Amelia Earhart Mystery

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1. Introduction

Amelia Mary Earhart (born July 24, 1897 – disappeared July 2, 1937, declared dead January 5, 1939) was an American aviation pioneer and author. During an attempt to make a circumnavigational flight of the globe in 1937 in a Lockheed Model 10-E Electra, Earhart and navigator Fred Noonan disappeared over the central Pacific Ocean near Howland Island (https://en.wikipedia.org/wiki/Amelia_Earhart).

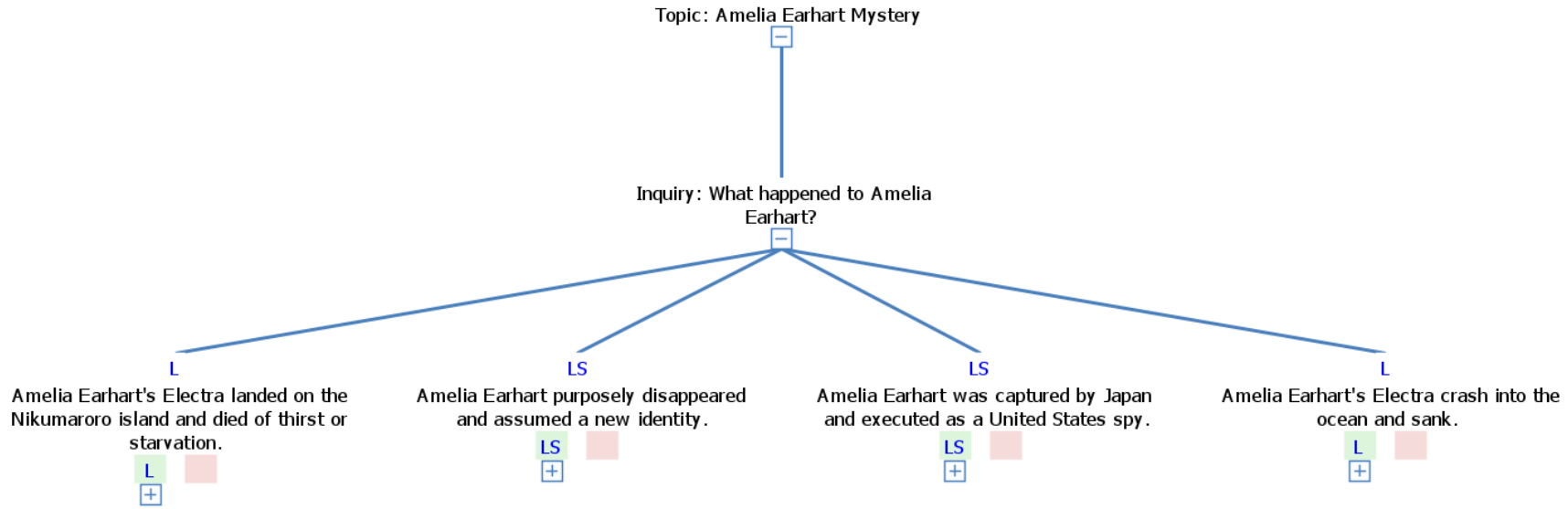
The aim of this exercise is to explore various theories on Amelia Earhat's disappearance by developing evidence-based argumentations. Section 2 presents the inquiry and Section 3 presents the corresponding argumentation developed with the sInvestigator system.
sInvestigator may be downloaded from http://lac.gmu.edu/sInvestigator/
The knowledge base containing the argumentation may be downloaded from http://...

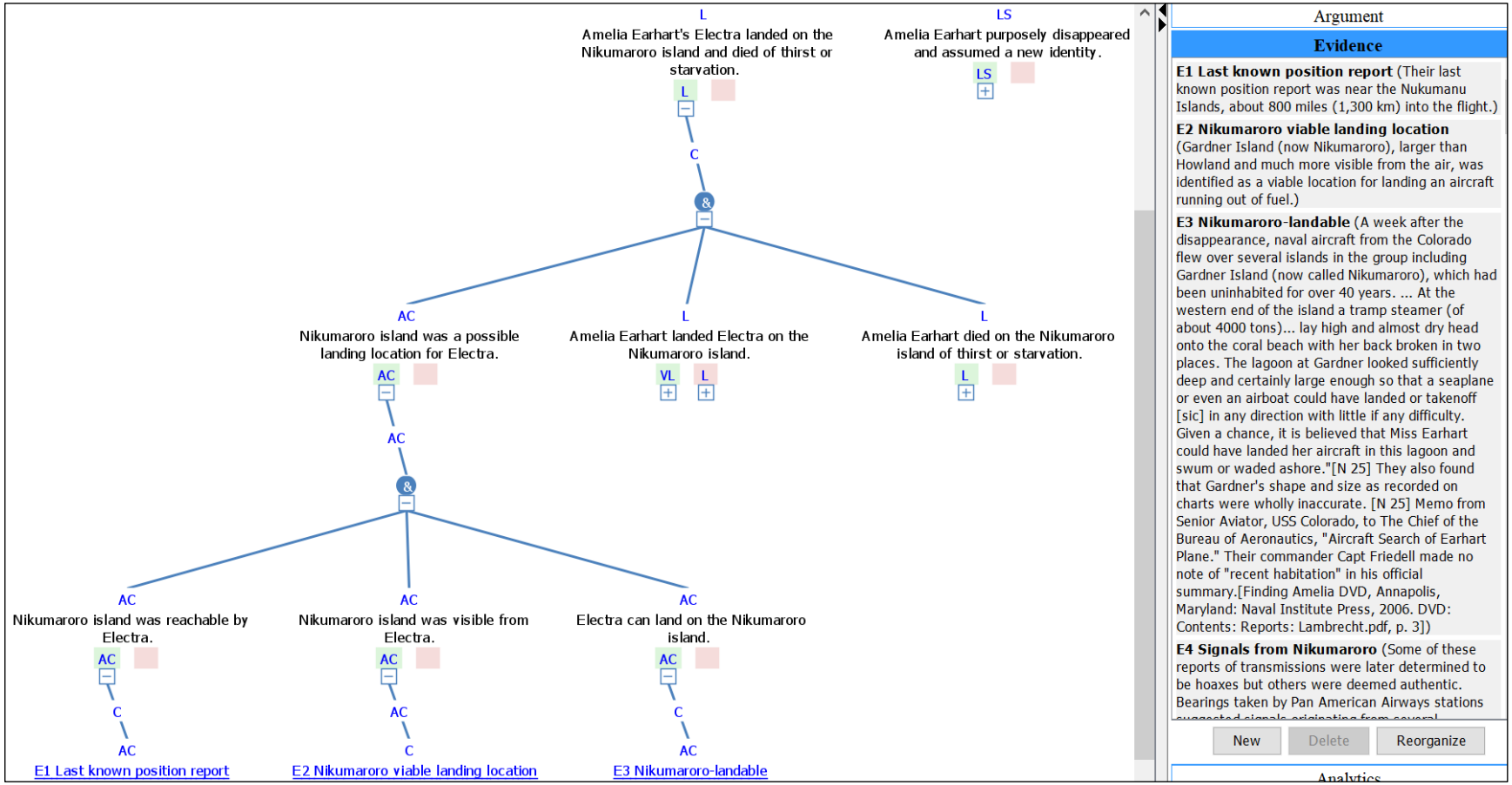
2. Inquiry: What happened to Amelia Earhart?

Four possible answers are explored:

- Amelia Earhart's Electra landed on the Nikumaroro island and died of thirst or starvation.
- Amelia Earhart purposely disappeared and assumed a new identity.
- Amelia Earhart was captured by Japan and executed as a United States spy.
- Amelia Earhart's Electra crash into the ocean and sank.

3. Analysis


Topic: Amelia Earhart Mystery
Inquiry: What happened to Amelia Earhart?
L
Amelia Earhart's Electra landed on the Nikumaroro island and died of thirst or starvation.
L
LS
Amelia Earhart purposely disappeared and assumed a new identity.
LS
LS
Amelia Earhart was captured by Japan and executed as a United States spy.
LS
L
Amelia Earhart's Electra crash into the ocean and sank.
L


L
Amelia Earhart's Electra landed on the Nikumaroro island and died of thirst or starvation.
LS
Amelia Earhart purposely disappeared and assumed a new identity.
C
AC
Nikumaroro island was a possible landing location for Electra.
L
Amelia Earhart landed Electra on the Nikumaroro island.
L
Amelia Earhart died on the Nikumaroro island of thirst or starvation.
AC
AC
Nikumaroro island was reachable by Electra.
AC
Nikumaroro island was visible from Electra.
AC
Electra can land on the Nikumaroro island.
C
AC
E1 Last known position report
C
AC
E2 Nikumaroro viable landing location
C
AC
E3 Nikumaroro-landable
Argument
Evidence
E1 Last known position report (Their last known position report was near the Nukumanu Islands, about 800 miles (1,300 km) into the flight.)
E2 Nikumaroro viable landing location (Gardner Island (now Nikumaroro), larger than Howland and much more visible from the air, was identified as a viable location for landing an aircraft running out of fuel.)
E3 Nikumaroro-landable (A week after the disappearance, naval aircraft from the Colorado flew over several islands in the group including Gardner Island (now called Nikumaroro), which had been uninhabited for over 40 years. ... At the western end of the island a tramp steamer (of about 4000 tons)... lay high and almost dry head onto the coral beach with her back broken in two places. The lagoon at Gardner looked sufficiently deep and certainly large enough so that a seaplane or even an airboat could have landed or takenoff [sic] in any direction with little if any difficulty. Given a chance, it is believed that Miss Earhart could have landed her aircraft in this lagoon and swum or waded ashore."[N 25] They also found that Gardner's shape and size as recorded on charts were wholly inaccurate. [N 25] Memo from Senior Aviator, USS Colorado, to The Chief of the Bureau of Aeronautics, "Aircraft Search of Earhart Plane." Their commander Capt Friedell made no note of "recent habitation" in his official summary.[Finding Amelia DVD, Annapolis, Maryland: Naval Institute Press, 2006. DVD: Contents: Reports: Lambrecht.pdf, p. 3])
E4 Signals from Nikumaroro (Some of these reports of transmissions were later determined to be hoaxes but others were deemed authentic. Bearings taken by Pan American Airways stations
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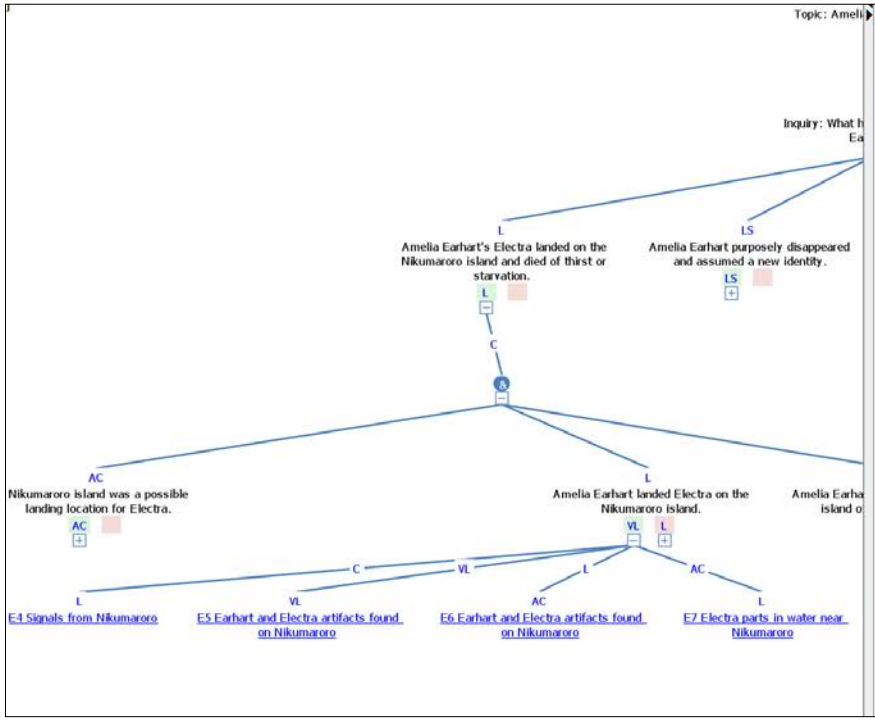


