

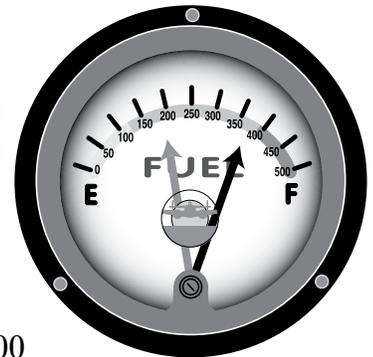
TIGHAR TRACKS



Volume 17 #2 March 2001



Four Months To Go



Total Pledges, March 15, 2001	\$370,000
Total Cash in Hand, March 15, 2001	\$191,125

As this issue is going out, Ric is in Tarawa, the Republic of Kiribati, doing archival research with Earhart team member Van Hunn, and coordinating with the I-Kiribati government. We'll write up a full report for the April issue.

A Shoe Fetish

Part 2

In assessing whether the shoe artifacts found on Nikumaroro (see "Shoe Fetish Part 1" in the February issue of *TIGHAR Tracks*) might be related to the Earhart disappearance we need to answer two questions:

-  What information is available about the style and size of shoes that were aboard NR16020 when it vanished?
-  How do those shoes compare with the artifacts found on the island?



Earhart's Shoes on the Second World Flight Attempt

In an article appearing in the New York *Herald Tribune* on Sunday, March 7, 1937—ten days before she would depart on the first World Flight attempt—the footgear she planned to take on the trip was described this way:

In the plane she'll wear light, low shoes. And this time she's taking along a pair of heavy, high hiking boots 'just in case,' as she puts it.

A passage in *Last Flight*, in the chapter entitled "Fortaleza and Natal," describes what she took along on the second World Flight attempt:

My wardrobe included five shirts, two pairs of slacks, a change of shoes, a light working cover-all and a trick weightless raincoat, plus the minimum of toilet articles.

The implication is that she had two pair of shoes with her, but photographs seem to indicate that there were actually three pair.



Photos courtesy Purdue collection.

This photo was taken on June 17, 1937 upon AE's arrival in Calcutta, India. Her shoes are blucher-style oxfords (see "Shoe Fetish Part 1" in February's *TIGHAR Tracks* for definitions of shoe styles) featuring metal shoelace eyelets. Other photos taken during preparation for the World Flight in March 1937 show her wearing what appear to be the same shoes. We'll call these Pair No. 1.



This photo was taken in Bandoeng, Java some-time between June 21 and 27, 1937. AE's shoes, although very similar to the ones in the Calcutta photo above, have a toe cap that is absent in the other blucher oxfords. These toe-capped shoes also appear in photos taken the previous March. We'll call these Pair No. 2.



This photo shows AE with her mechanic Bo McKneely, possibly in Miami in late May 1937. The distinctive shoes she is wearing appear in several photos taken during the World Flight, always in a sight-seeing or non-flying context. They seem to have been her walking-around shoes. The sole and heel are both light colored. We'll call these Pair No. 3.

How do Earhart's shoes compare with the artifacts found on the island?

There seem to be four criteria we can use to determine similarities and differences between the shoes Earhart is known to have worn and the remnants of shoes TIGHAR found on Nikumaroro: style, gender, special features, and size.

Style

Pairs 1 & 2 were blucher style oxfords. Pair 3 were oxfords but not blucher style. All we can say about the style of the shoe whose sole and heel were found on the island is that it had leather uppers stitched to a rubber sole. If the brass eyelet (Artifact 2-2-G-7/6) found with the sole and heel is a shoelace eyelet, then it seems safe to conclude that the shoe was an oxford (i.e. lace-up) style. From a style standpoint alone, the shoe found by TIGHAR could be any, or none, of Earhart's three known pair.

Gender

Of Earhart's known shoes, Pairs 1 & 2 seem to be distinctly female, Pair 3 less so. The experts at Bilrite felt that the "fine and close" stitching holes in the sole found on the island are indicative of a woman's shoe and that the small size of the brass eyelet further suggests that the shoe was female. If they're correct, then the shoe found on the island was a woman's oxford. Earhart wore woman's oxfords.

