACH HONOLULU AND THEIR SERVICES NO LONGER REQUIRED 1440.

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

From: COMDESRON TWO.
To : ITASCA: SWAN.
Inf.: Com 14th Nav Distr.

0016 YOUR SERVICES NO LONGER REQUIRED REPORT COMFOURTEEN FOR ORDERS 1505.

From: ITASCA.
To : COMFOURTEEN.
Inf.: COMDESRON TWO: SWAN: COMHAWSEC.

6016 REPORTING FOR DUTY IN ACCORDANCE WITH COMDESRON TWO 0016 1505 1529.

FROM: COMFOURTEEN.
To : ITASCA.
Inf.: ComHawSec.

0016 YOU ARE RELEASED FROM FURTHER SEARCH DUTY REPORT TO COMMANDER HAWAIIAN SECTION COAST GUARD FOR ORDERS YOUR EXCELLENT AND EFFICIENT SERVICES GREATLY APPRECIATED THANK YOU 1706.

From: COMHAWSEC.
To : ITASCA.
Inf.: COMFOURTEEN.

6016 YOUR 6015 2230 UPON RELEASE BY NAVY PROCEED HONOLULU 1722.

ITASCA's 6015 2230 concerned arrangements probable fueling Samoa in order to make Jarvis after release by Navy. ITASCA did not have sufficient fuel to make Jarvis without refueling either at Samoa or Honolulu.

From: COMDESRON TWO.
To : ITASCA.
Inf.: COMHAWSEC.: COM 14TH NAV DIST.

00016 YOUR SERVICES IN SEARCH FOR EARHART PLANE GREATLY APPRECIATED CONSIDER YOUR PERFORMANCE OF DUTY EXCELLENT BON VOYAGE 1747.

From: ITASCA.
To : Com 14th Nav Dist.
Inf.: Com Haw Sec.

6016 YOUR 0016 1706 APPRECIATE OPPORTUNITY OF HAVING SERVED UNDER YOUR COMMAND AND REGRET WE HAVE NOT HAD MORE SUCCESS WITH MISSION 1812.

From: ITASCA.
To : Com Haw Sec.
Inf.: Com 14th Nav Dist.

6016 RELEASED DUTY COMFOURTEEN AT 1706 1850.

From: ITASCA.
To : COMDESRON TWO.

6016 YOUR 0016 1747 IT HAS BEEN A PLEASURE TO HAVE SERVED UNDER YOU THANKS FOR YOUR CONSIDERATION 1822.

ITASCA, Radio Transcripts Earhart Flight.

With the above messages the ITASCA's participation in the Earhart flight arrangements, flight, and search can be considered as ended. SWAN and LEXINGTON continued searching for another day and their operations are covered in a separate report.

✓ From the time the Navy took charge of the flight search there is little to report from a communication angle for the reason that frequencies were assigned to the ITASCA and all communications were upon those frequencies. Communication under this system was unsatisfactory and slow. To our knowledge the search under the Navy failed to uncover any new facts and no signals of any sort were heard which might be considered as relating to the Earhart plane.

✓ "SUMMARY OF SEARCH"

1. Earhart plane went down after 0846, July 2nd, and apparently sent no distress message.
2. The conditions of the landing are unknown.
3. From information available until the evening of 5 July it appeared possible for the plane to transmit if down on the water.
4. Lockheed Company on 5 July definitely stated plane could not transmit on water. ✕
5. Amateurs reported several messages, all probably criminally false transmissions. ✕
6. Pan American, Howland and others took bearings on a carrier some place in the Pacific.
7. ITASCA signals calling Earhart, the March of Time program and other signals were interpreted as from Earhart.
8. If Earhart was down and sending messages the guards maintained by ITASCA, SWAN, SAMOA, HOWLAND, COLORADO, BAKER, PLANE 62C, WAILUPE, PAN AMERICAN, SAN FRANCISCO RADIO, HONOLULU COAST GUARD RADIO and British stations in Gilbert Islands should have intercepted legitimate Earhart traffic, whereas the only interceptions were by amateurs, with the exception of one Wailupe interception. ✕
9. The requests for commercial broadcasts and considerations were a hinderance to the search.
10. Interception of official traffic and release to the public by commercial "scoopers" should be controlled.
11. All available land areas were searched therefore Earhart plane was not on land. Was not heard in Gilberts.

