

Earhart Radio Heard by Warship After Plane Is Missing Half a Day; Vessels Search for Her on Pacific

New York Herald Tribune July 3, 1937



Amelia Earhart and her navigator, Fred Noonan, standing beside their around-the-world plane

Miss Earhart's Story, Written Before Flight

Had Trouble at Lae Setting the Chronometers, Vital in Locating Pacific Goal

The following dispatch from Amelia Earhart, the last personal story received from her before she was reported missing, was filed before she departed from Lae, and was received by the New York Herald Tribune yesterday.

By Amelia Earhart

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LAE, New Guinea, July 1.—"Denmark a prison" and Lae, attractive as it is, appears to two flyers just as confining, as the Lockheed-Electra is poised for our longest hop, the 2,556 miles to Howland Island in mid-Pacific. The monoplane is weighted with gasoline and oil to capacity. However, a wind blowing the wrong way and threatening clouds conspired to keep her on the ground today.

In addition, Captain Fred Noonan, my navigator, has been unable, because of radio difficulties, to set his chronometers. Any lack of knowledge of their fastness and slowness would defeat the accuracy of celestial navigation. Howland is such a small spot in the Pacific that every aid to locating it must be available.

Fred Noonan and I have worked very hard in the last two days repacking the plane and eliminating everything unnecessary. We have even discarded as much personal property as we can decently go along without and henceforth propose to travel lighter than ever before. I have retained only one briefcase in which are my papers as well

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Against Taylor: il to Pick Slate

Mr. Taylor to retire in favor of Mr. Prial. However, it was learned yesterday that Mr. Taylor was opposed to being placed upon the shelf after what his friends believe to have been a good job as Comptroller. In that attitude he was supported by such a number of Mr. Kelly's own district leaders that, it was reported, Mr. Kelly was unable to go into the conference with assurance that Mr. Taylor would step aside.

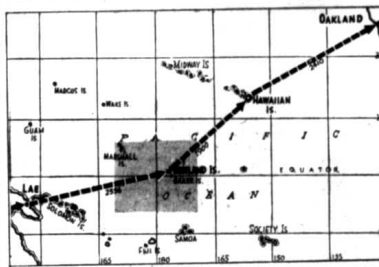
Mr. Prial's announcement was made by former City Magistrate David Hirschfeld. The announcement was simply: "I have decided to run for Comptroller." Mr. Prial refused to amplify that statement.

It was assumed that should the organization leaders fail to nominate him he would run in the Democratic primary, with Mr. Taylor as his opponent. The supporters of Mayor P. H. LaGuardia for re-election have hoped for Mr. Prial on their ticket for Comptroller. There was little to show that he might become the Mayor's running mate, at least until the present Democratic wrangle has resolved itself.

It was understood that the names of possible Mayoralty candidates other than Mr. Wagner were thoroughly canvassed, including the name of Alfred E. Smith, who is now in Europe. Mr. Smith has a very considerable support among Tammany anti-New Dealers who are not favorable to Mr. Wagner, but Mr. Smith is not acceptable to the Farley wing of the party.



Map of the Pacific region for hundreds of miles around the lonely and tiny Howland Island where Miss Earhart intended to stop on her projected route (dotted line) from Lae, New Guinea, to Honolulu. The Coast Guard cutter Itasca's search for Miss Earhart and her plane is centering in the open water above and to the left of Howland, in approximately the spot denoted by the cross. Some of these islands are scarcely more than sand bars or coral reefs and most of them are uninhabited and off Pacific ship lanes



Miss Earhart's route from Lae to Oakland with shaded area showing region covered by the upper map. The figures indicate miles

Smoke Signals to Miss Earhart Are Sent Up by Ship on Search

By The Associated Press

WASHINGTON, July 2.—Admiral William D. Leahy, Chief of Naval Operations, instructed the commandant of the naval station at Honolulu tonight to render whatever aid he might deem practicable in the search for Amelia Earhart.

A number of fast surface vessels, mostly destroyers, are now at Honolulu, as well as more than a score of long-range naval bombing planes. The commandant at Honolulu has complete discretion to employ planes and ships in the search if weather and other conditions permit.

Honolulu is approximately 1,800 miles from Howland.

The Coast Guard headquarters here received information that Miss Earhart probably overshot tiny Howland Island because she was blinded by the glare of an ascending sun.

The message from the Coast Guard cutter Itasca said it was believed Miss Earhart passed north-west of Howland Island about 8 m. Howland Island time.

The Itasca reported that heavy smoke was billowing from its funnels at the time, to serve as a signal for the flyer.

The cutter's skipper expressed belief the Earhart plane had descended into the sea within 100 miles of Howland.

The Battle Force Commander at Pearl Harbor later sent word to the

VANDERBILT CUP RACES — Lunch and cocktails at Garden City Hotel, 5 minutes from track. A KNOTT Hotel.—Adv.