Special Features

The shoe found on the island had three distinctive features:

-  brass shoelace eyelets (if the single eyelet found is a shoelace eyelet)
-  a black rubber sole (assuming the color has not changed over time)
-  a Cat's Paw replacement heel that originally featured two white "traction plugs".

These features would seem to eliminate Earhart's Pair 3 which did not have metal eyelets and featured a light colored sole and heel. Pairs 1 & 2 did feature metal eyelets and

dark soles. Were the soles rubber? It's hard to be sure, but the photo below (taken in late February 1937 during preparation for the first World Flight attempt) provides a rare glimpse at the bottom of AE's blucher oxfords (although it's not clear whether this is Pair 1 or Pair 2). The uniformly black sole seems to be more consistent with rubber than with leather. Note also the lines of stitching along the edges.



The heels of the shoes in this photo appear uniformly black and perhaps a bit worn. No white "traction plugs" are evident. Contrast that with the photo below, taken a few days later in early March 1937.



This is Pair 2 (note the toe cap) and the lighter-colored bottom of the heel looks markedly different from the heel in the earlier photo.

Pair 1 around the same time are shown at the top of the next page. They have the same look to the heel. It would appear that Earhart had the heels of both pair of blucher-oxfords replaced as part of her World Flight preparations.



Note light edge on heel.

Size

The reconstructed sole measures roughly 277mm or 10.9 inches, equivalent to an American woman's size 8¹/₂ or 9. What size were the shoes AE had with her on the world flight? The available evidence is, to say the least, contradictory and falls into four general categories: anecdotal, analytical, artifactual, and photogrammetric.

Anecdotal

During the 1970s, in the context of allegations that New Jersey housewife Irene Bolam was, in fact, Amelia Earhart, AE's sister, Muriel Morrissey, maintained that Amelia had very small feet. Conversely, former U.S. Customs inspector Peggy Sledge, in her book *The Littlest Smuggler and Other True Stories* tells of frequent visits by Earhart and the standing jokes about her big feet.

Analytical

Earhart's height, according to the information on her pilot's license, was 5 feet 8 inches. U.S. Army data for predicting foot size by height (useful in knowing what size shoes to stock) indicates that the average foot size for an American woman 5 feet 8 inches tall is 257mm +/- 9.03mm.

In other words, if Earhart had "normal" size feet for her height they were between 248mm and 266mm in length. Her shoes, of course, would be somewhat longer.

Artifactual

We're aware of two existing pairs of shoes that once belonged to Earhart. The Atchison County Historical Society Museum in Atchison, Kansas (Earhart's birthplace) has a pair of brocade dancing slippers that are reportedly size 6¹/₂. It's not clear when in her life Amelia wore them.

TIGHAR has a pair of dress shoes (shown below) that Amelia reportedly purchased in Ireland in 1932. She gave them to her friend Helen Hutson Weber in November of that year, according to Ms. Weber, "not for sentimental reasons but because they hurt her."



The shoes measure 254mm or 10 inches in length—roughly an American woman's size 6¹/₂. The shoes are quite narrow, AA or perhaps even AAA width.

Photogrammetric

The photograph on the next page shows Earhart standing on the wing of NR16020 in Bandoeng, Java approximately ten days before her disappearance. She is wearing Pair 2 and we have a good profile view of her right foot. The rivet lines on the wing are 65mm or 2.5 inches apart, thus providing a convenient scale for measuring the shoe. A straightforward measurement of the shoe in the photo suggests a length of about 278 mm, virtually identical to the length of the reassembled sole found on the island.



However, a recent forensic imaging analysis of the photo by Photek, Inc. of Portland, Oregon tells a different story. As described fully in his Preliminary Letter Of Opinion available on the TIGHAR website) Jeff Glickman of Photek measured the sole of the shoe in the photo at 242.9mm or 9.6 inches—roughly an American woman’s size 6. The same forensic techniques showed the heel of the shoe in the photo to be 55.1mm or

2.16 inches in length. Obviously, comparisons of the length of the sole of Earhart’s shoe to the fragmented sole found on the island are imprecise because we can’t know whether we’ve reassembled the island sole accurately, but the heel comparisons should be fairly reliable.

