

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

October 9, 1991

Mr. Gary Quigg
404 Tinsley Avenue Apt. 2
Crawfordsville, Indiana 47933

Dear Mr. Quigg:

Thank you for calling me.

As promised, I am herewith attaching the 1982 report by Professor Frederick J. Hooven which I submitted that same year to the National Air & Space Museum at the time I was appearing at an Amelia Earhart symposium there.

It was Ms. Claudia Oakes, the Assistant Curator for the Museum, who accepted the paper and placed it in the NASM Library.

Mr. Hardon MacDonald Wade, Jr. of Atlanta, Georgia, obtained the Hooven paper at NASM the following year after I made him aware of its existence, and he began to try to raise funds from the public for investigations of both McKean and Gardner (Nukimaroro) Islands soon thereafter.

Wade entered into a partnership with Mr. Thomas Willi of Florida, and the two of them continued without success to solicit funds.

It was announced in the press in 1988 that Messrs. Wade and Willi were abandoning their fund raising efforts. Mr. Wade informed me that he and Willi had experienced an estrangement because Willi was trying to claim proprietorship to Wade's material (which actually belonged to Hooven).

Thereupon Mr. Willi took the Hooven material to Richard Gillespie and TIGHAR, and they soon began to trumpet a solution to the Earhart mystery and to attempt to raise funds for a search of McKean and Gardner (Nukimaroro).

The handoff was as follows: Hooven to Goerner to NASM to Wade to Willi to Gillespie and TIGHAR.

When Mr. Gillespie first contacted me in the spring of 1989, I told him all of what I have written above, and I added that it was unethical for TIGHAR to claim Hooven's work as their own. Despite the fact that Fred Hooven had recently died, the work was his property and should be acknowledged as such.

You will note the last page of the attached report is a diagram prepared by Professor Hooven which displays the various

direction finder bearings taken by Pan American Airways radio stations at Wake, Midway and Hawaii in the days following the Earhart disappearance.

I called Mr. Gillespie's attention to the fact that the TIGHAR offerings showed the identical diagram with the exception that the 201 degree bearing from Wake Island was eliminated.

Mr. Gillespie told me that they had not depicted the 201 degree bearing because IT WAS NOT RELEVANT TO THE MCKEAN/GARDNER ISLAND SCENARIO.

I told Gillespie that was doubly unethical. The point being that direction finder bearings were very erratic circa 1937. Even the most accurate were not considered to be valid to within five degrees. The 201 degrees bearing showed how inaccurate the bearings could be, and thus the McKean/Gardner theory was less of a "sure thing".

TIGHAR had also eliminated the 157 portion of the 157-337 degrees bearing from Howland Island. This was from a bearing taken by the DF station on Howland Island July 5th, 1937, three days after the disappearance. The significance being that the operator on Howland Island could not tell whether the signal was coming from the northwest or the southeast. Such was the state of direction finding in 1937 that an operator could not tell if he was taking a bearing from the front or the back of a loop.

The removal of the 157 portion of the bearing made it appear as if it was certain the signal had come from the vicinity of McKean or Gardner (Nukimaroro) Islands when in truth there was only a fifty percent chance.

At the time of our first conversation, Mr. Gillespie did not seem to be aware that Willi's information had come via Wade, but Mr. Wade later informed me that he had a heated disagreement with Mr. Gillespie about the use of the material, and that Gillespie had told him (Wade) to "get lost".

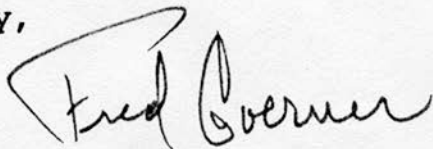
The whole business in my view is shameful. Professor Hooven did the work with the use of computers at the Thayer School of Engineering at Dartmouth College, and others have falsely laid claim to his efforts.

The amazing thing is Hooven and I (we were close friends for nearly 20 years) finally dismissed the possibility of McKean and Gardner (Nukimaroro) as landing sites for the Earhart plane after we accomplished exhaustive studies of the histories of both of the islands.

As promised, I will send along Professor Henry Maude's communications regarding Gardner (Nukimaroro) and his letter to "Dr." Gillespie as soon as I have had the chance to copy the material.

Thank you still again for contacting me and for your interest in the Earhart matter. I am truly sorry if my information proves disquieting to you, but I'm sure you agree that the truth should be told.

Sincerely,

A handwritten signature in cursive script that reads "Fred Goerner". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

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