HELP WANTED

The following help is needed to identify artifacts found on Nikumaroro:

We’re looking for a photograph or example of the Western Electric No. 53-A Test Set that went with the Type 13C transmitter and Type 20B receiver. This was a portable device containing a special two scale test millimeter and was carried aboard the aircraft. An object found on Nikumaroro in the same debris field with the aircraft skin may be part of such a unit.

We need a timepiece guru. In the same debris field mentioned above there was what seems to be the bezel ring of a timepiece, made of German Silver (a nickel, zinc, copper compound) and apparently metric in measurement (5cm in diameter). A ferrous pin four inches in length has been installed through the case bow as if to provide a way to mount the timepiece. We suspect a chronometer or a stop watch.

We need detailed mounting information for the installation of the PBY style navigator’s bookcase (Part #28F 4023) in the B-24D or PB4Y-1 aircraft. We’ve recently learned that some models of the Liberator included these Catalina parts and we suspect that this could be the origin of the navigator’s bookcase found on Nikumaroro in 1989. It’s clear that we have two distinct types of aircraft parts on the island; World War II debris brought to the island as trading material, and wreckage from the Earhart aircraft. The trick is sorting them out.

men doing the work. These provided for substitutions in rivet size, pitch and spacing which would result in the same or greater structural integrity as the original design but afford more flexibility in a repair situation. Surviving official correspondence documents that substantial changes were made requiring new engineering drawings approved by the Bureau of Air Commerce on April 29, 1937. Unfortunately, none of these drawings of how the rivet pattern looked after the repairs were completed are known to survive. All that can be said for certain is that it did not look like the pattern on a standard Lockheed 10.

The work was completed and signed off on May 19. Earhart embarked upon her second world flight attempt the next day.

THE CRITICS

So if all the knowable features of the skin (material, size, thickness, rivet type, labeling, stringer orientation, taper, etc.) match TIGHAR’s artifact exactly, and no one really knows just what the rivet pattern on Earhart’s airplane looked like, and nobody can find any other possible source for this piece of skin, what’s behind all the criticism? The answer is simple – money. All the criticisms regarding the rivet pattern were orchestrated by one individual whose efforts to raise money to investigate his own theory are threatened by TIGHAR’s success.

Two former Lockheed employees, recruited by the same person, have made highly publicized statements about how Lockheed would have repaired Earhart’s airplane. However, neither of these individuals was involved in those repairs. Their remarks are entirely speculative and have been contradicted by equally qualified sources. None of these people has ever personally examined the artifact in question. The aircraft they used for a comparison with TIGHAR’s artifact (or rather, with a plastic template based on photographs) is a standard Lockheed 10A. Of course, it didn’t fit. Nor should it.

YOUR FEET TOO BIG

TIGHAR’s discovery of the remains of a size nine woman’s shoe of the same type worn by Earhart has attracted another round of fire. Allegations have been made that Amelia Earhart did not wear a size nine shoe. Instead, it is said, she wore a size six. The proof offered is that a museum in Atchison, Kansas supposedly has a size six shoe which is known to have belonged to Earhart. Here’s the truth.

The County Historical Society Museum in Atchison has a pair of brocade dancing slippers which once belonged to Amelia. They are labeled size 6½. No one knows when in her life Amelia wore them. TIGHAR has a pair of medium