

AMELIA EARHART

*Do what we can at  
contact Mr. Putnam*

2 West 45th Street,  
New York City.

November 10, 1936.

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Hyde Park, N. Y.

Dear Mr. President:

Some time ago I told you and Mrs. Roosevelt a little about my confidential plans for a world flight. As perhaps you know, through the cooperation of Purdue University I now have a magnificent twin-motor, all-metal plane, especially equipped for long distance flying.

*Mr. Putnam and I*

For some months ~~we~~ have been preparing for a flight which I hope to attempt probably in March. The route, compared with previous flights, will be unique. It is east to west, and approximates the equator. Roughly it is from San Francisco to Honolulu; from Honolulu to Tokio -- or Honolulu to Brisbane; the regular Australia-England route as far west as Karachi; from Karachi to Aden; Aden via Kartoorn across Central Africa to Dakar; Dakar to Natal, and thence to New York on the regular Pan American route.

Special survey work and map preparation is already under way on the less familiar portion of the route as, for instance, that in Africa.

The chief problem is the jump westward from Honolulu. The distance thence to Tokio is 3900 miles. I want to reduce as much as possible the hazard of the take-off at Honolulu with the excessive over-load. With that in view, I am discussing with the Navy a possible refueling in the air over Midway Island. If this can be arranged, I need to take much less gas from Honolulu, and with the Midway refueling will have ample

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gasoline to reach Tokio. As mine is a land plane, the seaplane facilities at Wake, Guam, etc. are useless.

This matter has been discussed in detail by Mr. Putnam with Admiral Cook, who was most interested and friendly. Subsequently a detailed description of the project, and request for this assistance, was prepared. It is now on the desk of Admiral Standley, by whom it is being considered.

Some new seaplanes are being completed at San Diego for the Navy. They will be ferried in January or February to Honolulu. It is my desire to practise actual refueling operations in the air over San Diego with one of these planes. That plane subsequently from Honolulu would be available for the Midway operation. I gather from Admiral Cook that technically there are no extraordinary difficulties. It is primarily a matter of policy and precedent.

In the past the Navy has been so progressive in its pioneering, and so broad-minded in what we might call its "public relations", that I think a project such as this (even involving a mere woman!) may appeal to Navy personnel. Its successful attainment might, I think, win for the Service further popular friendship.

I should add the matter of international permissions etc. is being handled very helpfully by the State Department. The flight, by the way, has no commercial implications. The operation of my "flying laboratory" is under the auspices of Purdue University. Like previous flights, I am undertaking this one solely because I want to, and because I feel that women now and then have to do things to show what women can do.

Forgive the great length of this letter. I am just leaving for the west on a

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lecture tour and wanted to place my problem before you.

Knowing your own enthusiasm for voyaging, and your affectionate interest in Navy matters, I am asking you to help me secure Navy cooperation -- that is, if you think well of the project. If any information is wanted as to purpose, plans, equipment, etc., Mr. Putnam can meet anyone you designate any time any where.

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Franklin D. Roosevelt Library    Very sincerely yours,  
Eyde Park, N. Y.



Hon. Franklin D. Roosevelt,  
The White House,  
Washington, D.C.

P.S.- My plans are for the moment entirely confidential -- no announcement has been made.