



Presents



Friday – Sunday, June 1 – 3, 2012
Washington, D.C.

On the 75th anniversary of Amelia Earhart's departure from the U.S. for her ill-fated world flight, TIGHAR will host "Earhart Search 75," a three-day conference to explore what has been learned in three-quarters of a century of efforts to discover Earhart's fate. Researchers, scientists, historians, archaeologists, and forensic experts will present their findings on a wide range of topics in support of a variety of theories.

Plan Now To Attend!

www.earhartsearch75.com



Earhart Search 75 Program & Schedule

(Subject to change)

Friday, June 1

<u>Time</u>	<u>Topic</u>	<u>Speaker(s)</u>
1:00pm – 1:30pm	Welcome Remarks	Ric Gillespie
1:30pm – 2:00pm	Keynote Address: “Amelia Earhart – Why We Still Care”	Tom Crouch
2:00pm – 3:00pm	Who Was, and Who Is, Amelia Earhart?	Panel: Lubben, Pyle, Cobb, Crouch
3:00pm – 3:30pm	Break	
3:00pm – 3:30pm	Museum Room Artifact Display Open	
3:30pm – 4:30pm	Amelia's Last Flight: The Known, the Unknown and the Unknowable	Panel: Randy Jacobson, Ric Gillespie
4:30pm – 5:30pm	The 1937 Search – What Went Wrong	Panel: Ric Gillespie, Randy Jacobson
6:00pm – 7:30pm	Welcome Reception	
6:00pm – 7:30pm	Museum Room Artifact Display Open	

Saturday, June 2

8:30am – 9:30am	The Post-Loss Radio Signals – Primary Frequencies	Ric Gillespie, Bob Brandenburg
9:30am – 10:30am	The Post-Loss Radio Signals – Harmonic Frequencies	Ric Gillespie, Bob Brandenburg
10:30am – 11:00am	Break	
10:30am – 11:00am	Museum Room Artifact Display Open	
11:00am – 11:30am	The Castaway of Gardner Island – The Historical Record	Panel: Ric Gillespie, Tom King
11:30am – 12:00pm	The Castaway of Gardner Island – Forensic Anthropology	Panel: Jason Byrd, Ric Gillespie, Tom King
12:00pm – 1:00pm	Luncheon	
1:00pm – 2:00pm	Archaeology of Nikumaroro – Plane Parts and Shoe Heels	Tom King, Tom McCulloch
2:00pm – 3:00pm	Archaeology of Nikumaroro – The Seven Site	Tom King, Joe Cerniglia, Tom McCulloch
3:00pm – 3:30pm	Break	
3:00pm – 3:30pm	Museum Room Artifact Display Open	
3:30pm – 4:30pm	The Plane on the Reef – Time, Tide & Legends	Ric Gillespie, Bob Brandenburg
4:30pm – 5:30pm	The Plane on the Reef – Forensic Imaging	Jeff Glickman
6:30pm – 8:30pm	Dinner & First Annual TIGHAR Live Auction	

Sunday, June 3

8:00am – 9:00am	Breakfast with TIGHAR Team	
9:00am – 10:00am	Niku VII: The Upcoming Underwater Search	Ric Gillespie, Mike Kutzleb
10:00am – 12:00pm	Round Table Discussion of Alternative Hypotheses	

Featured Speakers



Robert Brandenburg, LCDR, USN (Ret)

Bob Brandenburg is a retired naval officer with extensive Cold War experience in radio propagation analysis. His technical papers on the Earhart Post-Loss Radio Signals have shed important new light on events during the week following her July 2, 1937 disappearance.



Jason H. Byrd, Ph.D.

Jason Byrd is Associate Director of the William R. Maples Center for Forensic Medicine at University of Florida, Gainesville. Jason was a friend and colleague of Karen R. "Kar" Burns, Ph.D., who, for many years, was TIGHAR's forensic anthropologist. Kar's untimely death in January was a blow not only for TIGHAR but for forensic science in the service of international human rights and justice.