At 2.16 inches, the heel in the photo seems to be significantly smaller than the 3 inch long heel found on the island. IF the island heel has not swollen significantly due to environmental conditions (such swelling seems very unlikely), and IF Glickman’s measurement of the heel in the photo is correct THEN they can not be the same heel. But here’s the problem: if the photogrammetric measurements are correct, how could a 254mm dress shoe that hurt Earhart’s feet be over a centimeter larger than a 243mm “working” shoe she wore with socks?

Clearly, we haven’t yet solved the riddle of Amelia’s shoes.

But what about Fred’s shoes?

In this photo, probably taken in Miami in late May, 1937, AE is wearing Pair 3 (see above) and Fred Noonan is wearing the type of shoes he’s wearing in virtually all of the available photos. Indeed, Fred’s entire wardrobe seems to consist of the same dark shirt and dark tie with little



white polka-dots, dark trousers, dark socks and dark oxfords.

We don’t have any hard information about Fred’s shoe size but we do know that his height was 6 feet $\frac{1}{4}$ inch and his feet appear to be in proportion to his body. A fair guess might be that he wore something between an American man’s size 11 (320mm) and size 13 (340mm)—much too large to be the sole found on the island but perhaps not inconsistent with the second shoe heel (Artifact 2-2-G-9).

Conclusion

Sometimes it seems like the more we know, the less we know. The only conclusion we can draw at this point is that we need more information before we can make any reliable determination whether the shoe parts found in 1991 might reasonably be associated with the Earhart disappearance. We need to re-examine the assumptions from which we’ve derived data that seem to be contradictory. For example, our measurement of the rivet spacing on the Electra wing was obtained from one Lockheed 10. All Lockheed 10s should have the same spacing, but is that a valid assumption? Maybe we need to check a few more existing Electras. Are there more shoes once owned by Amelia kicking around someplace that we could measure? We’re already trying to pin down a more precise date for the Cat’s Paw heel. If it turns out that that particular design post-dates the disappearance by even a few weeks we’ll know that the island shoe cannot be Earhart’s.

As always, we welcome your input and will try to keep you up to date as we continue to piece together this puzzle.

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TWS

MAR 11 1937

AMELIA EARHART
MUNICIPAL AIRPORT
OAKLAND CALIF

I AM ADVISING MARSHALL AS FOLLOWS QUOTE COMPLETE FUEL CONSUMPTION TESTS ON EARHART ELECTRA AT FIVE THOUSAND FEET ALTITUDE WITH TWENTY TO THIRTY DEGREE HEAD TEMPERATURE RISE GIVE FOLLOWING STOP NINETEEN HUNDRED RPM TWENTY NINE INCHES WITH CAMBRIDGE ZERO SEVEN ONE GIVES FIFTY ONE POINT FIVE GALLONS PER HOUR FOR AIRPLANE STOP EIGHTEEN HUNDRED AT TWENTY EIGHT AT ZERO SEVEN ON GIVES FIFTY TWO POINT FOUR GALLONS PER HOUR STOP FIFTEEN HUNDRED FIFTY AT TWENTY FOUR AT ZERO SEVEN ZERO GIVES THIRTY EIGHT POINT SIX STOP EIGHTEEN HUNDRED AT TWENTY SIX AT ZERO SEVEN ONE GIVES FORTY THREE STOP SEVENTEEN HUNDRED AT TWENTY TWO AT ZERO SEVEN ZERO GIVES THIRTY SIX STOP OTHER VALUES ALSO TESTED STOP HEAD TEMPERATURES NOT OVER THREE SIX FIVE STOP ENGINES SMOOTH USED NEW PLUGS AND HAD EXCELLENT CONDITIONS STOP WE RECOMMEND FOLLOWING POWER AND CAMBRIDGE SETTINGS ON FLIGHT STOP THREE HOURS EIGHTEEN HUNDRED RPM TWENTY EIGHT INCHES FOUR THOUSAND FEET AT CAMBRIDGE SETTING ZERO SEVEN THREE AND FIFTY EIGHT GALLONS HOUR STOP THREE HOURS SEVENTEEN HUNDRED RPM TWENTY SIX POINT FIVE INCHES SIX THOUSAND FEET AT ZERO SEVEN TWO AT FORTY NINE GALLONS PER HOUR STOP THREE HOURS SEVENTEEN HUNDRED RPM TWENTY FIVE INCHES EIGHT THOUSAND FEET AT ZERO SEVEN TWO AT FORTY THREE GALLONS STOP AFTER NINE HOURS FLY AT SIXTEEN HUNDRED RPM TWENTY FOUR INCHES OR FULL THROTTLE TEN THOUSAND FEET AT ZERO SEVEN TWO AT THIRTY EIGHT GALLONS PER HOUR STOP AWAIT YOUR COMMENTS BY WIRE TODAY FOR ADVISING EARHART UNQUOTE WILL ADVISE YOU MORE FULLY TONIGHT STOP PLEASE WIRE RESULTS OF YOUR TEST HOP OVER OCEAN ON WAY TO OAKLAND AT ONCE.