Argument

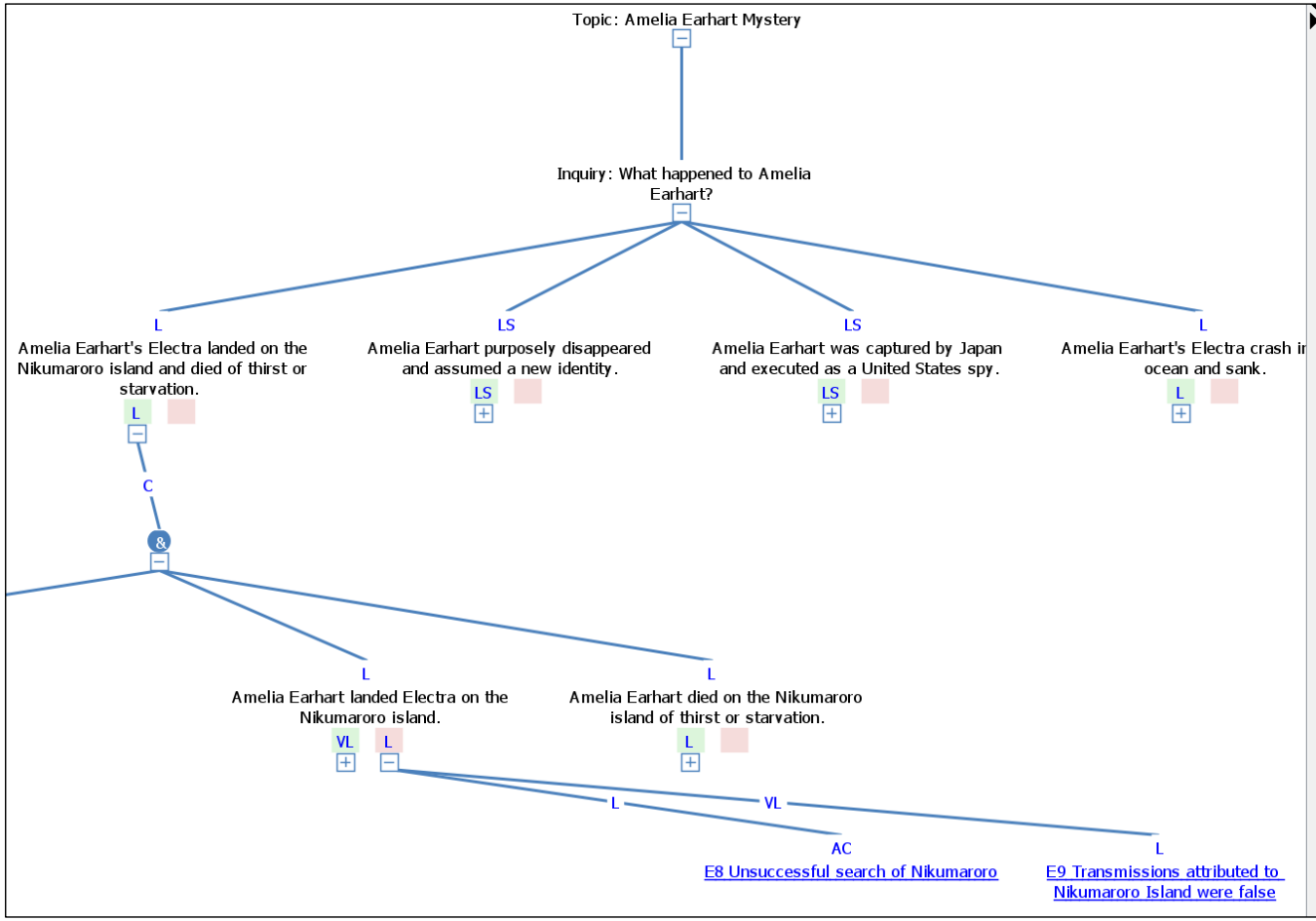
Evidence

E4 Signals from Nikumaroro (Some of these reports of transmissions were later determined to be hoaxes but others were deemed authentic. Bearings taken by Pan American Airways stations suggested signals originating from several locations, including Gardner Island.[Gillespie 2006, p. 115][Strippel 1995, p. 18] It was noted at the time that if these signals were from Earhart and Noonan, they must have been on land with the aircraft since water would have otherwise shorted out the Electra's electrical system.[Gillespie 2006, diagram p. 190][N 22][Gillespie 2006, p. 140.][N 23] Sporadic signals were reported for four or five days after the disappearance but none yielded any understandable information.[Goldstein and Dillon 1997, p. 241][N 24] The captain of the USS Colorado later said "There was no doubt many stations were calling the Earhart plane on the plane's frequency, some by voice and others by signals. All of these added to the confusion and doubtfulness of the authenticity of the reports."[Gillespie 2006, p. 146] Gillespie, Ric. Finding Amelia: The True Story of the Earhart Disappearance. Annapolis, Maryland: Naval Institute Press, 2006. ISBN 1-59114-319-5. Strippel, Richard G. "Researching Amelia: A Detailed Summary for the Serious Researcher into the Disappearance of Amelia Earhart." Air Classics, Vol. 31, No. 11, November 1995. [N 22] The essential components were all mounted low, including the generator, batteries, dynamotor and transmitter. [N23] In order to operate the radio for any length of time, the aircraft would have had to be standing more or less upright on its landing gear with the right engine running in order to charge the 50-watt transmitter's battery, which would have consumed six gallons of fuel per hour. Goldstein, Donald M. and Katherine V. Dillon. Amelia: The Centennial Biography of an Aviation Pioneer. Washington, D.C.: Brassey's, 1997. ISBN 1-57488-134-5. [N 24] The first two days were marked by rumors and misinformation regarding radio transmission capabilities of the Lockheed Model 10 Electra that were finally resolved by the aircraft company. Gillespie, Ric. Finding Amelia: The True Story of the Earhart Disappearance. Annapolis, Maryland: Naval Institute Press, 2006. ISBN 1-59114-319-5.)

E5 Earhart and Electra artifacts found on Nikumaroro (Artifacts discovered by TIGHAR on Nikumaroro have included improvised tools; an aluminum panel, pos made using 1930s manufacturing specifications; an oddly cut piece of clear Plexiglas the same thickness and curvature of an Electra window; and a size 9 Cat's Paw h 1930s which resembles Earhart's footwear in world flight photos.[Pyle, Richard, 2007][N 27] The evidence remains circumstantial, but Earhart's surviving stepson, Ge expressed support for TIGHAR's research.[Cruikshank, Joe, 2006] This evidence was further bolstered by a recently rediscovered photo of Earhart's Electra, which sh similar in shape and size to the one found by TIGHAR had been used to seal a broken rear window in the plane just prior to departure. No other known photos show t match the panel's rivet pattern to the photo are ongoing. [Foxnews.com, 2014] Pyle, Richard. "Diary a clue to Amelia Earhart mystery." AP via "Huffington Post," Mar June 29, 2013.http://www.huffingtonpost.com/huff-wires/20070331/search-for-amelia/ [N 27] According to records, Noonan was 6 ft (1.8 m) tall and Earhart was 5 f wore a size 6 shoe according to her sister. Cruikshank, Joe. "The Search for Earhart's Plane Continues." Treasure County Palm News, November 4, 2006. Retrieved: A https://verify2.newsbank.com/ELinks/docreq/docreq.xml?docid=00000000000000&siteid=TCNP&papercd=TCNP&from=&destination=http%3A%2F%2Fwww.news Foxnews.com. "Report points to photo as possible new clue to Amelia Earhart's fate" FoxNews.com, July 1, 2014. Retrieved: July 1, 2014. http://www.foxnews.com/science/2014/07/01/photo-may-offer-crucial-clue-in-amelia-earhart-mystery-report/)

E6 Earhart and Electra artifacts found on Nikumaroro (In 2007, a TIGHAR expedition visited Nikumaroro searching for unambiguously identifiable aircraft artifacts and DNA. The group included engineers, technical experts, archaeologists, anthropologists, and researchers.[Pyle, Richard, 2007] They found artifacts of uncertain origin on the weather-ravaged atoll, including bronze bearings which may have belonged to Earhart's aircraft and a zipper pull which might have come from her flight suit.["TIGHAR 2007 Expedition Updates" tighar.org, 2007] In 2010, the research group said it had found bones that appeared to be part of a human finger. Subsequent DNA testing at the University of Oklahoma proved inconclusive as to whether the bone fragments were from a human or from a sea turtle.[Gast, Phil, 2011] Pyle, Richard. "New search begins in Earhart mystery." USA Today, July 12, 2007. Retrieved: June 29, 2013. http://usatoday30.usatoday.com/news/nation/2007-07-12-2214476002_x.htm "TIGHAR 2007 Expedition Updates" tighar.org, August, 2007. Retrieved: June 29, 2013. Gast, Phil."DNA tests on bone fragment inconclusive in Amelia Earhart search" www.cnn.com, March 3, 2011, Retrieved: March 3, 2011. http://www.cnn.com/2011/US/03/03/earhart.dna.research/?hpt=T1)

E7 Electra parts in water near Nikumaroro (July 2012, TIGHAR conducted an underwater expedition off the northwest reef of Nikumaroro, using sonar mapping. Some of the sonar images suggested a possible wreckage site,[Daily Mail, 2012] although Ric Gillespie, executive director of TIGHAR, cautioned that most of the Electra's parts would likely have disintegrated after 75 years in sea water.[Lorenzi, Rossella, 2012] Nevertheless, in May 2013, TIGHAR announced that professional analysis of a 32-foot (9.8 m) anomaly in the sonar images showed what could possibly be the aircraft.[Zap, Claudine, 2013][Sample, Ian, 2013] "Amelia Earhart Underwater video reveals evidence solves 75 year mystery aviators flight." Daily Mail, August 18, 2012. Retrieved: March 10, 2013. http://www.dailymail.co.uk/news/article-2190099/Amelia-Earhart-Underwater-video-reveals-evidence-solves-75-year-mystery-aviators-flight.html Lorenzi, Rossella. "Pieces of Amelia Earhart's plane located?" Discovery Communications, LLC, November 18, 2012. Retrieved: March 10, 2013. http://news.discovery.com/history/us-history/amelia-earhart-plane-located-120817.htm Zap, Claudine. "Sonar image may show Amelia Earhart's plane." News.yahoo.com, 2013. Retrieved: May 30, 2013. http://news.yahoo.com/blogs/lookout/sonar-image-may-show-amelia-earhart-plane-153437423.html Sample, Ian. "Pacific sonar 'streak' may be wreck of Amelia Earhart's plane." guardian.co.uk, 2013, Retrieved: May 31, 2013. http://www.theguardian.com/world/2013/may/31/pacific-wreck-amelia-earharts-plane?INTCMP=SRCH)