Colin Cobb

Colin Cobb is the owner of Titanic Walking Tours in Belfast Northern Ireland and the director of the Titanic's Dock and Pump-House. Colin's fascination with the Earhart story started with a visit to Londonderry to see the location of Amelia Earhart's landing in Gallagher's pasture at the conclusion of her epic 1932 solo crossing of the Atlantic.



Tom D. Crouch, Ph.D.

Tom Crouch is Senior Curator of Aeronautics at the Smithsonian National Air & Space Museum in Washington, D.C., and author of *The Bishop's Boys – A Life of Wilbur and Orville Wright*. He will deliver the Earhart Search 75 keynote address, "Amelia Earhart: Why We Still Care"



Richard E. Gillespie

Ric Gillespie is Executive Director at TIGHAR and author of *Finding Amelia – The True Story of the Earhart Disappearance*. Ric has directed The Earhart Project since its inception in 1988 and has led nine expeditions to the Phoenix Islands.



Jeff B. Glickman

Jeff Glickman is a Board Certified Forensic Examiner and Fellow of the American College of Forensic Examiners. His forensic imaging analysis of historical photos has been crucial to TIGHAR's investigation of the Earhart disappearance.



Randall Jacobson, Ph.D.

Randy Jacobson is a TIGHAR Research Fellow with thirty-seven years of experience in oceanography and twenty years with TIGHAR's Earhart Project. Randy compiled the 5,000-item database of government messages, memos, letters and logbook entries that has been a cornerstone of TIGHAR's investigation.



Thomas F. King, Ph.D.

Tom King is TIGHAR's Senior Archaeologist and co-author of *Amelia Earhart's Shoes – Is the Mystery Solved?* Tom has directed archaeological operations on six TIGHAR expeditions to Nikumaroro.



Michael Kutzleb

Mike Kutzleb is President and Chief Operating Officer of Phoenix International, a diversified and internationally respected underwater services provider providing manned and unmanned underwater operations and engineering solutions to a number of industries and agencies. Phoenix will be the ROV/AUV contractor for Niku VII, this summer's expedition to Nikumaroro.



Kristen Lubben

Kristen Lubben is the Curator, Associate Director of Exhibitions, at the International Center of Photography in New York. Her insightful essay "Amelia Earhart – Flight, Fame, and the New Woman" was featured in *Amelia Earhart – Image and Icon*.



Thomas M. McCulloch, Ph.D.

Tom McCulloch is Senior Archaeologist with the Advisory Council on Historic Preservation. He has been with the ACHP for about 25 years. He received his Ph.D. from the University of Pennsylvania, and has done archaeological research on a wide variety of prehistoric and historic-period sites in western Europe, eastern US, and Mexico.



Richard Pyle

Richard Pyle was the Associated Press Bureau Chief in Saigon during the Vietnam War. In recent years, as a senior journalist at Associated Press headquarters in Manhattan, he covered the search for the answer to the Earhart mystery.

Photo © Dirk Halstead

Participate



Price if registered by May 1, 2012

Individual Ticket \$249

TIGHAR members \$199

All ticket holders will have full access to all events, meals, panel discussions, and presentations.



Friendship Class

\$1,000

On June 17, 1928 the Fokker FVII trimotor "Friendship" landed in Burry Port, Wales, and Amelia Earhart became the first woman to cross the Atlantic by air.

Friendship Class sponsors of Earhart Search 75 will receive:

- Two tickets
- Recognition (if desired) on the Earhart Search 75 website and in the printed souvenir program.
- The William F. Harney Drawings of the Earhart Electra, a limited edition collector's folio of fifteen full-color 11 by 17 drawings on glossy paper, numbered and signed.

Avian Class

\$2,500

While in England following the Friendship flight in 1928, Amelia bought an Avro Avian biplane which she shipped home and used for her first coast-to-coast flight later that year.

Avian Class sponsors of Earhart Search 75 will receive:

- Four tickets
- All Friendship Class benefits PLUS
- *Final Approach*, a limited edition 20 by 28 inch print of artist Scott Albee's painting of the Earhart Electra landing at Gardner Island on July 2, 1937, numbered and signed.