C L JOHNSON
LOCKHEED AIRCRAFT CORPORATION

TWS

MAR 11 1937

AMELIA EARHART
MUNICIPAL AIRPORT
OAKLAND CALIF

I AM ADVISING MARSHALL AS FOLLOWS QUOTE COMPLETE FUEL CONSUMPTION TESTS ON EARHART ELECTRA AT FIVE THOUSAND FEET ALTITUDE WITH TWENTY TO THIRTY DEGREE HEAD TEMPERATURE RISE GIVE FOLLOWING STOP NINETEEN HUNDRED RPM TWENTY NINE INCHES WITH CAMBRIDGE ZERO SEVEN ONE GIVES FIFTY ONE POINT FIVE GALLONS PER HOUR FOR AIRPLANE STOP EIGHTEEN HUNDRED AT TWENTY EIGHT AT ZERO SEVEN ON GIVES FIFTY TWO POINT FOUR GALLONS PER HOUR STOP FIFTEEN HUNDRED FIFTY AT TWENTY FOUR AT ZERO SEVEN ZERO GIVES THIRTY EIGHT POINT SIX STOP EIGHTEEN HUNDRED AT TWENTY SIX AT ZERO SEVEN ONE GIVES FORTY THREE STOP SEVENTEEN HUNDRED AT TWENTY TWO AT ZERO SEVEN ZERO GIVES THIRTY SIX STOP OTHER VALUES ALSO TESTED STOP HEAD TEMPERATURES NOT OVER THREE SIX FIVE STOP ENGINES SMOOTH USED NEW PLUGS AND HAD EXCELLENT CONDITIONS STOP WE RECOMMEND FOLLOWING POWER AND CAMBRIDGE SETTINGS ON FLIGHT STOP THREE HOURS EIGHTEEN HUNDRED RPM TWENTY EIGHT INCHES FOUR THOUSAND FEET AT CAMBRIDGE SETTING ZERO SEVEN THREE AND FIFTY EIGHT GALLONS HOUR STOP THREE HOURS SEVENTEEN HUNDRED RPM TWENTY SIX POINT FIVE INCHES SIX THOUSAND FEET AT ZERO SEVEN TWO AT FORTY NINE GALLONS PER HOUR STOP THREE HOURS SEVENTEEN HUNDRED RPM TWENTY FIVE INCHES EIGHT THOUSAND FEET AT ZERO SEVEN TWO AT FORTY THREE GALLONS STOP AFTER NINE HOURS FLY AT SIXTEEN HUNDRED RPM TWENTY FOUR INCHES OR FULL THROTTLE TEN THOUSAND FEET AT ZERO SEVEN TWO AT THIRTY EIGHT GALLONS PER HOUR STOP AWAIT YOUR COMMENTS BY WIRE TODAY FOR ADVISING EARHART UNQUOTE WILL ADVISE YOU MORE FULLY TONIGHT STOP PLEASE WIRE RESULTS OF YOUR TEST HOP OVER OCEAN ON WAY TO OAKLAND AT ONCE.

C L JOHNSON

LOCKHEED AIRCRAFT CORPORATION

One of the features of the TIGHAR website (www.tighar.org) is the periodic mounting of original documents for public use. While it is not possible to make our entire research collection available in that way, it does hit the highlights. The documents below are part of that collection.