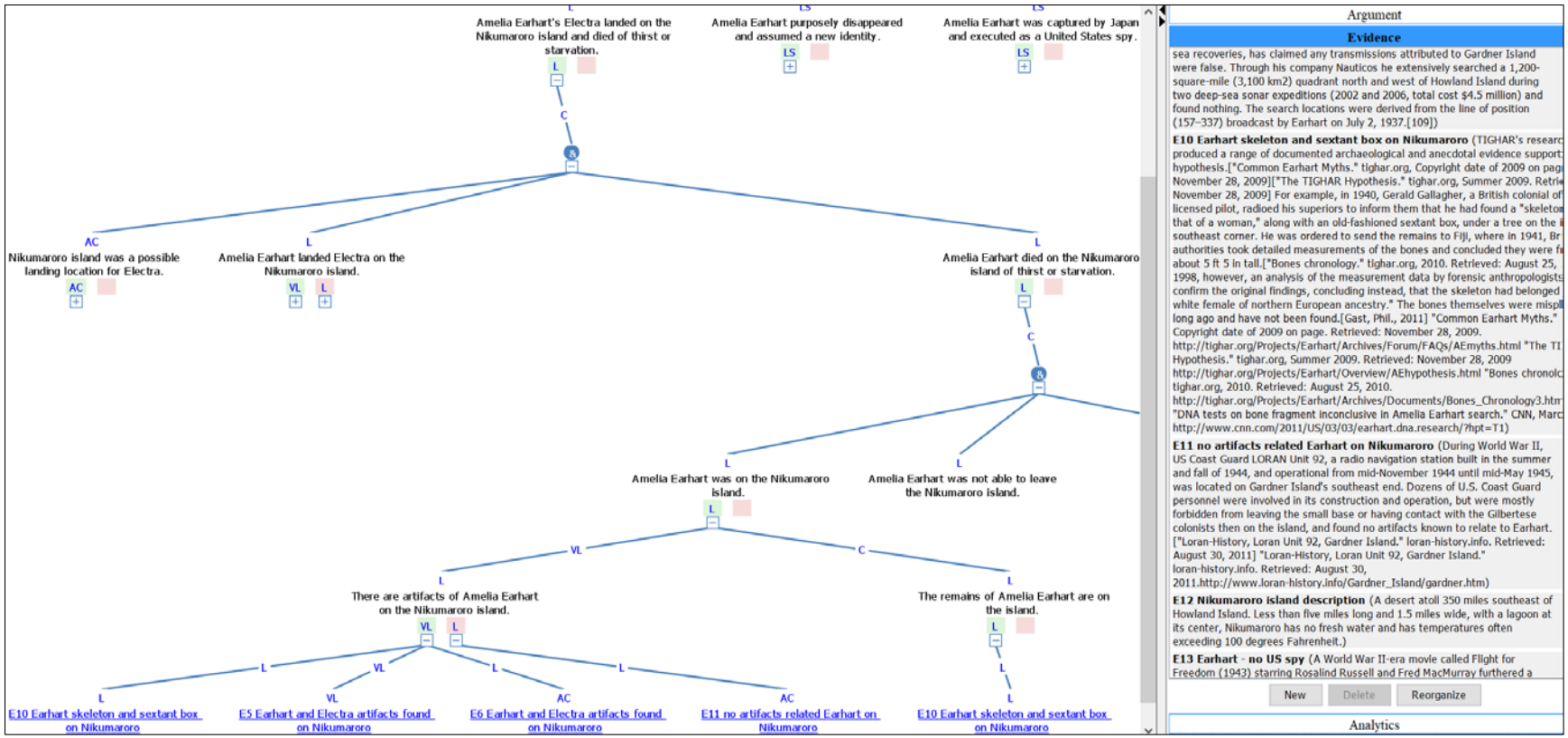
Argument

Evidence

yahoo.com, 2013. Retrieved: May 30, 2013. http://news.yahoo.com/blogs/lookout/sonar-image-may-show-amelia-earhart-plane-153437423.html Sample, Ian. "Pacific sonar 'streak' may be wreck of Amelia Earhart's plane." guardian.co.uk, 2013, Retrieved: May 31, 2013. http://www.theguardian.com/world/2013/may/31/pacific-wreck-amelia-earharts-plane?INTCMP=SRCH)

E8 Unsuccessful search of Nikumaroro (A week after the disappearance, naval aircraft from the Colorado flew over several islands in the group including Gardner Island (now called Nikumaroro), which had been uninhabited for over 40 years. The subsequent report on Gardner read: "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... ." [N 25] [N 25] Memo from Senior Aviator, USS Colorado, to The Chief of the Bureau of Aeronautics, "Aircraft Search of Earhart Plane." Their commander Capt Friedell made no note of "recent habitation" in his official summary.[Finding Amelia DVD, Annapolis, Maryland: Naval Institute Press, 2006. DVD: Contents: Reports: Lambrecht.pdf, p. 3])