For commercial sponsors, also:

- Logo and link on the soon to be added Sponsors page of the Earhart Search 75 website.
- A quarter page ad in the Earhart Search 75 printed souvenir program.
- A table for product display and sales in Sponsors Area during the conference.



Autogiro Class

\$5,000

On June 7, 1931, Amelia landed her Pitcairn PCA-2 in Los Angeles becoming the first woman to fly an autogiro coast to coast.

Autogiro Class sponsors of Earhart Search 75 will receive:

- All benefits of Avian Class PLUS
- Admission to a private reception with TIGHAR Executive Director Ric Gillespie, Senior Archaeologist Tom King and the TIGHAR expedition/research teams.

For commercial sponsors, also:

- All Avian Class commercial benefits PLUS
- A half page ad in the Earhart Search 75 printed souvenir program.



Vega Class

\$10,000

On May 21, 1932, five years to the day after Lindbergh landed in Paris, Amelia landed her Lockheed Vega in Ireland, the first woman to solo the Atlantic. On January 11, 1935 she flew a Vega from Hawai'i to California for another first.

Vega Class sponsors of Earhart Search 75 will receive:

- All benefits of Autogiro Class PLUS
- Head table seating at the Saturday evening dinner and auction.

For commercial sponsors, also:

- All Vega Class commercial benefits PLUS
- A full page ad in the Earhart Search 75 printed souvenir program.



Electra Class

\$25,000

On July 2, 1937 ... you know the rest.

Electra Class sponsors of Earhart Search 75 will receive:

- All Vega Class benefits PLUS
- Public recognition (if desired) in Executive Director Ric Gillespie's welcoming remarks at the Saturday evening dinner.

To discuss sponsorship opportunities, please call TIGHAR during normal business hours at 302-994-4410.

To purchase tickets to the conference, go to www.earhartsearch75.com and click on the Register Now button, or call 302-994-4410 during normal business hours to register by phone..

The Venue

The Crystal Gateway Marriott will be hosting the Earhart Search 75 Conference. A block of rooms at a special price of \$116.00 per night has been set aside for those attending the conference.