In the final days of preparations for Amelia Earhart's first world flight attempt, Lockheed engineer Clarence "Kelly" Johnson sent three telegrams in which he discussed the power management procedures which he recommended that Earhart follow to obtain the best efficiency on her flight from Oakland, California to Honolulu, Territory of Hawaii. Johnson arrived at his recommendations through actual test flights with Amelia in her own airplane. The numbers were checked and confirmed by A. H. Marshall at Pratt & Whitney Aircraft in Hartford, Connecticut. For the serious student of the Earhart disappearance, these documents provide valuable insight into the endurance capabilities of NR16020.

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DL	DAY LETTER
NL	NIGHT LETTER
DM	DAY MESSAGE
DMN	NIGHT MESSAGE
MT	TELETYPE CABLE
MTN	NIGHT CABLE LETTER
MTS	TELETYPE

STANDARD TIME INDICATED ON THIS MESSAGE

TWS

MAR 11 1937

AMELIA EARHART
MUNICIPAL AIRPORT
OAKLAND CALIF

WIRE FROM MARSHALL CONFIRMS MY RECOMMENDATION OF POWER AND FUEL CONSUMPTION STOP
REMEMBER TO LEAN MIXTURE VERY SLOWLY STOP NINE HUNDRED GALLONS FUEL AMPLE FOR
FORTY PERCENT EXCESS RANGE TO HONOLULU FOR CONDITIONS GIVEN IN WIRE THIS MORNING
STOP IF NECESSARY MIXTURE CAN BE LEANED TO ZERO SEVEN ZERO ON LAST HALF OF FLIGHT
IF EXCEPTIONAL HEAD WINDS EXIST STOP CHECK SPARK PLUGS BEFORE TAKEOFF STOP WIRE
ME FUEL REQUIRED FOR TRIP TO HAWAII ON ARRIVAL THERE SO I CAN RECHECK FUEL REQUIRED
FOR OTHER HOP STOP PHONE ME AT BURBANK TWO SEVEN FOUR SIX TONIGHT IF YOU NEED
MORE DATA STOP HOLD ALTITUDE GIVEN IN WIRE WITHIN TWO THOUSAND FEET IF WINDS UNDER
TEN MPH ARE ENCOUNTERED

TWS

C L JOHNSON

LOCKHEED AIRCRAFT CORPORATION

MAR 11 1937

CLJ:S

AMELIA EARHART
MUNICIPAL AIRPORT
OAKLAND CALIF

354P

WIRE FROM MARSHALL CONFIRMS MY RECOMMENDATION OF POWER AND FUEL CONSUMPTION STOP
REMEMBER TO LEAN MIXTURE VERY SLOWLY STOP NINE HUNDRED GALLONS FUEL AMPLE FOR
FORTY PERCENT EXCESS RANGE TO HONOLULU FOR CONDITIONS GIVEN IN WIRE THIS MORNING
STOP IF NECESSARY MIXTURE CAN BE LEANED TO ZERO SEVEN ZERO ON LAST HALF OF FLIGHT
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UNDER TEN MPH ARE ENCOUNTERED

C L JOHNSON
LOCKHEED AIRCRAFT CORPORATION
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DL	DAY LETTER
NL	NIGHT LETTER
MM	NIGHT MESSAGE
LCD	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 144

3-45

MAR 13 1937

AMELIA EARHART
MUNICIPAL AIRPORT
OAKLAND CALIF

REVISED FLIGHT DATA FOR EIGHT THOUSAND FEET AT BEGINNING OF FLIGHT AS FOLLOWS
STOP CLIMB AT TWO THOUSAND FIFTY RPM TWENTY EIGHT AND ONE HALF INCHES AT ZERO
SEVEN EIGHT TO EIGHT THOUSAND FEET STOP FIRST THREE HOURS AT NINETEEN HUNDRED
RPM TWENTY EIGHT INCHES AND ZERO SEVEN THREE AT SIXTY GALLONS HOUR STOP NEXT
THREE HOURS AT EIGHTEEN HUNDRED RPM TWENTY SIX POINT FIVE INCHES AT ZERO SEVEN
TWO AT FIFTY ONE GALLONS HOUR STOP AFTER SIX HOURS USE DATA GIVEN IN PREVIOUS
LETTER OR WIRE STOP GALLONS PER HOUR SHOULD RUN LITTLE UNDER FIGURES GIVEN