E9 Transmissions attributed to Nikumaroro Island were false (David Jourdan, a former Navy submariner and ocean engineer specializing in deep-sea recoveries, has claimed any transmissions attributed to Gardner Island were false. Through his company Nauticos he extensively searched a 1,200-square-mile (3,100 km2) quadrant north and west of Howland Island during two deep-sea sonar expeditions (2002 and 2006, total cost $4.5 million) and found nothing. The search locations were derived from the line of position (157–337) broadcast by Earhart on July 2, 1937. [109])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Amelia Earhart purposely disappeared and assumed a new identity.
Amelia Earhart was captured by Japan and executed as a United States spy.
Nikumaroro island was a possible landing location for Electra.
Amelia Earhart landed Electra on the Nikumaroro island.
Amelia Earhart died on the Nikumaroro island of thirst or starvation.
Amelia Earhart was on the Nikumaroro island.
Amelia Earhart was not able to leave the Nikumaroro island.
There are artifacts of Amelia Earhart on the Nikumaroro island.
The remains of Amelia Earhart are on the island.
E10 Earhart skeleton and sextant box on Nikumaroro
E5 Earhart and Electra artifacts found on Nikumaroro
E6 Earhart and Electra artifacts found on Nikumaroro
E11 no artifacts related Earhart on Nikumaroro
E10 Earhart skeleton and sextant box on Nikumaroro
Argument
Evidence
sea recoveries, has claimed any transmissions attributed to Gardner Island were false. Through his company Nauticos he extensively searched a 1,200-square-mile (3,100 km2) quadrant north and west of Howland Island during two deep-sea sonar expeditions (2002 and 2006, total cost $4.5 million) and found nothing. The search locations were derived from the line of position (157–337) broadcast by Earhart on July 2, 1937.[109])
E10 Earhart skeleton and sextant box on Nikumaroro (TIGHAR's researc produced a range of documented archaeological and anecdotal evidence support hypothesis.["Common Earhart Myths." tighar.org, Copyright date of 2009 on pag November 28, 2009]["The TIGHAR Hypothesis." tighar.org, Summer 2009. Retri November 28, 2009] For example, in 1940, Gerald Gallagher, a British colonial of licensed pilot, radioed his superiors to inform them that he had found a "skeleto that of a woman," along with an old-fashioned sextant box, under a tree on the i southeast corner. He was ordered to send the remains to Fiji, where in 1941, Br authorities took detailed measurements of the bones and concluded they were fr about 5 ft 5 in tall.["Bones chronology." tighar.org, 2010. Retrieved: August 25, 1998, however, an analysis of the measurement data by forensic anthropologists confirm the original findings, concluding instead, that the skeleton had belonged white female of northern European ancestry." The bones themselves were misp long ago and have not been found.[Gast, Phil., 2011] "Common Earhart Myths." Copyright date of 2009 on page. Retrieved: November 28, 2009. http://tighar.org/Projects/Earhart/Archives/Forum/FAQs/AEmyths.html "The TI Hypothesis." tighar.org, Summer 2009. Retrieved: November 28, 2009 http://tighar.org/Projects/Earhart/Overview/AEhypothesis.html "Bones chronolo tighar.org, 2010. Retrieved: August 25, 2010. http://tighar.org/Projects/Earhart/Archives/Documents/Bones_Chronology3.htm "DNA tests on bone fragment inconclusive in Amelia Earhart search." CNN, Marc http://www.cnn.com/2011/US/03/03/earhart.dna.research/?hpt=T1)
E11 no artifacts related Earhart on Nikumaroro (During World War II, US Coast Guard LORAN Unit 92, a radio navigation station built in the summer and fall of 1944, and operational from mid-November 1944 until mid-May 1945, was located on Gardner Island's southeast end. Dozens of U.S. Coast Guard personnel were involved in its construction and operation, but were mostly forbidden from leaving the small base or having contact with the Gilbertese colonists then on the island, and found no artifacts known to relate to Earhart. ["Loran-History, Loran Unit 92, Gardner Island." loran-history.info. Retrieved: August 30, 2011] "Loran-History, Loran Unit 92, Gardner Island." loran-history.info. Retrieved: August 30, 2011.http://www.loran-history.info/Gardner_Island/gardner.htm)
E12 Nikumaroro island description (A desert atoll 350 miles southeast of Howland Island. Less than five miles long and 1.5 miles wide, with a lagoon at its center, Nikumaroro has no fresh water and has temperatures often exceeding 100 degrees Fahrenheit.)
E13 Earhart - no US spy (A World War II-era movie called Flight for Freedom (1943) starring Rosalind Russell and Fred MacMurray furthered a
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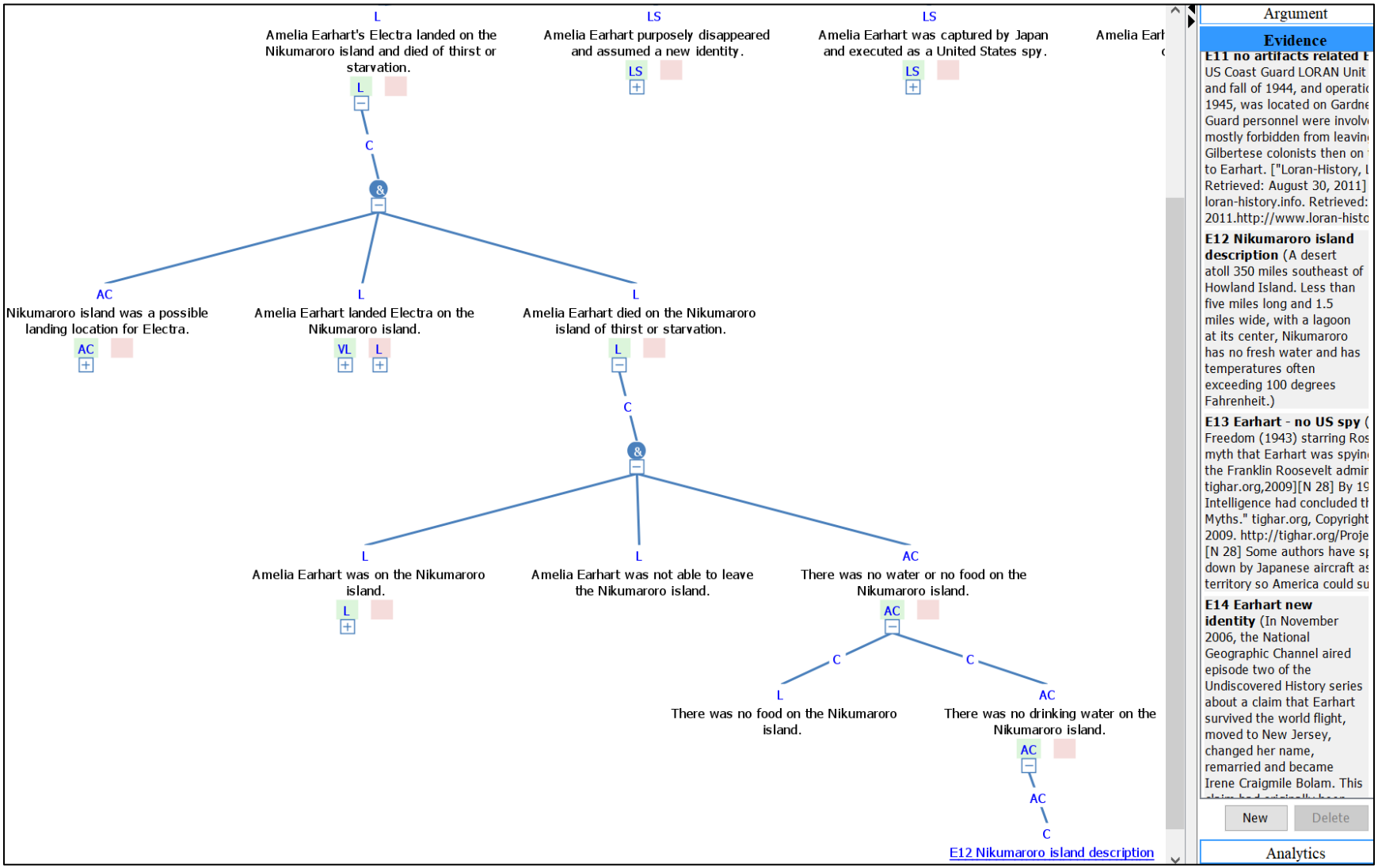
L
Amelia Earhart's Electra landed on the Nikumaroro island and died of thirst or starvation.
LS
Amelia Earhart purposely disappeared and assumed a new identity.
LS
Amelia Earhart was captured by Japan and executed as a United States spy.
C
&
AC
Nikumaroro island was a possible landing location for Electra.
L
Amelia Earhart landed Electra on the Nikumaroro island.
L
Amelia Earhart died on the Nikumaroro island of thirst or starvation.
C
&
L
Amelia Earhart was on the Nikumaroro island.
L
Amelia Earhart was not able to leave the Nikumaroro island.
AC
There was no water or no food on the Nikumaroro island.
C
C
L
There was no food on the Nikumaroro island.
AC
There was no drinking water on the Nikumaroro island.
AC
C
E12 Nikumaroro island description
Argument
Evidence
E11 no artifacts related t
US Coast Guard LORAN Unit
and fall of 1944, and operati
1945, was located on Gardne
Guard personnel were involv
mostly forbidden from leavin
Gilbertese colonists then on
to Earhart. ["Loran-History,
Retrieved: August 30, 2011]
loran-history.info. Retrieved:
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E13 Earhart - no US spy (
Freedom (1943) starring Ros
myth that Earhart was spyin
the Franklin Roosevelt admir
tighar.org,2009][N 28] By 19
Intelligence had concluded th
Myths." tighar.org, Copyright
2009. http://tighar.org/Proje
[N 28] Some authors have sp
down by Japanese aircraft as
territory so America could su
E14 Earhart new identity (In November 2006, the National Geographic Channel aired episode two of the Undiscovered History series about a claim that Earhart survived the world flight, moved to New Jersey, changed her name, remarried and became Irene Craigmile Bolam. This
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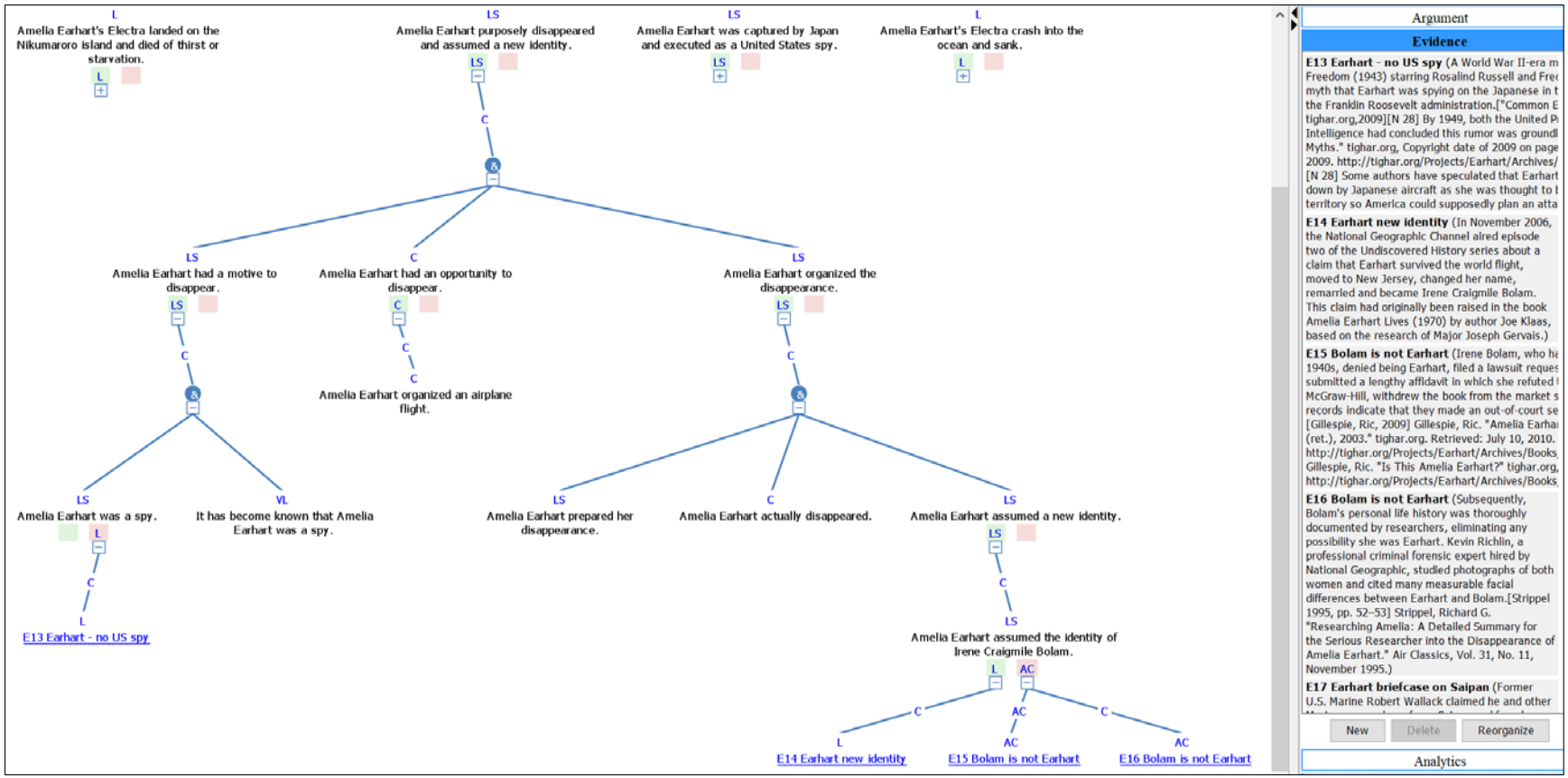
L
Amelia Earhart's Electra landed on the Nikumaroro island and died of thirst or starvation.
LS
Amelia Earhart purposely disappeared and assumed a new identity.
LS
Amelia Earhart was captured by Japan and executed as a United States spy.
L
Amelia Earhart's Electra crash into the ocean and sank.
C
LS
Amelia Earhart had a motive to disappear.
C
Amelia Earhart had an opportunity to disappear.
LS
Amelia Earhart organized the disappearance.
C
C
Amelia Earhart organized an airplane flight.
LS
Amelia Earhart was a spy.
VL
It has become known that Amelia Earhart was a spy.
LS
Amelia Earhart prepared her disappearance.
C
Amelia Earhart actually disappeared.
LS
Amelia Earhart assumed a new identity.
C
L
E13 Earhart - no US spy
LS
Amelia Earhart assumed the identity of Irene Craigmile Bolam.
C
AC
C
L
E14 Earhart new identity
AC
E15 Bolam is not Earhart
AC
E16 Bolam is not Earhart
Argument
Evidence
E13 Earhart - no US spy (A World War II-era m
Freedom (1943) starring Rosalind Russell and Fre
myth that Earhart was spying on the Japanese in t
the Franklin Roosevelt administration.["Common E
tighar.org,2009][N 28] By 1949, both the United P
Intelligence had concluded this rumor was groundl
Myths." tighar.org, Copyright date of 2009 on page
2009. http://tighar.org/Projects/Earhart/Archives/
[N 28] Some authors have speculated that Earhart
down by Japanese aircraft as she was thought to
territory so America could supposedly plan an atta
E14 Earhart new identity (In November 2006,
the National Geographic Channel aired episode
two of the Undiscovered History series about a
claim that Earhart survived the world flight,
moved to New Jersey, changed her name,
remarried and became Irene Craigmile Bolam.
This claim had originally been raised in the book
Amelia Earhart Lives (1970) by author Joe Klaas,
based on the research of Major Joseph Gervais.)
E15 Bolam is not Earhart (Irene Bolam, who h
1940s, denied being Earhart, filed a lawsuit reque
submitted a lengthy affidavit in which she refuted
McGraw-Hill, withdrew the book from the market s
records indicate that they made an out-of-court se
[Gillespie, Ric, 2009] Gillespie, Ric. "Amelia Earha
(ret.), 2003." tighar.org. Retrieved: July 10, 2010.
http://tighar.org/Projects/Earhart/Archives/Books
Gillespie, Ric. "Is This Amelia Earhart?" tighar.org,
http://tighar.org/Projects/Earhart/Archives/Books
E16 Bolam is not Earhart (Subsequently,
Bolam's personal life history was thoroughly
documented by researchers, eliminating any
possibility she was Earhart. Kevin Richlin, a
professional criminal forensic expert hired by
National Geographic, studied photographs of both
women and cited many measurable facial
differences between Earhart and Bolam.[Strippel
1995, pp. 52–53] Strippel, Richard G.
"Researching Amelia: A Detailed Summary for
the Serious Researcher into the Disappearance of
Amelia Earhart." Air Classics, Vol. 31, No. 11,
November 1995.)
E17 Earhart briefcase on Saipan (Former
U.S. Marine Robert Wallack claimed he and other
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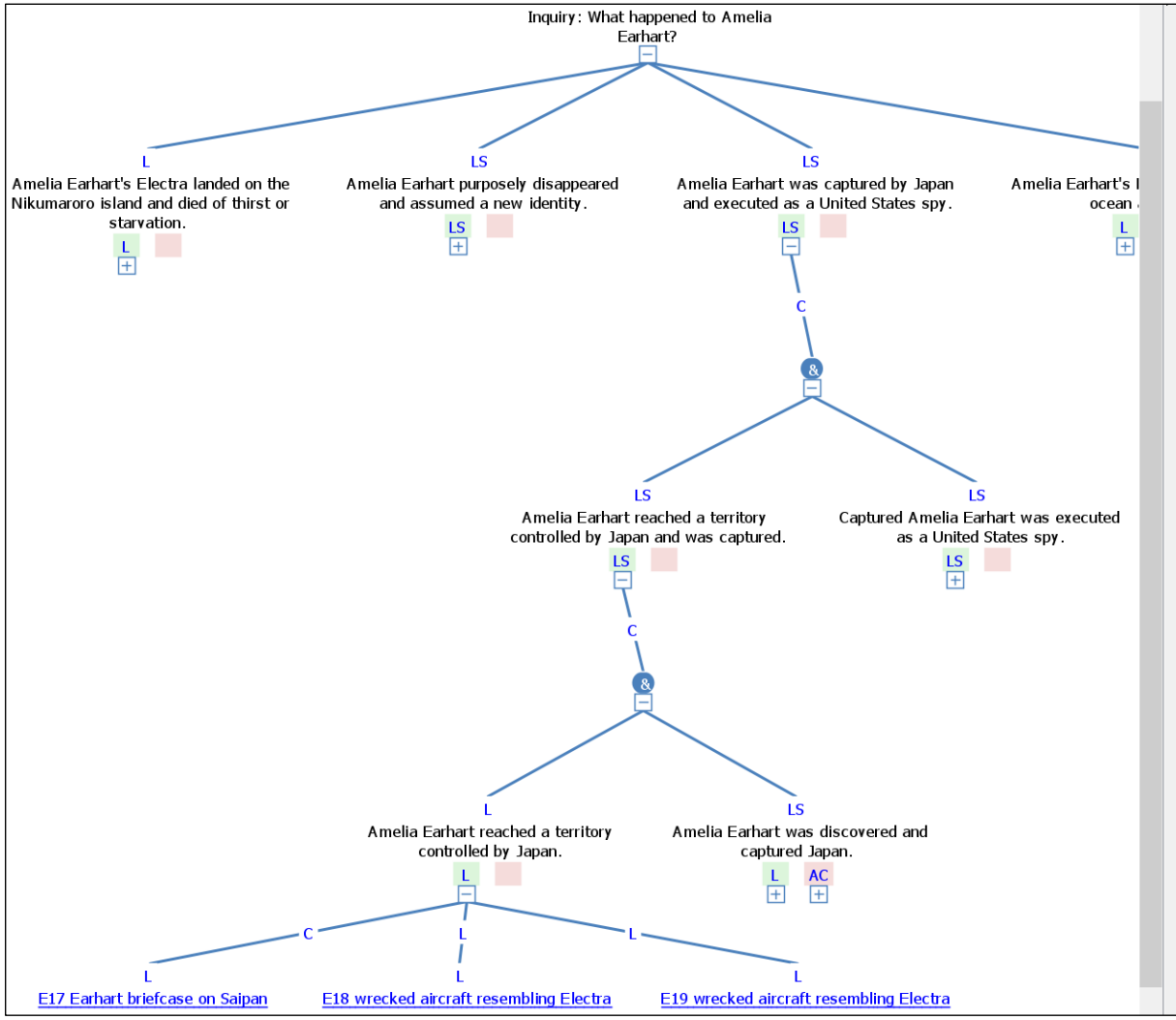

Evidence

E17 Earhart briefcase on Saipan (Former U.S. Marine Robert Wallack claimed he and other Marines opened a safe on Saipan and found Earhart's briefcase.)

E18 wrecked aircraft resembling Electra (In 1990, Donald Angwin, a veteran of the Australian Army's World War II campaign in New Britain, contacted researchers to suggest that a wrecked aircraft he had witnessed in jungle about 40 miles (64 km) southwest of Rabaul, on April 17, 1945, may have been Earhart's Electra.[Billings, David, 2000] Angwin, who was a corporal in the 11th Battalion at the time,[Angwin, Donald Arthu, 2002] reported that he and other members of a forward patrol on Japanese-occupied New Britain had found a wrecked twin-engined, unpainted all-metal aircraft. The soldiers recorded a rough position on a map, along with serial numbers seen on the wreckage. While the map was located in the possession of another veteran in 1993, subsequent searches of the area indicated failed to find a wreck.[Billings, David, 2000] Billings, David. "Aircraft Search Project in Papua New Guinea." Wings Over Kansas, 2000. Retrieved: March 27, 2012. http://www.wingsoverkansas.com/earhart/a850/ "Angwin, Donald Arthur." Commonwealth of Australia: Military Forces, 2002. Retrieved: March 27, 2012.)

