

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

October 14, 1991

Dr. Thomas F. King
410 Windsor Street
Silver Spring, Md. 20910-4242

Dear Dr. King:

Ms. Mary DeWitt of Euless, Texas recently telephoned me, and during a quite lengthy discussion, she suggested that you would be interested in Professor Hooven's 1982 Earhart study which I presented to the National Air & Space Museum.

I believed I mentioned this work in my letter to you of October 1, 1991.

It is the genesis theory upon which Dr. Gillespie and TIGHAR have been conducting their investigations of Nukimaroro (Gardner) Island.

The odd thing about it all is that Fred Hooven, who was a close and honored friend for many years, and I reached the conclusion before his death in 1985 that neither Gardner or McKean could have been the landing place for the Earhart plane.

When all the evidence regarding occupation of the islands and the many surveys of same were considered, the conclusion was inescapable that identifiable parts of the aircraft if they had been there would have been found in the years following 1937.

I am also attaching Fred Hooven's obit. He was an extraordinary human.

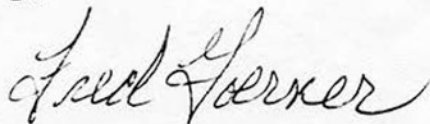
If Hooven's low-frequency direction finder had remained aboard the Earhart plane, I believe she and Noonan would have safely reached Howland Island. The Hooven DF was widely used with great success by military and commercial aviation during and after World War II.

Unfortunately, Eugene Vidal and several executives involved with a Bendix Radio Division convinced Earhart to carry the loop null-type Navy high-frequency direction finder. The Navy had a special interest in the development of high frequency DF, and there was a lot of money involved with the selection by the military and civilian aviation of specific direction finders.

Of such consideration are tragedies made.

Again, I would very much appreciate copies of the P.B. Laxton materials. I don't want to bother the Maudes further. They are dear but frail souls.

Sincerely,

A handwritten signature in cursive script that reads "Fred Goerner". The signature is fluid and somewhat stylized, with the first letters of the first and last names being capitalized and prominent.

Fred Goerner
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San Francisco, CA. 94118
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Frederick J. Hooven, 79; inventor, engineer, professor at Dartmouth

NORWICH, Vt. — A memorial service will be held Monday in Hanover, N. H., for Frederick J. Hooven, a noted inventor, engineer and professor at Dartmouth College. He died Tuesday in his home here at 79.

The holder of 38 US patents, Mr. Hooven's inventions included radio direction finders and short-range radar for World War II bombers, ignition and landing systems for other aircraft, front-wheel drive and suspension systems for General Motors Corp. and Ford Motor Co. automobiles, phototypesetters, computers and the first successful heart-lung machine.

He was proudest of the aircraft radio direction finder, saying in a 1982 interview, "It was my own idea, and it completely dominated the scene for that kind of device for a time roughly corresponding to the life of the DC3. It made it routine to cross the ocean, where it had been an adventure before."

A native of Dayton, Ohio, Mr. Hooven was 5 when he first met aviation pioneer Orville Wright. At 15, he befriended Wright when he sought his advice on an aircraft he and his friends were attempting to build. The aircraft never left the ground, but Mr. Hooven later spent many hours in Wright's Dayton laboratory and began a lifelong study of the Wright brothers' lives and their contributions to aviation.

As part of the research, in 1978, on the 75th anniversary of the Wright brothers' first powered flight, Mr. Hooven completed a computer analysis of their first plane.



FREDERICK J. HOOVEN

"I came up with the fact that the plane was unstable. I was chagrined, to say the least. The only reason [the flight] worked was because the Wrights were such good pilots," Mr. Hooven said.

Following graduation from the Massachusetts Institute of Technology in 1927, Mr. Hooven joined General Motors. His research there was devoted to a brake shoe that was used for 25 years in all GM vehicles.

After leaving GM, he did independent research in conjunction with various radio and aviation companies. He returned to the automotive industry in 1956 as an executive engineer at Ford. At Ford, he was in charge of advanced engineering for the 1960 Falcon, 1961 Fairlane and 1961 Thunderbird cars.

He retired as director of research planning at the Ford Motor Co. to join the faculty at Dartmouth's Thayer School of Engineering. He served as an adjunct professor of engineering there since 1967.

Under the auspices of the Ford Motor Co. Publications, he wrote

three books, including "The Future of the Automobile in the United States."

Mr. Hooven was a member of the National Academy of Engineering, and in the late 1960s won the "duration aloft" category in the Scientific American magazine's international airplane competition among 10,000 entrants.

He leaves his wife, Martha (Kennedy); three sons, John G. of Danvers, Mass., Peter K. of Truro, Mass., and Michael C. Hooven of Durham, Conn.; a daughter, Martha Richardson of Norwich; a sister, Mary E. Jones of Port Charlotte, Fla.; and 10 grandchildren.

The memorial service will be held Monday at 11 a.m. in Rollins Chapel at Dartmouth College.

THE BOSTON GLOBE

FRIDAY, FEBRUARY 8, 1985