

AIR MAIL

Air Navigation Division,
December 14, 1936.

(CONFIDENTIAL)

Mr. R. L. Campbell,
C/o Mr. F. H. Lacey,
Bethel & Merchant Streets,
Honolulu, T. H.

(Via Clipper Ship)

Reference is made to the Bureau's radio from the Director of Air Commerce, dated December 8, 1936, relative to Howland Island, South Seas, also radio of December 12 revising Bureau dispatch of December 8, confirmation copies enclosed.

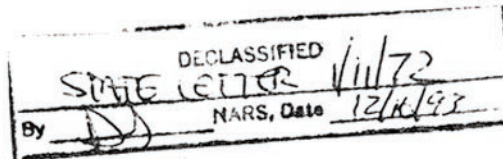
For your information, be advised that Miss Amelia Earhart is contemplating a flight around the world, in a twin-motored land plane, and is including Howland Island, South Seas, as one of her refueling stops. The exact departure date from the United States has not been decided, but it is assumed that she will leave sometime in March of 1937.

The Bureau of Air Commerce and the Department of the Interior have contemplated and made plans for the construction of runway surfaces on Howland, in order that the Island might be used for land-plane operation at such time as it became necessary. It is suggested that you confer with Mr. Black on this matter, who will relate to you previous arrangements made along these lines. Inasmuch as Miss Earhart is including Howland as one of her stops, it enables the Government to give immediate consideration to previous plans and to expedite the construction of a landing area on the Island which will be available to the flying public.

Considering the fact that you were in the Mid-Pacific, it appeared to be practicable to utilize your services in connection with the construction of landing surfaces on Howland Island. New travel orders will be issued you in connection with travel to and from Howland.

Howland Island is under the jurisdiction of the Division of Territories and Insular Possessions, Department of the Interior, which Division is cooperating with the Bureau of Air Commerce in accomplishing the construction of landing surfaces on Howland. It is suggested that you contact and work with Mr. Richard B. Black, Field Representative of the Department of the Interior, with headquarters in Iolani Palace, in connection with runway construction activities on Howland.

J.S.W.
W.M.



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The tentative date for the sailing of the Coast Guard Cutter from Honolulu, as arranged between the Department of the Interior and Coast Guard Headquarters in Washington, is January 18th, 1937. The cruise as contemplated will be to visit Howland Island as the first port of call, in order to transport equipment and personnel as soon as practicable and to begin work as soon as possible. You will be in charge of the construction unit and will proceed to Howland Island on the sailing date, remain on the Island in charge of runway construction in the interest of the Bureau, and return to Honolulu after the Earhart flight. After the Coast Guard Cutter has visited Howland, she will continue on her regular cruise trip to the other U. S. Equatorial Islands.

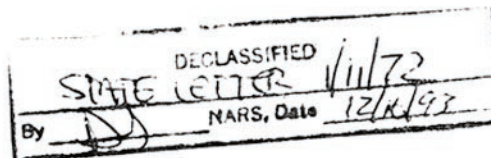
You are further advised that the Department of the Interior will make arrangements with the Coast Guard to return to Howland on her regular quarterly Equatorial Cruise, and have the ship at Howland at the time of Miss Earhart's flight from Honolulu. At this time the Coast Guard ship will stand by and render radio communication assistance. After Miss Earhart has departed from Howland for her next stop in New Guinea, the Coast Guard will return you, your personnel, and the borrowed grading equipment to Honolulu, after completing the quarterly visit to the Islands.

Mr. Kleindienst, of the Division of Territories, in Washington, stated that it will be satisfactory to use the four Department of Interior personnel living on the Island for construction work. It is thought that a total of seven additional men will be required -- five laborers (Kamohaha boys if possible), one cook and one good tractor mechanic. This will give you a total of eleven men who will be available for work on Howland. In regard to a cook, if there are none available on the outside, it might be possible for you to obtain one through the Army.

The Department of the Interior will provide for sufficient food supplies and fresh water on the Islands for all personnel under your supervision. For additional equipment for the increased personnel, it is suggested you request Mr. Black to obtain same as a loan from the Army, such as coats, blankets, towels, tents, etc. In addition, it is further suggested that tools -- shovels, axes, pick axes, etc. -- and other necessary equipment for your expedition be obtained on a loan from the Army, through Mr. Black. Mr. Kleindienst has advised that gasoline and oil for use in the tractor will be supplied by the Division of Territories, also four barrels of lime to be used for marking purposes.

The following grading equipment should be taken down with your party: (The list differs a little from the list included in Bureau radio of December 8th).

- 2 tractors - both the same make and type.
 - (a) Spark plugs and other necessary spare parts.
- 2 scrapers.
- 1 grader.



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The following is in connection with Miss Earhart's flight, and will be handled as indicated:

- (a) 20 drums of 87 octane aviation gas, for Miss Earhart, will be delivered to Mr. Black for transportation aboard Coast Guard Cutter from Honolulu to Howland on the January cruise. Mr. George Palmer Putnam will arrange for this gasoline to be delivered to Mr. Black and placed on the dock as per his instructions.
- (b) It will be satisfactory for you to open an account in Honolulu for the Earhart flight, and charge the following purchases to be made by you and turned over to Mr. Black for transportation south:

- 6 large size chamois.
- 4 snake pots.
- 3 funnels.

The funnels may have to be fabricated and if so, they should have a large aperture at the top for the use of the chamois. The wing tanks are gotten at from the top. The fuselage tanks open out on the side of the plane. It is suggested that probably one, or both, especially built funnels should be equipped with the length of rubber hose at the bottom, so that while the funnel is held in position to receive the gas, this hose can be inserted into the apertures at the side of the fuselage leading into the tank.

Additional equipment in connection with the Earhart flight will be transported to Howland on the March cruise of the Coast Guard Cutter, in charge of Mr. Black. If it becomes necessary for Mr. Black to make purchases for the Earhart flight, he should use the account which you will open. This account will be paid after the flight by Mr. Putnam.

The enclosed blueprint of Howland is for your information. Indicated thereon, in red, is the suggested area to be surfaced for land-plane operations. The red indications may not be correct in all respects, and the areas, or landing strips, to be conditioned will be left up to your judgment. There will be small knolls to be leveled off, cracks and depressions to be filled, and possibly it will be necessary to use the old Oahu sand hills for fills. In the center of the island is a thicket of Koa trees, which should be removed in case the area is needed for a runway. When the landing area has been surfaced, the perimeter should be marked with a wide lime stripe, utilizing the snake pots to mark the runway, to be used according to wind direction.

You will find the climatic conditions different than on the Mainland, and as a suggestion, it is thought advisable to work throughout the early hours of morning and the latter part of the afternoon, taking it easy through the middle of the day.

DECLASSIFIED
STATE LETTER 11/1/72
By DJ NARS, Date 12/16/93

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Miss Barhart stated that her plane, with flaps, will land in a short distance. She requires about a 3,000-foot take-off strip with full load. However, it is advisable to surface as large a landing area as possible.

It is requested that the contents of this letter be considered confidential, and release no information concerning this project.

J. S. FYNNE
Chief, Airports Section,
Airways Marking and Mapping.

Enclosure

HT:AC