E19 wrecked aircraft resembling Electra (While Angwin died in 2001, David Billings, an Australian aircraft engineer, has continued to investigate his theory. Billings claims that the serial numbers written on the map, "600H/P S3HI C/N1055", represent: • a 600 hp (450 kW) Pratt & Whitney R-1340-S3H1 model engine and; • "Constructor's Number 1055", an airframe identifier. These would be consistent with a Lockheed Electra 10E, such as that flown by Earhart, although they do not contain enough information to identify the wreck in question as NR16020. [Billings, David, 2000] Billings, David. "Aircraft Search Project in Papua New Guinea." Wings Over Kansas, 2000. Retrieved: March 27, 2012. http://www.wingsoverkansas.com/earhart/a850/)

E20 Earhart and Noonan captured and executed (In 1966, CBS
Goerner published a book claiming Earhart and Noonan were captured
their aircraft crashed on the island of Saipan, part of the Mariana Islan
it was under Japanese occupation.["Obituary: Fred Goerner, Broadcast
Times, September 16, 1994]["Sinister Conspiracy?" Time Magazine, Se
29][Goerner 1966, p. 304][N 30] "Obituary: Fred Goerner, Broadcaster
Times, September 16, 1994.
http://www.nytimes.com/1994/09/16/obituaries/fred-goerner-broadca
Conspiracy?" Time Magazine, September 16, 1966. Retrieved: July 2, 2
http://content.time.com/time/magazine/article/0,9171,836416-2,00.ht
book was immediately challenged, but the Time Magazine article on it
from Admiral Chester W. Nimitz, who allegedly told Goerner in March 1
you Earhart and her navigator did go down in the Marshalls and were p

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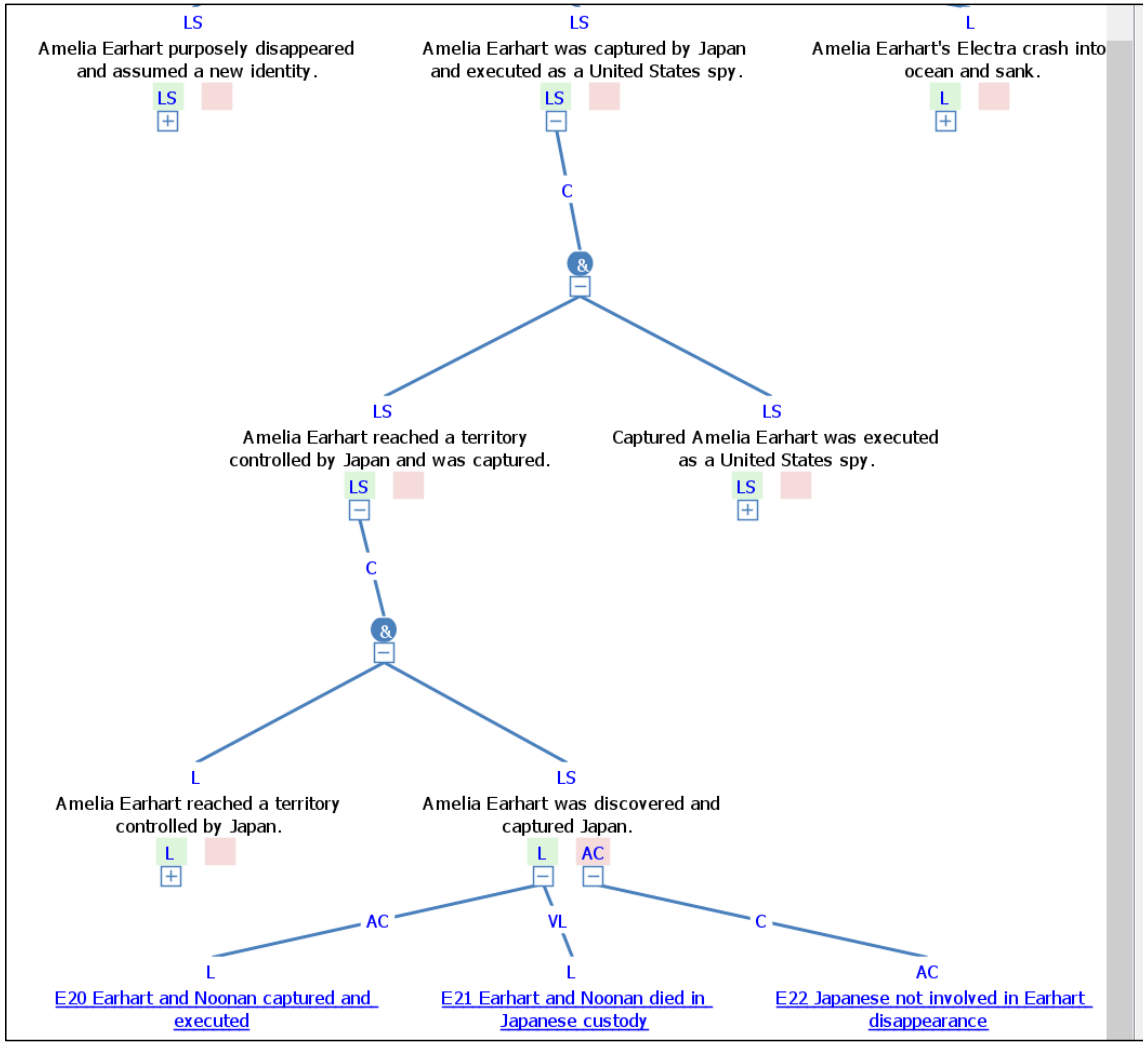
Analytics



Retrieved: March 27, 2012.)

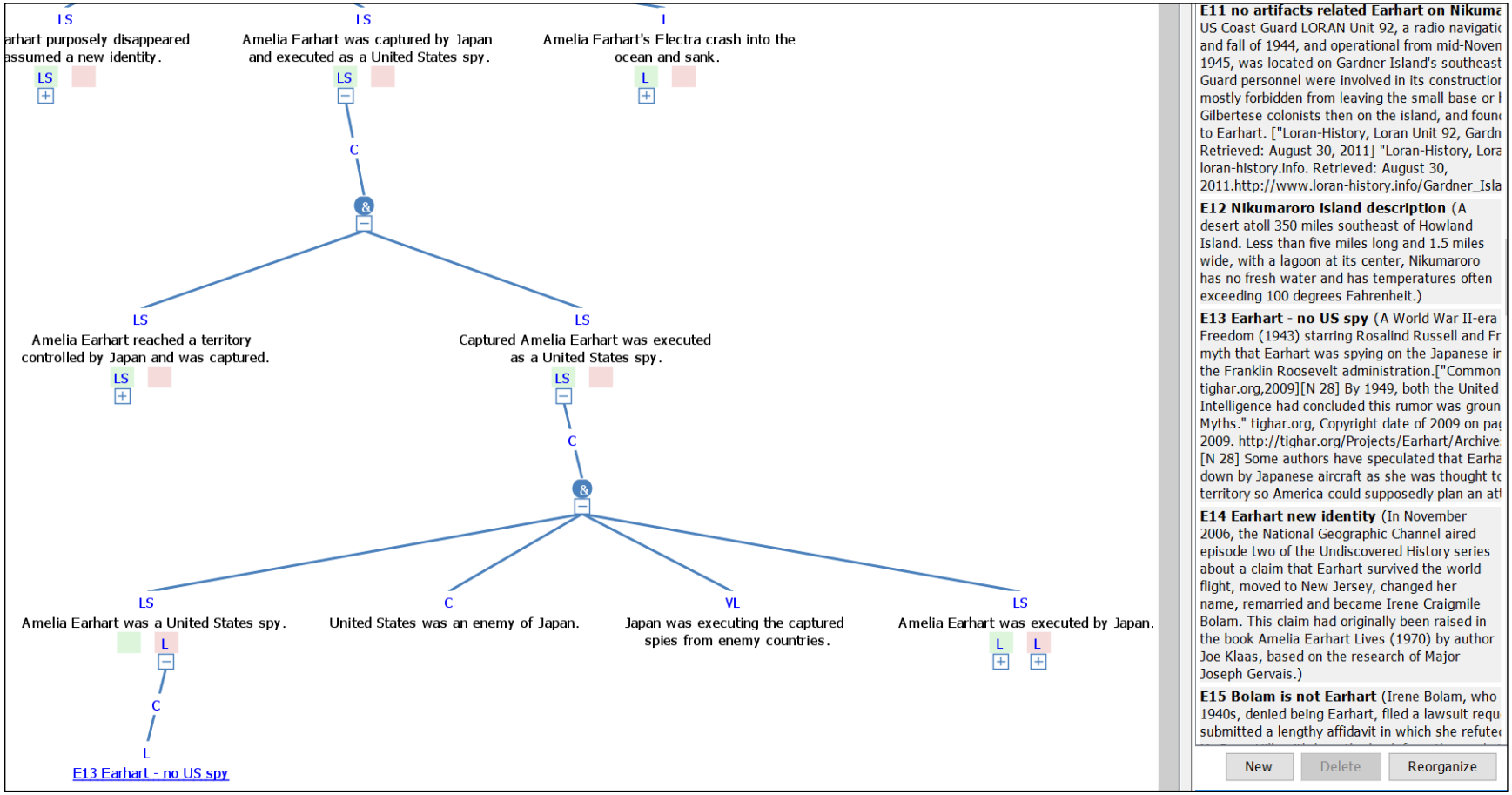
E19 wrecked aircraft resembling Electra (While Angwin died in 2001, David Billings, an Australian aircraft engineer, has continued to investigate his theory. Billings claims that the serial numbers written on the map, "600H/P S3HI C/N1055", represent: • a 600 hp (450 kW) Pratt & Whitney R-1340-S3H1 model engine and; • "Constructor's Number 1055", an airframe identifier. These would be consistent with a Lockheed Electra 10E, such as that flown by Earhart, although they do not contain enough information to identify the wreck in question as NR16020. [Billings, David, 2000] Billings, David. "Aircraft Search Project in Papua New Guinea." Wings Over Kansas, 2000. Retrieved: March 27, 2012. http://www.wingsoverkansas.com/earhart/a850/)