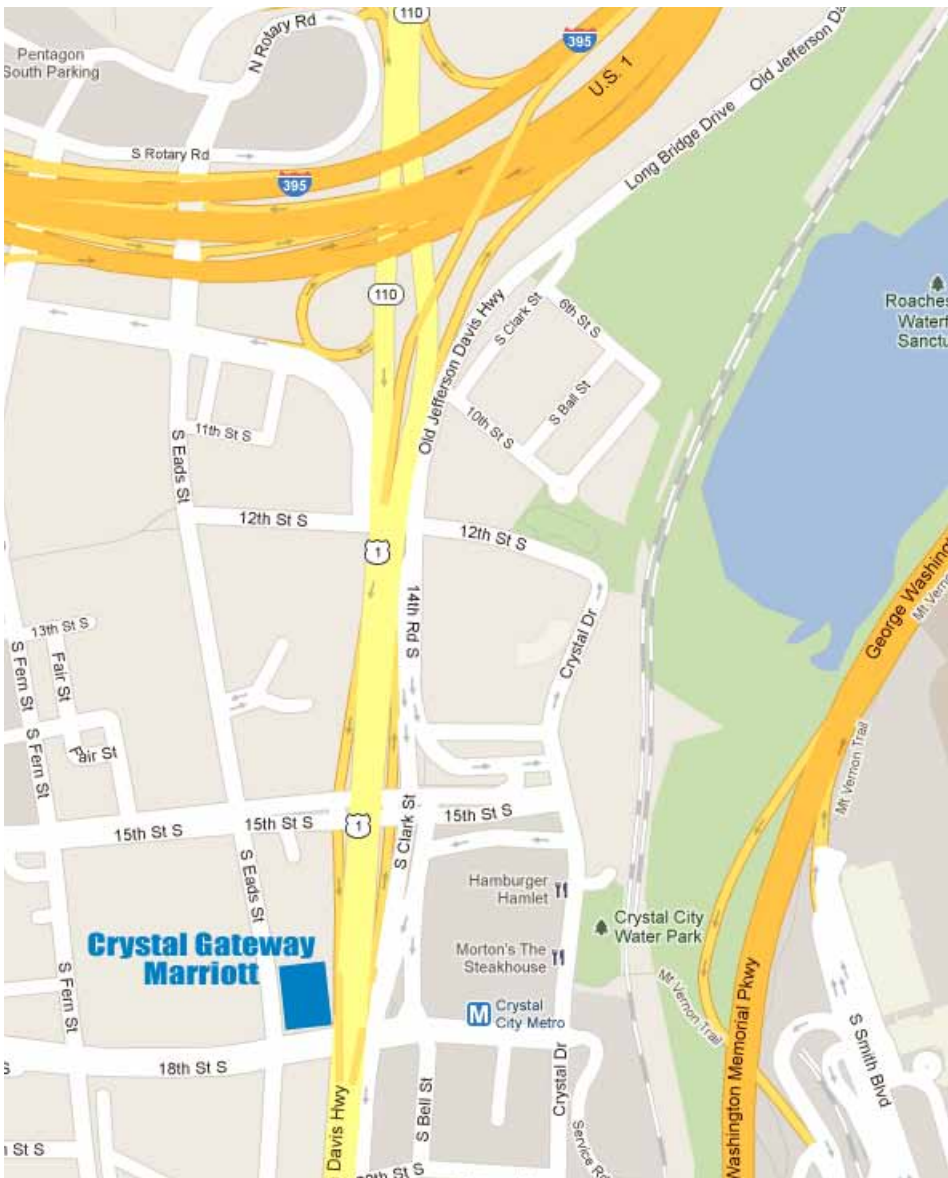
How To Book Your Room

- You can call the Crystal Gateway Marriott direct at 703-920-3230 to book your room, but you must mention TIGHAR Earhart Search 75 to get the special rate.
- You can book your room online at Crystal Gateway Marriott, but you must enter the group block code TAETAEA.
- You can also download the Crystal Gateway Marriott reservation form from the Earhart Search 75 website and fax it to them at 703-271-5169. The group block code is already on the form.

Special Notice

Please do not get the Crystal Gateway Marriott confused with the Crystal City Marriott as they are both on the same street. The Crystal City Marriott is at the Reagan National Airport and quite a distance from the Crystal Gateway Marriott. If you use the above phone number, group block code or reservation form, you will have no problems.

The Crystal Gateway Marriott is easily accessible via the DC Metro system (a stop is approximately $\frac{1}{10}$ th of a mile away). It is one stop away from Reagan National Airport and a short ride from Amtrak's Union Station. Parking is available on site.



Crystal Gateway Marriott
1700 Jefferson Davis Hwy
Arlington, VA 22202

The Auction

Auction Items Needed!

The Earhart Search 75 dinner on Saturday evening, June 2nd, will feature an auction. A professional auctioneer will preside over the sale of goods and services donated by TIGHAR friends and members to raise funds for July's Niku VII expedition. Similar auctions have long been a popular way for non-profits to build financial support for worthy projects. This will be TIGHAR's first auction and we need your help to make it a big success.

Even if you can't attend Earhart Search 75 you can make an important contribution by donating something that can be sold at the auction. Whatever amount the item brings TIGHAR at the auction is a tax deductible contribution to the full extent of the law.

Examples of typical auction items include:

Memorabilia

One TIGHAR member has donated a die-cast model of Amelia's transatlantic Lockheed Vega and several "first day covers" of the 1963 Amelia Earhart commemorative stamp posted July 24 (her birthday) in her hometown of Atchison, Kansas. Do you have an Earhart autograph, a first edition copy of one of her books, a model of her Electra, anything in the way of Earhart or TIGHAR memorabilia that you'd be willing to donate?