C L JOHNSON

LOCKHEED AIRCRAFT CORPORATION

1020A

TWS

MAR 13 1937

AMELIA EARHART
MUNICIPAL AIRPORT
OAKLAND CALIF

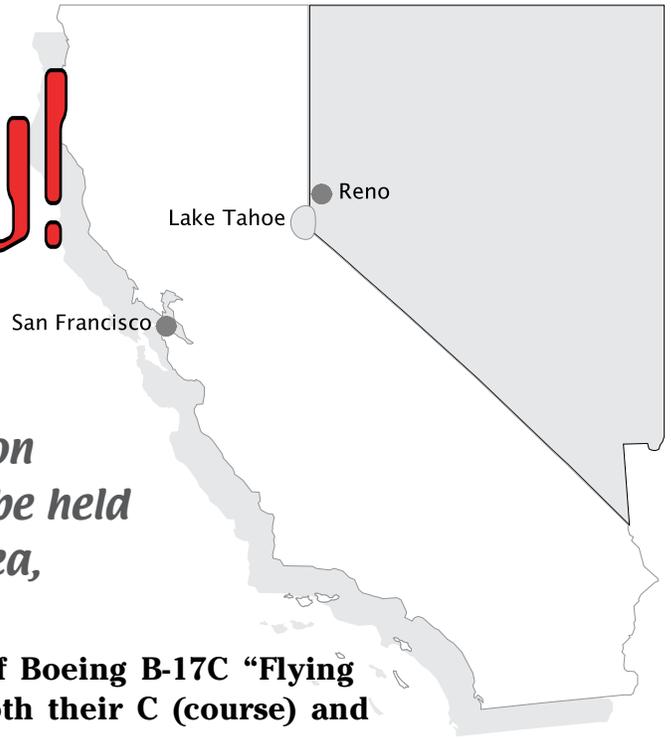
REVISED FLIGHT DATA FOR EIGHT THOUSAND FEET AT BEGINNING OF FLIGHT AS FOLLOWS STOP
CLIMB AT TWO THOUSAND FIFTY RPM TWENTY EIGHT AND ONE HALF INCHES AT ZERO SEVEN EIGHT TO
EIGHT THOUSAND FEET STOP FIRST THREE HOURS AT NINETEEN HUNDRED RPM TWENTY EIGHT INCHES
AND ZERO SEVEN THREE AT SIXTY GALLONS HOUR STOP NEXT THREE HOURS AT EIGHTEEN HUNDRED
RPM TWENTY SIX POINT FIVE INCHES AT ZERO SEVEN TWO AT FIFTY ONE GALLONS HOUR STOP AFTER
SIX HOURS USE DATA GIVEN IN PREVIOUS LETTER OR WIRE STOP GALLONS PER HOUR SHOULD RUN
LITTLE UNDER FIGURES GIVEN

C L JOHNSON

LOCKHEED AIRCRAFT CORPORATION

CLJ:S

Register Now!



for this year's combined TIGHAR Aviation Archaeology Course and Expedition to be held June 24-29, 2001 in the Lake Tahoe area, California.

The focus of the expedition will be the wreck of Boeing B-17C "Flying Fortress" s/n 40-2047. Graduates will receive both their C (course) and E (expedition) ratings.



Last year's survey of the Douglas B-23 "Dragon" at Loon Lake in Idaho's Payette National Forest was an unqualified success. This year's operation should be just as interesting but presents some different challenges. While the "Lady of the Lake" was a five mile hike from the nearest trailhead, the B-17 is only a mile or so from where we'll be able to establish a base camp accessible to vehicles—so no backpacking over mountain trails this time. However, unlike the "Dragon" that landed in the trees more or less intact, the "Fort" broke up in flight after the pilot lost control in heavy weather. He was the only casualty, the rest of the crew managing to exit the aircraft and parachute to safety (some voluntarily, others involuntarily) as it came apart. The airplane is now in several large pieces scattered over the area. Finding, identifying and mapping the components will be an excellent archaeological exercise. As with last year's operation, no recovery is contemplated.