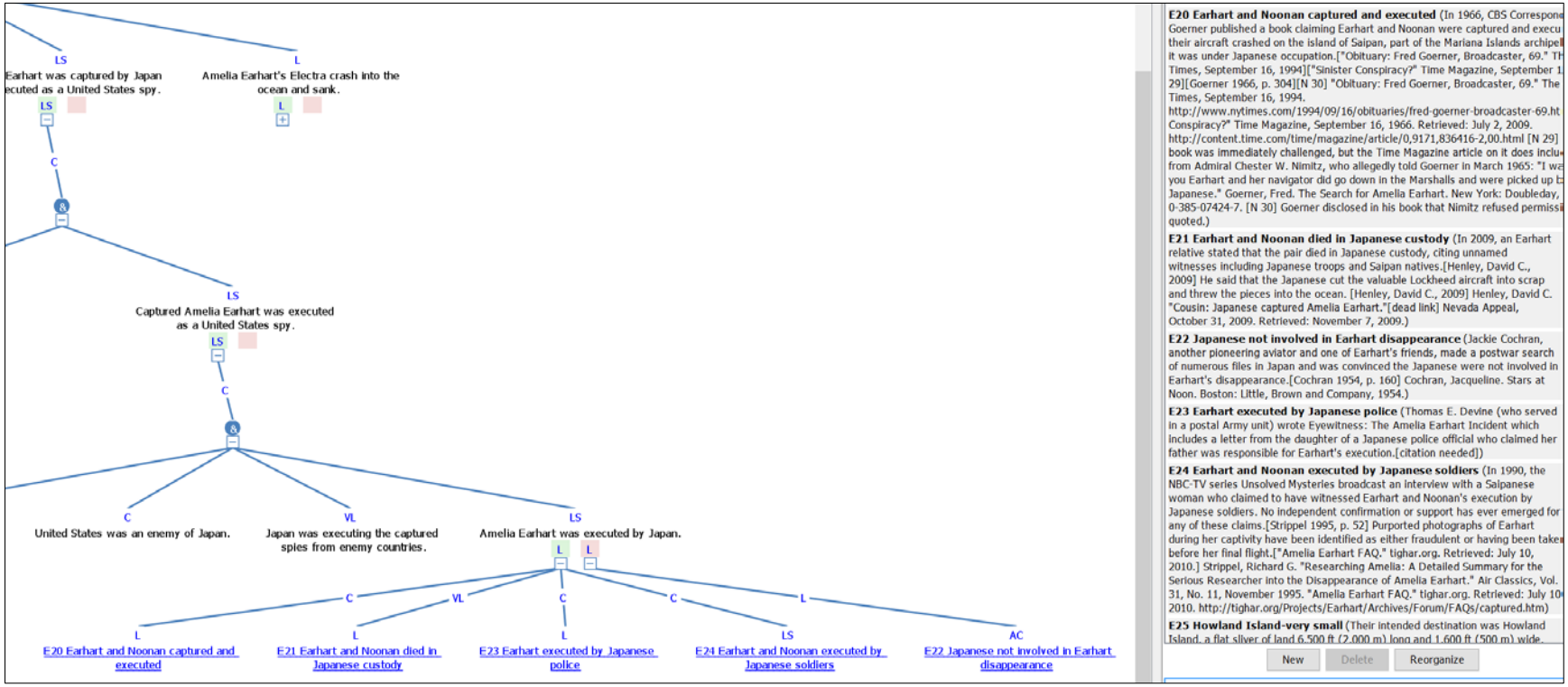
E20 Earhart and Noonan captured and executed (In 1966, CBS Goerner published a book claiming Earhart and Noonan were captured their aircraft crashed on the island of Saipan, part of the Mariana Islan it was under Japanese occupation.["Obituary: Fred Goerner, Broadcast Times, September 16, 1994]["Sinister Conspiracy?" Time Magazine, Se 29][Goerner 1966, p. 304][N 30] "Obituary: Fred Goerner, Broadcaster Times, September 16, 1994. http://www.nytimes.com/1994/09/16/obituaries/fred-goerner-broadca Conspiracy?" Time Magazine, September 16, 1966. Retrieved: July 2, 2 http://content.time.com/time/magazine/article/0,9171,836416-2,00.ht book was immediately challenged, but the Time Magazine article on it from Admiral Chester W. Nimitz, who allegedly told Goerner in March 1 you Earhart and her navigator did go down in the Marshalls and were p Japanese." Goerner, Fred. The Search for Amelia Earhart. New York: D 0-385-07424-7. [N 30] Goerner disclosed in his book that Nimitz refuse quoted.)

E21 Earhart and Noonan died in Japanese custody (In 2009, an Earhart relative stated that the pair died in Japanese custody, citing unnamed witnesses including Japanese troops and Saipan natives.[Henley, David C., 2009] He said that the Japanese cut the valuable Lockheed aircraft into scrap and threw the pieces into the ocean. [Henley, David C., 2009] Henley, David C. "Cousin: Japanese captured Amelia Earhart."[dead link] Nevada Appeal, October 31, 2009. Retrieved: November 7, 2009.)

E22 Japanese not involved in Earhart disappearance (Jackie Cochran, another pioneering aviator and one of Earhart's friends, made a postwar search of numerous files in Japan and was convinced the Japanese were not involved in Earhart's disappearance.[Cochran 1954, p. 160] Cochran, Jacqueline. Stars at Noon. Boston: Little, Brown and Company, 1954.)

New | Delete | Reorganize


LS
arhart purposely disappeared
assumed a new identity.
LS
LS
Amelia Earhart was captured by Japan
and executed as a United States spy.
LS
C
&
L
Amelia Earhart's Electra crash into the
ocean and sank.
L
LS
Amelia Earhart reached a territory
controlled by Japan and was captured.
LS
LS
Captured Amelia Earhart was executed
as a United States spy.
LS
C
&
LS
Amelia Earhart was a United States spy.
L
C
L
E13 Earhart - no US spy
C
United States was an enemy of Japan.
VL
Japan was executing the captured
spies from enemy countries.
LS
Amelia Earhart was executed by Japan.
L
L
E11 no artifacts related Earhart on Nikuma
US Coast Guard LORAN Unit 92, a radio navigatic
and fall of 1944, and operational from mid-Noven
1945, was located on Gardner Island's southeast
Guard personnel were involved in its constructior
mostly forbidden from leaving the small base or l
Gilbertese colonists then on the island, and foun
to Earhart. ["Loran-History, Loran Unit 92, Gardn
Retrieved: August 30, 2011] "Loran-History, Lora
loran-history.info. Retrieved: August 30,
2011.http://www.loran-history.info/Gardner_Isla
E12 Nikumaroro island description (A
desert atoll 350 miles southeast of Howland
Island. Less than five miles long and 1.5 miles
wide, with a lagoon at its center, Nikumaroro
has no fresh water and has temperatures often
exceeding 100 degrees Fahrenheit.)
E13 Earhart - no US spy (A World War II-era
Freedom (1943) starring Rosalind Russell and Fr
myth that Earhart was spying on the Japanese ir
the Franklin Roosevelt administration.["Common
tighar.org,2009][N 28] By 1949, both the United
Intelligence had concluded this rumor was groun
Myths." tighar.org, Copyright date of 2009 on pa
2009. http://tighar.org/Projects/Earhart/Archive
[N 28] Some authors have speculated that Earha
down by Japanese aircraft as she was thought tc
territory so America could supposedly plan an at
E14 Earhart new identity (In November
2006, the National Geographic Channel aired
episode two of the Undiscovered History series
about a claim that Earhart survived the world
flight, moved to New Jersey, changed her
name, remarried and became Irene Craigmile
Bolam. This claim had originally been raised in
the book Amelia Earhart Lives (1970) by author
Joe Klaas, based on the research of Major
Joseph Gervais.)
E15 Bolam is not Earhart (Irene Bolam, who
1940s, denied being Earhart, filed a lawsuit requ
submitted a lengthy affidavit in which she refute
New
Delete
Reorganize


LS
Earhart was captured by Japan
ecuted as a United States spy.
L
Amelia Earhart's Electra crash into the
ocean and sank.
C
LS
Captured Amelia Earhart was executed
as a United States spy.
C
C
United States was an enemy of Japan.
VL
Japan was executing the captured
spies from enemy countries.
LS
Amelia Earhart was executed by Japan.
C
VL
C
C
L
L
E20 Earhart and Noonan captured and
executed
L
E21 Earhart and Noonan died in
Japanese custody
L
E23 Earhart executed by Japanese
police
LS
E24 Earhart and Noonan executed by
Japanese soldiers
AC
E22 Japanese not involved in Earhart
disappearance
E20 Earhart and Noonan captured and executed (In 1966, CBS Correspon
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http://www.nytimes.com/1994/09/16/obituaries/fred-goerner-broadcaster-69.ht
Conspiracy?" Time Magazine, September 16, 1966. Retrieved: July 2, 2009.
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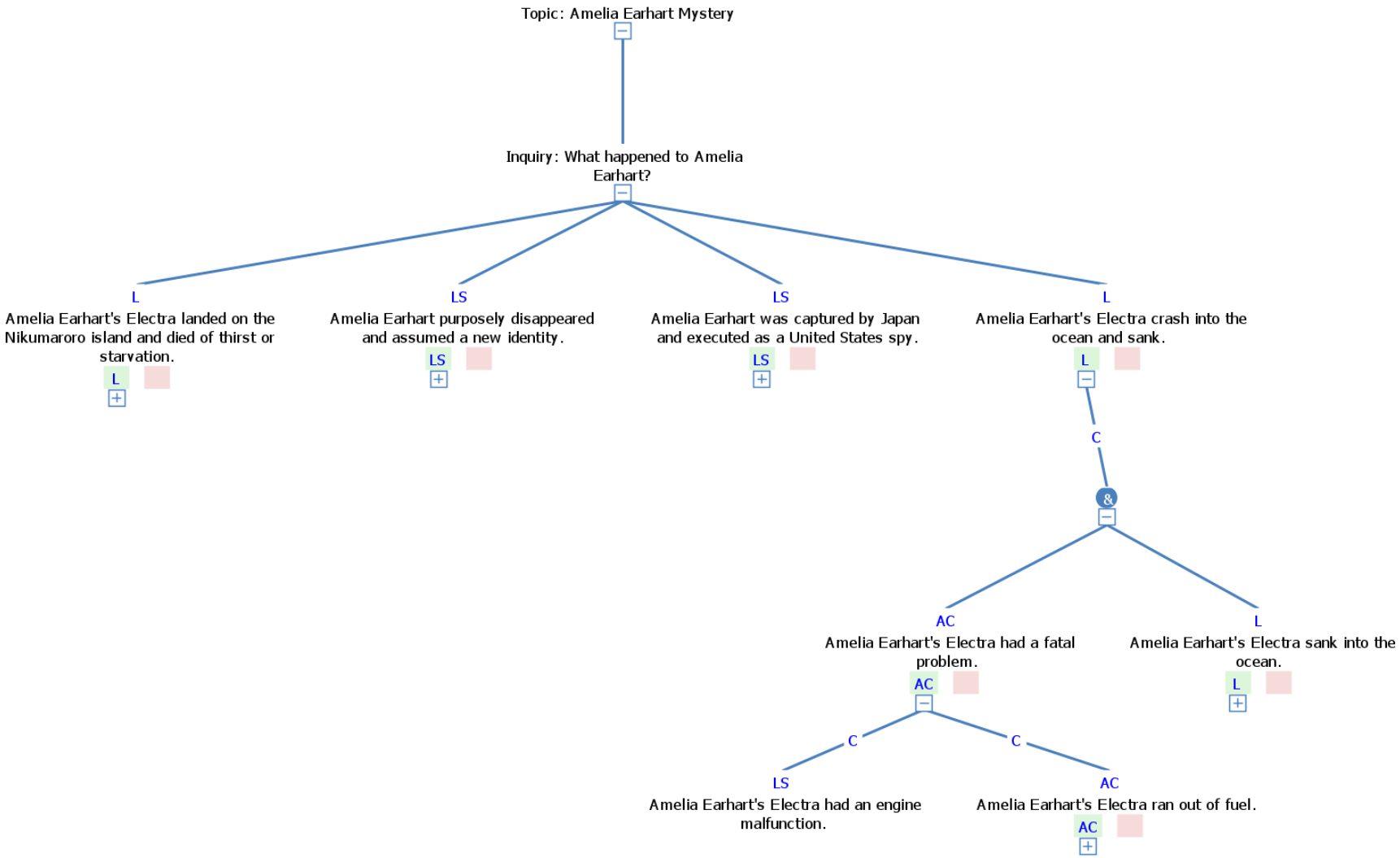
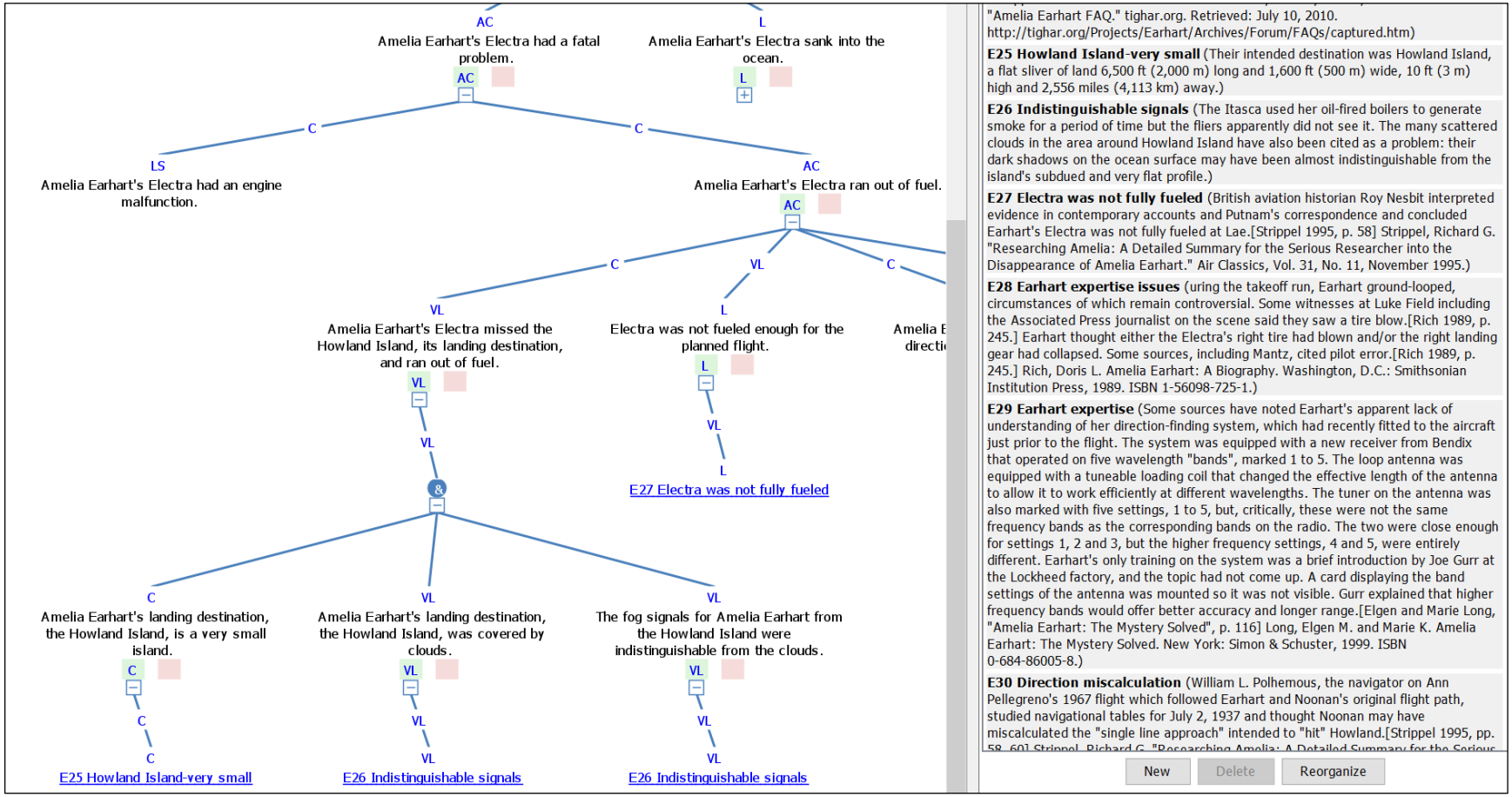
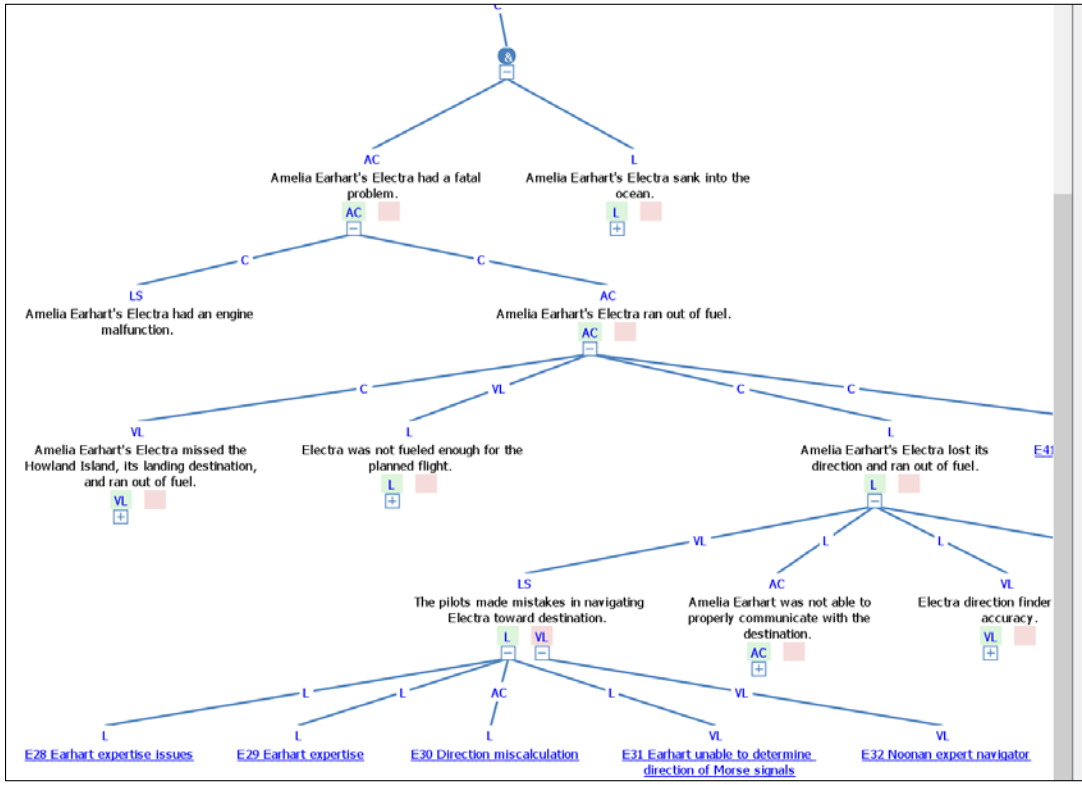
of numerous files in Japan and was convinced the Japanese were not involved in
Earhart's disappearance.[Cochran 1954, p. 160] Cochran, Jacqueline. Stars at
Noon. Boston: Little, Brown and Company, 1954.)
E23 Earhart executed by Japanese police (Thomas E. Devine (who served
in a postal Army unit) wrote Eyewitness: The Amelia Earhart Incident which
includes a letter from the daughter of a Japanese police official who claimed her
father was responsible for Earhart's execution.[citation needed])
E24 Earhart and Noonan executed by Japanese soldiers (In 1990, the
NBC-TV series Unsolved Mysteries broadcast an interview with a Saipanese
woman who claimed to have witnessed Earhart and Noonan's execution by
Japanese soldiers. No independent confirmation or support has ever emerged for
any of these claims.[Strippel 1995, p. 52] Purported photographs of Earhart
during her captivity have been identified as either fraudulent or having been take
before her final flight.["Amelia Earhart FAQ." tighar.org. Retrieved: July 10,
2010.] Strippel, Richard G. "Researching Amelia: A Detailed Summary for the
Serious Researcher into the Disappearance of Amelia Earhart." Air Classics, Vol.
31, No. 11, November 1995. "Amelia Earhart FAQ." tighar.org. Retrieved: July 10
2010. http://tighar.org/Projects/Earhart/Archives/Forum/FAQs/captured.htm)
E25 Howland Island-very small (Their intended destination was Howland
Island, a flat sliver of land 6,500 ft (2,000 m) long and 1,600 ft (500 m) wide.
New
Delete
Reorganize


