



# The Earhart

## Summary of

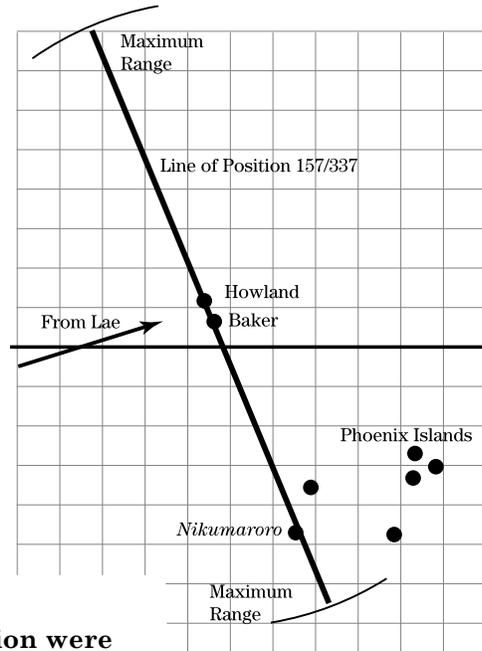
*Six distinct and independent points of evidence a Noonan landed on the reef-flat at Nikumaroro. In forces pulled the aircraft over the edge of the fringing a matter of days, weeks or perhaps months.*

1

**“We are on line 157-337 ... We are running on line”**

*Source: Amelia Earhart via Itasca Log #2, July 2, 1937, 08:44.*

Earhart’s famous last transmission, often misquoted and thought to be somehow cryptic, in fact describes the standard navigational procedure for finding an island destination when only one celestial body (in this case, the sun) is observable. The Line of Position described runs not only through Howland Island but also through an alternate, emergency destination, Gardner Island (now Nikumaroro). We know she didn’t reach Howland or its sister island, Baker. Her last transmission confirms that she was “running on [the] line [of position].” Nikumaroro is the only other island on that line within her fuel range.



2

**“Here signs of recent habitation were clearly visible but repeated circling and zooming failed to elicit any answering wave from possible inhabitants and it was finally taken for granted that none were there.”**

*Source: Lt. John O. Lambrecht, USN, Senior Aviator, U.S.S. Colorado, report of July 9, 1937 flight over Gardner Island during the Earhart search.*

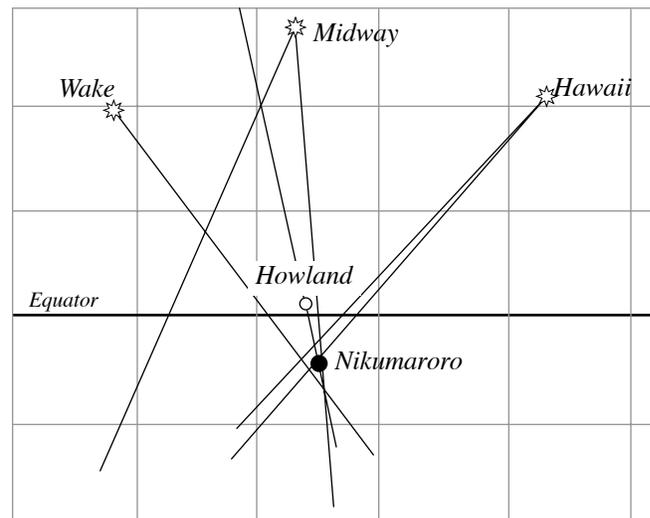
What Lt. Lambrecht couldn’t know was that there should have been no “signs of recent habitation” there. At that time, the island had been uninhabited for at least one hundred years, and even brief visits by seafaring Pacific peoples were prohibited by the British-enforced “Native Laws of 1930” which forbade inter-island canoe travel. However, because no airplane was seen, the island was crossed off and no one ever searched for signs of Earhart there again until the 1989 TIGHAR expedition.