The Douglas Dragon was a rare bird but this year's aircraft is even more so. Coincidentally, like the B-23, only 38 B-17Cs were built, but while all of the Dragons remained in U.S. Army service, ten of the Boeings went to England as Fortress 1s. One of 2047's eighteen Army Air Corps sisters eventually became the famous "Swoose," now the only small-tailed B-17 in existence and presently in storage at the Smithsonian.



Principal Instructor for the course and leader of the expedition will be TIGHAR's Executive Director, Ric Gillespie. Archaeologist Tim Smith (TIGHAR #1142CE) will again lend his services in the classroom and the field; and this year Craig Fuller (TIGHAR #1589C) of Aviation Archaeological Investigation & Research (AAIR) will add his experience and expertise. (Visit the AAIR website at <http://www.sonic.net/azfuller/index.htm>.) Earhart Project veteran John Clauss, TIGHAR #0142CE, will round out the staff.

Itinerary

Sunday, June 24—Registrants arrive in Reno, Nevada and are transported two hours to Strawberry Lodge, a historic lodge in Kyburz, California. (www.strawberry-lodge.com)

Monday, June 25 & Tuesday, June 26—Aviation Archaeology and Historic Preservation Course at the lodge.

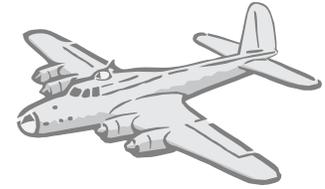
Wednesday, June 27—One and a half hour van ride to base camp and begin survey. Meals and general campsite services will be provided. Students will need to bring only their own personal gear.

Thursday, June 28—Archaeological survey of the wreck. Back to lodge and Farewell Dinner that evening.

Friday, June 29—Transport back to Reno for departures (hotel room available for showers as desired).

Tuition is \$1,400 for TIGHAR members and \$1,445 for non-members (includes one year membership) and covers:

-  Hotel on June 24, 25, 26 and 28.
-  Transportation to and from airport in Reno.
-  Catered lunch on classroom days, June 24 & 25.
-  Transportation to and from base camp.
-  All meals in the field June 27 & 28.
-  Farewell dinner on June 28.



Registration fee is \$400 for TIGHAR members, \$445 for non-members. Tuition balance will be payable June 1st. Class size is limited to no more than 20, first come, first served. TIGHAR accepts Visa and Mastercard by phone (302-994-4410) or fax (302-994-7945). Checks should be payable to TIGHAR and mailed to:

TIGHAR • Course/Expedition • 2812 Fawkes Drive • Wilmington, DE • 19808-2154

There are two "ratings" available to supplement your membership in TIGHAR. These are signified by letter suffixes—C and/or E—appended to your member number.

A "C" stands for Course Qualified and indicates that you have completed TIGHAR's Introductory Course in Aviation Archaeology and Historic Preservation. This two-day seminar is offered from time to time at various locations around the U.S., often at or near a major air museum. An "E" stands for Expedition Qualified and indicates that you have participated in a TIGHAR aviation archaeological expedition.

TIGHAR members who wish to be considered for a slot on an Earhart Project expedition team must have the C and E ratings.

Registration Form

I wish to register for the TIGHAR Course in Aviation Archeology and Field Survey to be held June 24-29. I understand that:

-  My \$400 registration fee/deposit is non-refundable after May 24, 2001.
-  The entire balance is due no later than June 1, 2001.
-  As part of the expedition I will sign a release of liability, and an agreement to abide by the rules, directives, and restrictions of the expedition director and his representatives.
-  No firearms or other weapons may be carried on any TIGHAR expedition.
-  No alcohol or other drugs may be carried or used during the course of any TIGHAR expedition.

Name _____

Address _____

City _____

State _____

Zip _____

Daytime Telephone _____

Email _____

Check enclosed _____



Credit Card # _____

Expiration Date _____

/



Signature _____

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