Navy Department that he was prepared to send a patrol plane to Howland Island to assist in the search.

He said the plane could leave at about 6 p. m. Hawaii time, and he asked the Navy Department for gasoline supply on Howland Island totaled 1,500 gallons and that there was another 10,000 gallons on Swan Island, half way between Pearl Harbor and Howland.

He said the forecast was for continued fair weather in the vicinity of Howland for the next four days. It would not be practicable, he added, to send more than one plane from

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'Formidable!' ('Swell') French Cry at Rockettes

12,000 at Paris Fair Leap to Their Feet in Enthusiasm

PARIS, July 2 (AP).—Cries of "formidable!"—the French equivalent of "swell!"—tonight greeted the team of forty-eight girl dancers from New York's Radio City Music Hall playing a one-night stand at the Paris Exposition.

An audience of 12,000 leaped to their feet when the chorus gave its famous kicking exhibition.

The girls, invited by the French government for the international dance festival, will be guests of United States Ambassador William C. Bullitt at the inauguration of the American pavilion. They will sail for New York July 7.

Plane's Signals Picked Up by New Zealand Cruiser at Night on the Ocean (3:30 a. m. N. Y. Time).

Earlier Reported Gas Gone, No Land

This Message Yesterday, When Near Howland Island, Was Followed by 12 Hours of Silence

By Radio to the Herald Tribune

SAN FRANCISCO, July 3 (Saturday).—H. M. S. Achilles, cruiser of the New Zealand Navy, reported at 7:30 Greenwich mean time (3:30 a. m. New York daylight time) that she had heard a signal from KHAQQ, the call letter of Amelia Earhart's plane, a few minutes prior to 6:20 G. M. T., which said:

"Please give us a few dashes if you get us."

This request for radio signals was described as not an SOS but merely an effort to establish communication. The message was heard with good strength on both 3105 kilocycles, the Earhart night wave length, and on 6210 kilocycles, her day wave. The Achilles said that KHAQQ then disappeared and nothing more was heard. This was about eleven and a half hours after the plane had last been heard from by the United States Coast Guard cutter Itasca.

The Achilles gave her position as 10 degrees South, 160 degrees, 89 minutes West, which is approximately 1,300 miles directly southeast of Howland Island, where Miss Earhart had been expected to arrive early Friday.

American Ship Searching

The Coast Guard cutter Itasca, searching for Miss Earhart, reported, in a message dated 7:30 p. m. Friday, Howland Island time (3:30 a. m. Saturday, New York daylight time), that her quest up to that time had been unavailing.

"Itasca Earhart search up to this time negative," the message ran. "Broadcasting all steamers, but few in this neighborhood. Following estimate opinion of possibilities:

"Earhart apparently handicapped through night by cloudy weather. Received messages indicated overcast and cloudy weather. Earhart direction finder apparently not functioning well, as she could not get in touch on Itasca on agreed frequencies. Earhart had hardly sufficient fuel under . . . (garbled) . . . circling trying to pick up island and attempts Itasca to give Earhart radio bearings failed after thorough tests. Both tests, both ways.

"Earhart had barely sufficient fuel under the conditions to make Howland. Due at Howland at 7:14 a. m. (3:14 p. m. New York daylight time). "Belief based on signal strength only is that at 7:58 Earhart had flown due northward of Howland. It is believed that she would have reached Baker Island passing to southward.

"Earhart acknowledged receipt of dispatches from 2:48 a. m. to 8:48 a. m., a period of six hours, but would not give any information as to position. She simply acknowledged receipt of the transmission from Itasca."

Gasoline Supply Exhausted

By The Associated Press

HONOLULU, T. H., July 2.—Amelia Earhart and her navigator, Captain Fred J. Noonan, were believed to have been forced down at sea near Howland Island, in mid-Pacific, today when the fuel of their Lockheed-Electra monoplane gave out on a flight of 2,556 miles from Lae, New Guinea, to the island.

A radio message from them at 8:42 a. m. Hawaii time (3:12 p. m. New York time), saying they had only a half hour's supply of fuel and that no land was in sight, was believed to indicate that they had overshot the tiny American coral island on the daring over-ocean flight.

The message was received by the United States coast guard cutter Itasca.

Miss Earhart, who was attempting a leisurely equatorial flight around the world from Oakland, Calif., left Lae with her navigator at noon Friday (10 p. m. Thursday, New York time).

The Itasca, which is the only vessel, so far as can be learned, within several hundred miles of Howland, set out about noon to hunt the missing plane. The cutter had been standing by in the vicinity to aid communications. A white ship, 250 feet in length, the Itasca would be easily seen at a long distance in the clear weather reported prevailing. The Itasca planned to search the little-known area northwest of the island.

A Navy flying boat took off from Honolulu late tonight for Howland, 1,500 miles distant, to join the Itasca in the search.

[By short-wave radio the Hers'd Tribune learned today at 3 a. m., (Continued on page 3, column 5.)