Utilitarian Items

We'll be offering White's Electronics metal detectors and Stihl brush clearing tools. What do you have?

Vacations, Experiences

Do you have time at a vacation home or time-share property you'd be willing to donate? A ride in your airplane? Sponsor an introductory flying lesson at the purchaser's local airport? Sponsor a ride in one of the WWII aircraft that regularly tour the country?



Use your imagination! Big ticket items (it's okay to set a reserve) or symbolic value, whatever might sell. We'll publish a catalog on the Earhart Search 75 website and update it as contributions come in. (And yes, we are offering this pith helmet, worn by Ric during Niku III.)

Please use the tear-out form to describe your donation.



Registration Form

Please use this form to register by mail. Fill it out, and send it with your payment information to:

EarhartSearch 75
TIGHAR
2812 Fawkes Drive
Wilmington, DE 19808 USA

You can also register on line at the TIGHAR Store: <http://tighar.org/store>

I wish to register for EarhartSearch 75:

Name(s) _____

Address _____

City _____ State _____ Zip _____ Country _____

Email _____ Daytime Telephone _____

Payment:

# of attendees	Membership Status	Cost each	Total
	TIGHAR Member	\$199.00	
	Non-Member	\$249.00	
TOTAL			

Check enclosed

OR



Credit Card Information

Card #					
Expiration Date	/	CVC		Amount Authorized	
Signature					



EarhartSearch 75, June 1– 3, 2012
Crystal Gateway Marriott
Arlington, Virginia





Auction Donation Form

Please use this form to describe your donation to the Earhart Search 75 Auction. All donations are tax-deductible to the fullest extent of the law. TIGHAR is a 501(c)(3) public charity, EIN 51-0282621. You will receive a receipt for your donation after the auction.

Donor Information		
Donor or Company Name	Name to Appear in Catalog	
Donor Address	Contact Person	
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Detailed Description: Include restrictions on trips, tickets and travel, size, color and other information to ensure proper understanding of donation. Attach brochure if applicable.		

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Item Shipment

All items can be shipped via Federal Express without cost to donors. Please provide size/shape information about your item.

Paper only (certificates, etc.)	Small box Dimensions	Weight
Medium box Dimensions	Large box Dimensions	Weight

On what date will your item be available for shipment?

If your item is not suitable for display at the auction, please include illustrative materials of some kind - brochures, photos, advertising - that can be used to attract bidders. All such materials can be emailed to pat@tighar.org or sent as hard copy to the address below.

THANK YOU!

The International Group for Historic Aircraft Recovery, a Non-Profit Foundation

2812 Fawkes Drive · Wilmington, DE 19808 · USA

302.994.4410 · www.tighar.org · www.earhartsearch75.com

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The Earhart Project In A Nutshell



The Earhart Project is testing the hypothesis that Amelia Earhart and Fred Noonan landed, and eventually died, on Gardner Island, now Nikumaroro in the Republic of Kiribati.

Having failed to find Howland Island, Amelia Earhart and navigator Fred Noonan continued on the navigational line Amelia said they were following.

In the last in-flight radio message heard by the Coast Guard cutter *Itasca*, Earhart said, "We are on the line 157 337 We are running on line north and south." The numbers 157 and 337 refer to compass headings – 157° and 337° – and describe a Line of Position that passes through her intended destination, Howland Island. Running north and then south along that line in an attempt to find Howland makes perfect sense.

That line led them to uninhabited Gardner Island where Amelia landed the Electra safely on the island's fringing reef.

Gardner Island (now Nikumaroro) lies on the 157/337 line 356 nautical miles from Howland – well within the Electra's calculated range. In several places the fringing reef at Gardner Island dries at low tide and is flat and smooth enough to land an airplane.

For the next several nights they used the aircraft's radio to send distress calls.

The post-loss radio signals are a crucial, but often neglected, piece of the Earhart puzzle. Government, commercial and private radio operators around the Pacific and in the U.S. reported hearing the distress calls. Some were transparent hoaxes but several were judged to be genuine. Lockheed engineers insisted that the plane could not transmit if afloat on the ocean. The initial phase of the U.S. Navy search was based on the assumption that the plane was on land, on its landing gear and able to operate an engine to recharge the batteries.