Topic: Amelia Earhart Mystery
Inquiry: What happened to Amelia Earhart?
L
Amelia Earhart's Electra landed on the Nikumaroro island and died of thirst or starvation.
L
LS
Amelia Earhart purposely disappeared and assumed a new identity.
LS
LS
Amelia Earhart was captured by Japan and executed as a United States spy.
LS
L
Amelia Earhart's Electra crash into the ocean and sank.
L
C
&
AC
Amelia Earhart's Electra had a fatal problem.
AC
L
Amelia Earhart's Electra sank into the ocean.
L
C
C
LS
Amelia Earhart's Electra had an engine malfunction.
AC
Amelia Earhart's Electra ran out of fuel.
AC


AC
Amelia Earhart's Electra had a fatal problem.
L
Amelia Earhart's Electra sank into the ocean.
C
C
LS
Amelia Earhart's Electra had an engine malfunction.
AC
Amelia Earhart's Electra ran out of fuel.
C
VL
C
VL
Amelia Earhart's Electra missed the Howland Island, its landing destination, and ran out of fuel.
L
Electra was not fueled enough for the planned flight.
VL
VL
L
VL
L
E27 Electra was not fully fueled
&
C
VL
VL
Amelia Earhart's landing destination, the Howland Island, is a very small island.
Amelia Earhart's landing destination, the Howland Island, was covered by clouds.
The fog signals for Amelia Earhart from the Howland Island were indistinguishable from the clouds.
C
VL
VL
C
VL
VL
C
VL
VL
E25 Howland Island-very small
E26 Indistinguishable signals
E26 Indistinguishable signals
"Amelia Earhart FAQ." tighar.org. Retrieved: July 10, 2010. http://tighar.org/Projects/Earhart/Archives/Forum/FAQs/captured.htm)
E25 Howland Island-very small (Their intended destination was Howland Island, a flat sliver of land 6,500 ft (2,000 m) long and 1,600 ft (500 m) wide, 10 ft (3 m) high and 2,556 miles (4,113 km) away.)
E26 Indistinguishable signals (The Itasca used her oil-fired boilers to generate smoke for a period of time but the fliers apparently did not see it. The many scattered clouds in the area around Howland Island have also been cited as a problem: their dark shadows on the ocean surface may have been almost indistinguishable from the island's subdued and very flat profile.)
E27 Electra was not fully fueled (British aviation historian Roy Nesbit interpreted evidence in contemporary accounts and Putnam's correspondence and concluded Earhart's Electra was not fully fueled at Lae.[Strippel 1995, p. 58] Strippel, Richard G. "Researching Amelia: A Detailed Summary for the Serious Researcher into the Disappearance of Amelia Earhart." Air Classics, Vol. 31, No. 11, November 1995.)
E28 Earhart expertise issues (uring the takeoff run, Earhart ground-looped, circumstances of which remain controversial. Some witnesses at Luke Field including the Associated Press journalist on the scene said they saw a tire blow.[Rich 1989, p. 245.] Earhart thought either the Electra's right tire had blown and/or the right landing gear had collapsed. Some sources, including Mantz, cited pilot error.[Rich 1989, p. 245.] Rich, Doris L. Amelia Earhart: A Biography. Washington, D.C.: Smithsonian Institution Press, 1989. ISBN 1-56098-725-1.)
E29 Earhart expertise (Some sources have noted Earhart's apparent lack of understanding of her direction-finding system, which had recently fitted to the aircraft just prior to the flight. The system was equipped with a new receiver from Bendix that operated on five wavelength "bands", marked 1 to 5. The loop antenna was equipped with a tuneable loading coil that changed the effective length of the antenna to allow it to work efficiently at different wavelengths. The tuner on the antenna was also marked with five settings, 1 to 5, but, critically, these were not the same frequency bands as the corresponding bands on the radio. The two were close enough for settings 1, 2 and 3, but the higher frequency settings, 4 and 5, were entirely different. Earhart's only training on the system was a brief introduction by Joe Gurr at the Lockheed factory, and the topic had not come up. A card displaying the band settings of the antenna was mounted so it was not visible. Gurr explained that higher frequency bands would offer better accuracy and longer range.[Elgen and Marie Long, "Amelia Earhart: The Mystery Solved", p. 116] Long, Elgen M. and Marie K. Amelia Earhart: The Mystery Solved. New York: Simon & Schuster, 1999. ISBN 0-684-86005-8.)
E30 Direction miscalculation (William L. Polhemous, the navigator on Ann Pellegreno's 1967 flight which followed Earhart and Noonan's original flight path, studied navigational tables for July 2, 1937 and thought Noonan may have miscalculated the "single line approach" intended to "hit" Howland.[Strippel 1995, pp.
New
Delete
Reorganize



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E31 Earhart unable to determine direction of Morse signals (Her 7:58 am transmission said she couldn't hear the Itasca and asked them to send voice signals so she could try to take a radio bearing. ... . They couldn't send voice at the frequency she asked for, so Morse code signals were sent instead. Earhart acknowledged receiving these but said she was unable to determine their direction.[Jacobson, Randall S., 2009] Jacobson, Randall S., PhD. "The Final Flight. Part 3: At Howland Island." tighar.org, 2009. Retrieved: July 10, 2010. http://tighar.org/Projects/Earhart/Archives/Research/ResearchPapers/Worldflight/finalflight3.html)

E32 Noonan expert navigator (Through contacts in the Los Angeles aviation community, Fred Noonan was subsequently chosen as a second navigator because there were significant additional factors which had to be dealt with while using celestial navigation for aircraft.[Long 1999, p. 65.][Post and Gatty 1931, pp. 45–56.] He had vast experience in both marine (he was a licensed ship's captain) and flight navigation. Noonan had recently left Pan Am, where he established most of the company's China Clipper seaplane routes across the Pacific. Noonan had also been responsible for training Pan American's navigators for the route between San Francisco and Manila.[Grooch 1936, pp. 177, 189.][Noonan also navigated the China Clipper on its first flight to Manila, departing Alameda under the command of Captain Ed Musick, on November 22, 1935.] The original plans were for Noonan to navigate from Hawaii to Howland Island, a particularly difficult portion of the flight; then Manning would continue with Earhart to Australia and she would proceed on her own for the remainder of the project. Long, Elgen M. and Marie K. Amelia Earhart: The Mystery Solved. New York: Simon & Schuster, 1999. ISBN 0-684-86005-8. Post, Wiley and Harold Gatty. "Chapter III, "Driving from the back seat." Around the World in Eight Days. New York: Rand McNally & Company, 1931. Grooch, William Stephen. Skyway to Asia. New York: Longmans, Green and Co., 1936. No ISBN.)