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

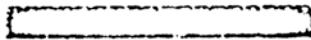
12. Extremely doubtful that Earhart ever sent signals after 0846, 2 July.

13. Reports causing diversion of searching vessels should be, and were, carefully investigated. Once the searching vessel receives such a report it is required by public clamor to investigate.

14. The San Francisco and Honolulu monitor systems did excellent work and should be developed permanently.

15. ITASCA's original estimate after three (3) weeks of search problem still appears correct, that plane went down to northwest of Howland.

16. The release of all press details by Headquarters and the Divisions from official despatches is a better solution to handle press than to have searching vessel carrying correspondents whose despatches load up air repeating information already officially given.



It is noted that reference (a) requested a written report of communications throughout the entire expedition with the Commanding Officer's recommendations to be submitted for the information of the Division office.

The ITASCA has been at sea, out of touch with newspapers and commercial radio broadcasting programs. The foregoing report and these recommendations are, therefore, based entirely upon our discussion and study of the matter within the ship. The ship's sole source of information is in the radiograms contained in this report.

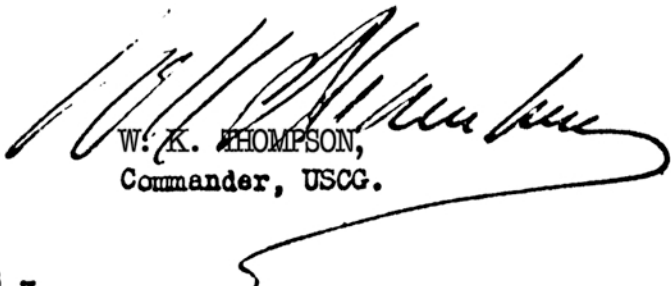
The ITASCA has been so close to the matter of the flight and search that it may be this report lacks proper perspective and proportion.

The failure of Earhart to reach Howland and the failure of search efforts to find her was felt by every officer and man on the ITASCA. The ship's company fully appreciated the responsibility of the ship to the Service and to the public.

✓ In the course of time opinions on the Earhart flight and its communications will definitely be formulated. Many of our opinions would probably be changed if Miss Earhart were able to give her side of the picture. It is with this in mind that the foregoing report has been frankly written and it is considered that on this date (July 23) it represents ITASCA thought.

"RECOMMENDATIONS"

1. That in the future in projected flights the Coast Guard examine carefully into the project and have definite understanding as to the scope and limits of Coast Guard participation and responsibility.
2. That in future missions of this kind it be definitely understood, as a feature of participation agreement, that the control of communications and radio arrangements be left solely in the hands of the Commanding Officer of the vessel assigned.
3. That in the event a Coast Guard vessel is ever again ordered for homing station duty that the vessel concerned take necessary bearings on one definitely agreed upon frequency rather than depend upon a variation of frequencies and the questionable quality of homing devices which might otherwise be used in the flight.
4. That while the advantages to the Service of national and local broadcast "hookups" in connection with distress events is fully appreciated that in the interests of clear communications and the immediate task at hand they should not be countenanced by Headquarters.
- * 5. That viewed from the fact that Miss Earhart's flight was largely dependent upon radio communication her attitude towards arrangements was most casual to say the least.
6. A close scrutiny of the organization and efforts of the personnel of this vessel does not indicate any dereliction or neglect on the part of any personnel, on the other hand quite to the contrary every effort was made to safe guard the flight. Many of the personnel worked far beyond the requirements of duty.
7. That action be taken looking into the matter of interception and release by commercial radio stations of Government official traffic.
8. That immediate action be taken looking toward the suppression of amateur radio stations who repeatedly upon occasions of this kind spread rumors and originate false messages.
9. That the monitoring system as represented by the San Francisco Division in this recent event has fully demonstrated its desirability as an aid to the operating ships and should be further developed.


W. K. THOMPSON,
Commander, USCG.