Radio bearings taken on the signals crossed in the vicinity of Gardner Island.

Of six bearings taken by Pan American Airways Radio Direction Finding stations on Oahu, Midway, and Wake Island, the four strongest cross near Gardner Island. A seventh bearing taken by the Coast Guard also passes near Gardner.

One week after the flight disappeared, three U.S. Navy search planes flew over Gardner Island. By then, the distress calls had stopped. Rising tides and surf had swept the Electra over the reef edge.

The available evidence points to a landing on the reef on the west end of the island. One of the last credible distress calls mentioned rising water. The aircraft appears to have been washed seaward and become hung up in the surf zone at the reef edge. A photo of the area taken by a British expedition three months later shows an unidentified object on the reef edge. Later residents of the island told of aircraft wreckage in that location.

The Navy fliers saw no airplane but they did see "signs of recent habitation." They thought that all the islands in the area were inhabited so they moved on. In fact, no one had lived on Gardner since 1892.

From 1890 to 1892 a small work party planted coconuts. Eighteen months after Earhart disappeared the island, renamed Nikumaroro, was settled by a few dozen Pacific islanders under British colonial administration. The colony was shut down in 1963 due to a severe drought. Archaeological work in the abandoned village clearly shows that the residents had access to aircraft wreckage which they cut up and used for local purposes. Some of the recovered aluminum and Plexiglas is consistent with Earhart's Lockheed Electra.

Earhart and Noonan lived for a time as castaways on the waterless atoll, relying on rain squalls for drinking water. They caught and cooked small fish, seabirds, turtles and clams. Amelia died at a makeshift campsite on the island's southeast end. Noonan's fate is unknown.

In 1940, three years after Earhart disappeared, a British Colonial Service officer found the partial skeleton of a castaway on a remote part of the island. A campfire, animal bones, a box that had once contained a sextant, remnants of a man's shoe and woman's shoe made him think he may have found Amelia Earhart but, based on measurements, a doctor judged the skeleton to be male and American authorities were never notified.

The bones were subsequently lost, but computerized re-evaluation of the bone measurements by forensic anthropologists suggests that the skeleton was probably that of a white female of northern European descent who stood roughly Earhart's height.

TIGHAR has found a site on the island that fits the description of where the castaway's remains were found in 1940. Archaeological excavations in 2001, 2007 and 2010 have found and recovered physical evidence suggesting residence by an American woman of the 1930s including several artifacts of the same type as items known to have been carried by Earhart. TIGHAR research has shown that serial numbers reported to have been on the sextant box found in 1940 are consistent with the make and model of sextant used by Fred Noonan.

Whatever remains of the Electra lies in deep water off the island's west end.

TIGHAR's 2010 expedition mapped and searched selected areas of the reef down to a depth of 300 meters (1,100 feet) using sonar and an ROV with HD video. No wreckage was found but the reef slope was discovered to be extremely steep until the slope only began to level out at 300 meters – the bottom limit of the ROV's capability. Our plan is to return and continue the search with greater depth capability.



ABOUT TIGHAR

TIGHAR (pronounced "tiger") is the acronym for The International Group for Historic Aircraft Recovery, a non-profit foundation dedicated to promoting responsible aviation archaeology and historic preservation. TIGHAR's activities include:

- Compiling and verifying reports of rare and historic aircraft surviving in remote areas.
- Conducting investigations and recovery expeditions in co-operation with museums and collections worldwide.
- Serving as a voice for integrity, responsibility, and professionalism in the field of aviation historic preservation.

TIGHAR maintains no collection of its own, nor does it engage in the restoration or buying and selling of artifacts. The foundation devotes its resources to the saving of endangered historic aircraft wherever they may be found, and to the education of the international public in the need to preserve the relics of the history of flight.

For more information:

TIGHAR · www.tighar.org · www.earhartsearch75.com

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