E33 Communication problem (Another cited cause of possible confusion was that the Itasca and Earhart planned their communication schedule using time systems set a half hour apart, with Earhart using Greenwich Civil Time (GCT) and the Itasca under a Naval time zone designation system.[Hoversten 2007, pp. 22–23.]

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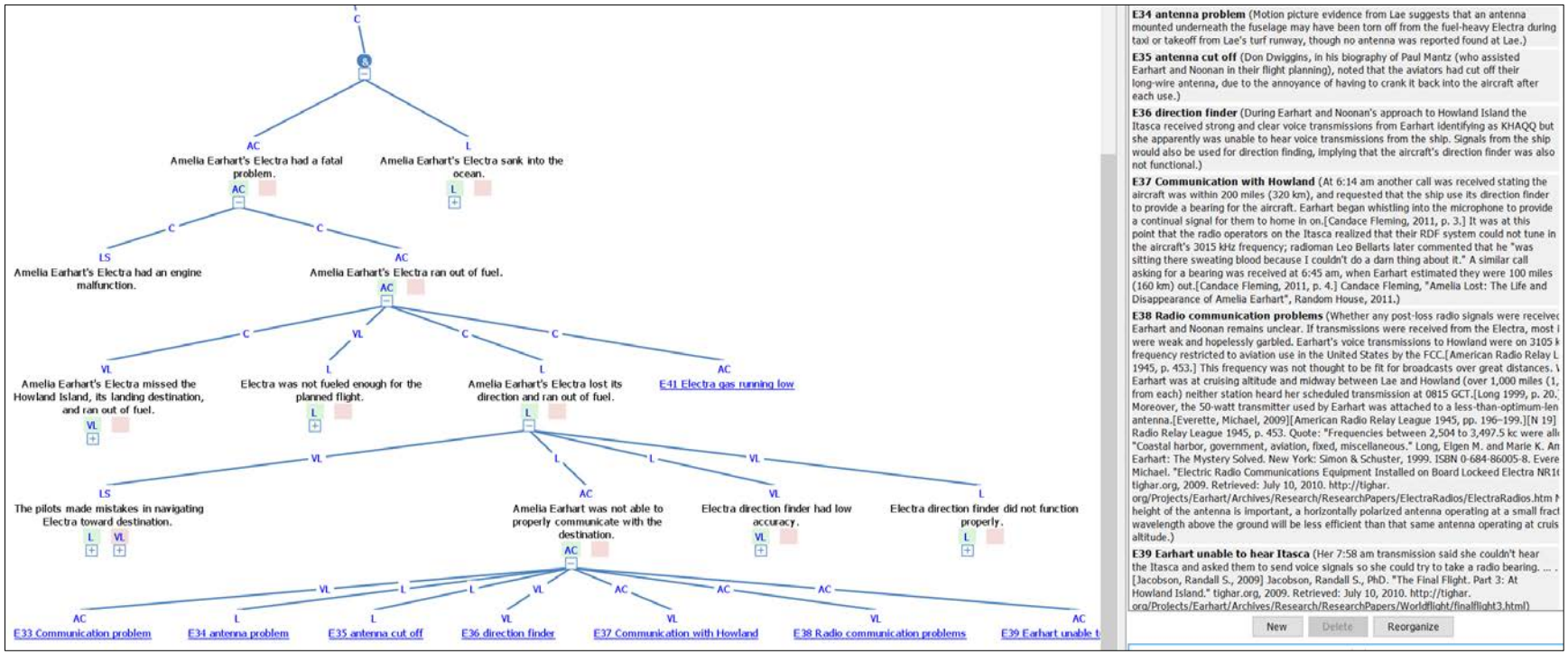
C
&
AC
Amelia Earhart's Electra had a fatal problem.
L
Amelia Earhart's Electra sank into the ocean.
C
C
LS
Amelia Earhart's Electra had an engine malfunction.
AC
Amelia Earhart's Electra ran out of fuel.
C
VL
C
C
VL
Amelia Earhart's Electra missed the Howland Island, its landing destination, and ran out of fuel.
L
Electra was not fueled enough for the planned flight.
L
Amelia Earhart's Electra lost its direction and ran out of fuel.
AC
E41 Electra gas running low
VL
L
L
VL
LS
The pilots made mistakes in navigating Electra toward destination.
AC
Amelia Earhart was not able to properly communicate with the destination.
VL
Electra direction finder had low accuracy.
L
Electra direction finder did not function properly.
VL
L
L
VL
AC
AC
AC
AC
AC
E33 Communication problem
L
E34 antenna problem
L
E35 antenna cut off
VL
E36 direction finder
VL
E37 Communication with Howland
VL
E38 Radio communication problems
AC
E39 Earhart unable t
E34 antenna problem (Motion picture evidence from Lae suggests that an antenna mounted underneath the fuselage may have been torn off from the fuel-heavy Electra during taxi or takeoff from Lae's turf runway, though no antenna was reported found at Lae.)
E35 antenna cut off (Don Dwiggins, in his biography of Paul Mantz (who assisted Earhart and Noonan in their flight planning), noted that the aviators had cut off their long-wire antenna, due to the annoyance of having to crank it back into the aircraft after each use.)
E36 direction finder (During Earhart and Noonan's approach to Howland Island the Itasca received strong and clear voice transmissions from Earhart identifying as KHAQQ but she apparently was unable to hear voice transmissions from the ship. Signals from the ship would also be used for direction finding, implying that the aircraft's direction finder was also not functional.)
E37 Communication with Howland (At 6:14 am another call was received stating the aircraft was within 200 miles (320 km), and requested that the ship use its direction finder to provide a bearing for the aircraft. Earhart began whistling into the microphone to provide a continual signal for them to home in on.[Candace Fleming, 2011, p. 3.] It was at this point that the radio operators on the Itasca realized that their RDF system could not tune in the aircraft's 3015 kHz frequency; radioman Leo Bellarts later commented that he "was sitting there sweating blood because I couldn't do a darn thing about it." A similar call asking for a bearing was received at 6:45 am, when Earhart estimated they were 100 miles (160 km) out.[Candace Fleming, 2011, p. 4.] Candace Fleming, "Amelia Lost: The Life and Disappearance of Amelia Earhart", Random House, 2011.)
E38 Radio communication problems (Whether any post-loss radio signals were receivec Earhart and Noonan remains unclear. If transmissions were received from the Electra, most were weak and hopelessly garbled. Earhart's voice transmissions to Howland were on 3105 k frequency restricted to aviation use in the United States by the FCC.[American Radio Relay L 1945, p. 453.] This frequency was not thought to be fit for broadcasts over great distances. Earhart was at cruising altitude and midway between Lae and Howland (over 1,000 miles (1, from each) neither station heard her scheduled transmission at 0815 GCT.[Long 1999, p. 20. Moreover, the 50-watt transmitter used by Earhart was attached to a less-than-optimum-len antenna.[Everette, Michael, 2009][American Radio Relay League 1945, pp. 196–199.][N 19] Radio Relay League 1945, p. 453. Quote: "Frequencies between 2,504 to 3,497.5 kc were all "Coastal harbor, government, aviation, fixed, miscellaneous." Long, Elgen M. and Marie K. An Earhart: The Mystery Solved. New York: Simon & Schuster, 1999. ISBN 0-684-86005-8. Evere Michael. "Electric Radio Communications Equipment Installed on Board Lockeed Electra NR1(tighar.org, 2009. Retrieved: July 10, 2010. http://tighar. org/Projects/Earhart/Archives/Research/ResearchPapers/ElectraRadios/ElectraRadios.htm height of the antenna is important, a horizontally polarized antenna operating at a small fract wavelength above the ground will be less efficient than that same antenna operating at cruis altitude.)
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New
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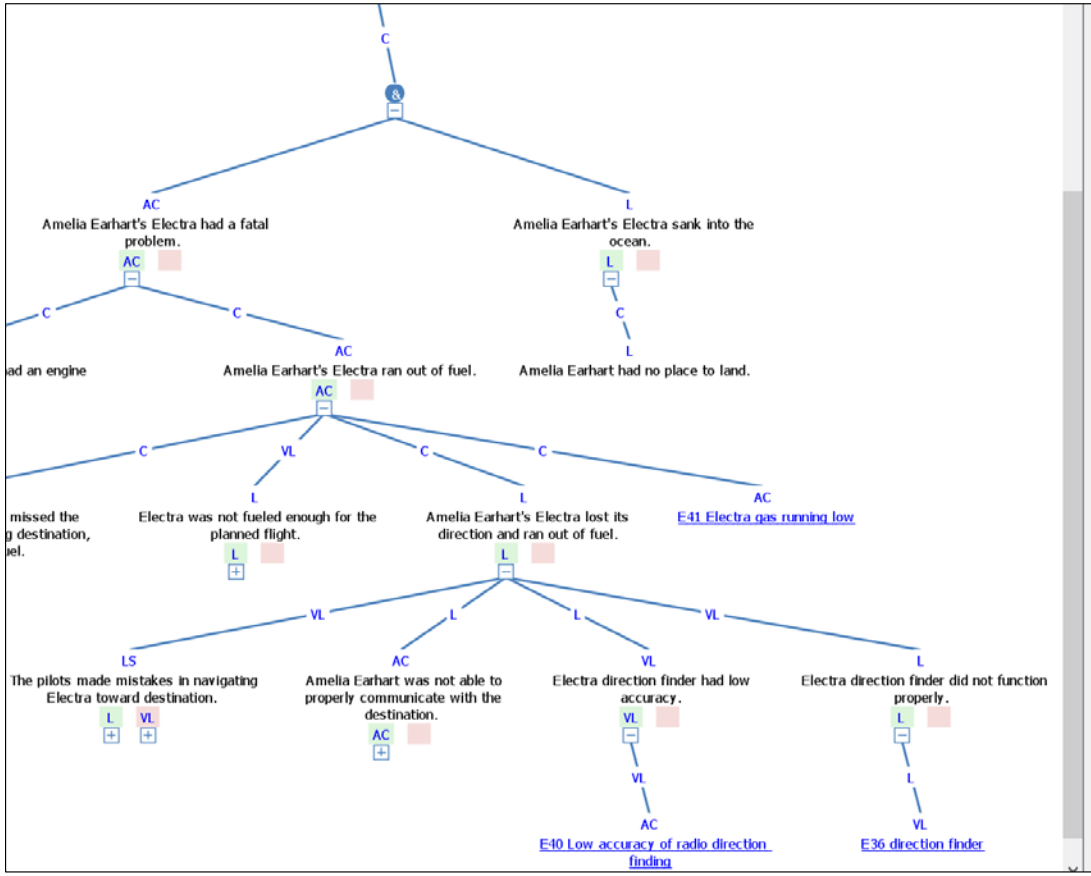
Reorganize



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E39 Earhart unable to hear Itasca (Her 7:58 am transmission said she couldn't hear the Itasca and asked them to send voice signals so she could try to take a radio bearing. ... .[Jacobson, Randall S., 2009] Jacobson, Randall S., PhD. "The Final Flight. Part 3: At Howland Island." tighar.org, 2009. Retrieved: July 10, 2010. http://tighar.org/Projects/Earhart/Archives/Research/ResearchPapers/Worldflight/finalflight3.html)

E40 Low accuracy of radio direction finding (Fred Noonan had earlier written about problems affecting the accuracy of radio direction finding in navigation.[Noonan, 1935] Noonan, Fred. Memo to Operations Manager, Pacific Division, Pan American Airlines, April 29, 1935: "The inaccuracies of direction finding bearings can be very definitely cataloged: twilight effects, faint signals, wide splits of minima and inaccurate calibration.")

E41 Electra gas running low (At 7:42 am Earhart radioed "We must be on you, but cannot see you—but gas is running low. ... .[Jacobson, Randall S., 2009] Jacobson, Randall S., PhD. "The Final Flight. Part 3: At Howland Island." tighar.org, 2009. Retrieved: July 10, 2010. http://tighar.org/Projects/Earhart/Archives/Research/ResearchPapers/Worldflight/finalflight3.html)

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