3

**“Bearing from Wake Island places plane near line of position and intersection of radio bearings from Wake and Honolulu give indication of position [in] Phoenix Group, which further substantiated by Lockheed engineers who feel plane’s radio could function only on shore.”** *Source: U.S. Coast Guard, Official Dispatch, July 6, 1937.*

For three days following the Earhart disappearance numerous distress calls were received on her frequencies (3105 KHz and 6210 KHz), in her voice and using her call sign (KHAQQ). Five out of six Radio Direction Finder bearings taken on the signals by Pan American Airways at Wake, Midway and Honolulu, cross in the vicinity of Gardner Island.



# Part Project

## of Evidence

*All support the same hypothesis: that Earhart and For three days they sent distress calls until tidal reef. Marooned on the island, they survived for*



4



Photo courtesy Richard Evans

The colonists of Nikumaroro, Christmas, 1944

5

“[I]f you found things on the east side of the island you can be pretty certain it had nothing to do with the [Coast Guard] base. To my knowledge there were only three occasions when anyone went over there. With one exception we found nothing .... The exception was a small structure we found designed to collect rain water. We assumed the natives had built it and we ignored it. But when we mentioned it to them a few months later they didn't know anything about it.” Source: Richard K. Evans, formerly of USCG Unit 92, Gardner Island.

The structure Evans describes seeing in 1944 matches the dimensions of one of the 149 gallon fuel tanks mounted in the fuselage of Earhart's aircraft. The water-collecting cloth which he says was rigged above the tank matches the engine covers Earhart had made especially for her airplane. Herb Moffitt, who was with Evans that day, corroborates the story and adds his recollection of a very old campfire site, a rusty five gallon can, and a pile of bird bones. Both agree that the camp site was along a particular stretch of the island's eastern shoreline.

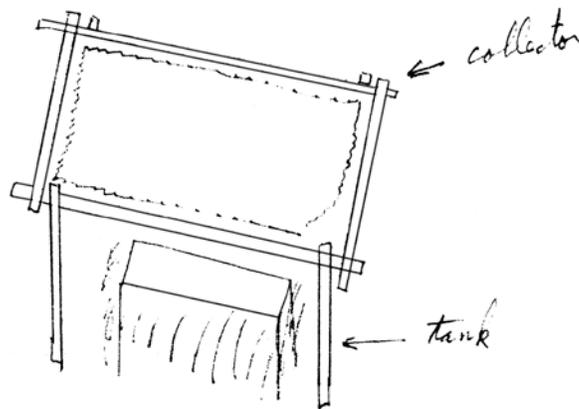


Photo courtesy National Archives.

Part No. 28F-4023, Navigator's Bookcase.

“...[T]he native was walking along one end of the island. There in the brush about five feet from the shoreline he saw a skeleton. What attracted him to it were the shoes. Women's shoes, American kind ... size nine narrow. Farther down the beach he found a man's skull but nothing else.” Source: Chief Carpenter's Mate Floyd Kilts, USCG (Ret.) via the San Diego Tribune, July 21, 1960.

Gardner Island became Nikumaroro in December, 1938, when a small group of settlers from the Gilbert Islands came ashore to clear land for coconut planting. The story about bones being found by these first colonists was told to Kilts when he was there in 1946 to dismantle a U.S. Coast Guard Loran navigation station that had been set up there in 1944. Amelia's shoe size was nine narrow.



6

“Based upon the analysis conducted by the FBI Laboratory with respect to the paint-like deposits on Q1, nothing has been found which would disqualify this artifact as having come from the Earhart aircraft.” [emphasis in the original]. Source: James E. Corby, Chief, Materials Analysis Unit, FBI Laboratories, Washington, D.C.

The artifact known as Q1 to the FBI, and as Accession #2-1 to TIGHAR, has been positively identified as an aircraft navigator's bookcase from Earhart's era. It was found on Nikumaroro by TIGHAR's 1989 survey expedition and is the only physical evidence of Earhart's fate ever to pass expert analysis.