

AMELIA EARHART'S RECORD FLIGHT FROM WHEELER FIELD TO OAKLAND,
CALIFORNIA, JANUARY 11, 1935

Prepared by Col. Ronald L. Barker, HQ PACAF/Dou

BACKGROUND:

31 AUG 1925. NAVY COMMANDER JOHN RODGERS AND CREW

NAVY SEAPLANE ATTEMPT OAKLAND - HONOLULU

1841 MILES - LONGEST SEAPLANE FLIGHT.

LANDED 450 MILES SHORT. RIG UP SAILS. REACHED
ISLAND 10 DAYS LATER.

21 MAY 1927. LINDBERGH FLIES ATLANTIC

DOLE OFFERED \$25,000 FOR FIRST FLIGHT, SAME AS LINDBERGH,
\$10,000 TO SECOND.

28 - 29 JUN 1927. LTS L.J. MAITLAND AND A.F. HEGENBERGER - FIRST
NON-STOP OAKLAND TO WHEELER IN FOKKER C2-3 TRIMOTOR
NAMED "BIRD OF PARADISE" WITH THREE WRIGHT 220
ENGINES. 2407 MILES IN 25 HOURS 50 MINS = 93 MPH.
AWARDED MACKAY TROPHY AND DFC. NOT ELIGIBLE FOR
DOLE AWARD.

14 - 15 JULY 1927. EX-MILITARY PILOT ERNEST SMITH AND CAPT EMORY
BRONTE, PLUS 4 PIGEONS, ATTEMPTED OAKLAND TO WHEELER
IN TRAVELAIR. GAS GAUGES EMPTY OVER MAUI - ONLY CANE
FIELDS BELOW. DIRECT MOLOKAI DIRECT WHEELER. FLAMED
OUT OVER MOLOKAI, PANCAKED INTO KEAWE TREES NEAR
KAMALO. FIRST CIVILIANS. NO PRIZE. AFRAID OF
LEPERS BUT DYING FOR A CIGARETTE. PICKED UP AND
FLOWN TO OAHU FOR HERO'S WELCOME. STONE COMMEMOR-
ATING EVENT STILL ON MOLOKAI.

16 AUG 1927. DOLE DERBY - 16 ENTRIES: TWO CRASHED PRIOR TO OAKLAND, 6 ELIMINATED BY OFFICIALS, 2 CRASHED ON TAKEOFF, 2 TURNED BACK. 4 STARTED ACROSS, 2 FINISHED, 2 LOST AT SEA, INCLUDING EARLY MODEL VEGA CALLED GOLDEN EAGLE. AC GOEBEL AND LT W. V. DAVIS, USN, WON \$25,000 PINEAPPLE DERBY. MARTIN JENSEN AND PAUL SCHLUTER WON \$10,000 SECOND PRIZE. 26 HOURS 17:33.

BY 1935: WHERE WERE WE IN THE FIELD OF AVIATION?

JUNE 1928. AE FIRST WOMAN ACROSS ATLANTIC

MAY 1926 AND NOV 1929. ADMIRAL BYRD HAD FLOWN OVER BOTH POLES.

MAY 1932. AE SOLO ATLANTIC CROSSING, 5 YEARS TO THE DAY FOLLOWING LINDBERG'S FLIGHT.

JULY 1933. SOLO ROUND-THE-WORLD 7 DAYS 18:49:30 BY WILEY POST

BY 1935: AIRCRAFT HAD FLOWN WELL ABOVE 40,000 FT, ACHIEVED SPEEDS APPROACHING 300 MPH AND HAD REMAINED AIRBORNE OVER 550 HOURS.

THE STAGE IS SET

22 DECEMBER 1934.

AE, GEORGE PUTNAM, MR AND MRS PAUL MANTZ, AND HER PLANE MECHANIC, ERNIE TISSOT, EMBARKED ON MATSON LINE'S, SS LURLINE, LA TO HONOLULU. BRIGHT RED VEGA TIED TO AFT TENNIS DECK. CELEBRATED CHRISTMAS ON BOARD. ENGINE RUNUP SEVERAL TIMES, "LEST IS SWALLOW TOO MUCH CORRODING SALT MOISTURE," ALSO TESTED RADIO. CONTACTED KINGMAN, AZ, FROM 1,000 MILES OUT.

27 DECEMBER 1934.

ARRIVE HONOLULU. A/C LIFTED TO PONTOON BOAT, TAKEN TO FORD ISLAND.

- LOCKHEED VEGA - HIGH WING MONOPLANE WITH A PRATT & WHITNEY WASP S1D1 550 HP ENGINE. SAME ENGINE AE USED ON ATLANTIC FLIGHT. A/C WAS BUILT IN 1931 FOR JOHN HENRY MEARS. IT WAS A VEGA 5C, HIGH SPEED MODEL EQUIPPED WITH DETACHABLE FLOATS. MEARS INTENDED TO USE THE A/C FOR HIGH-SPEED, AROUND-THE-WORLD FLIGHT. MEARS NEVER TOOK DELIVERY OF THE BIRD AND IT WAS SOLD TO ELINOR SMITH AND SUBSEQUENTLY TO AE. CRUISING SPEED - 140-160

FUEL CONSUMPTION - 25-30 GPH

NORMAL FUEL CAPACITY - 210 GALS IN 5 WG TANKS

SIX PASSENGER SEATS REMOVED, 4 MORE TANKS ADDED FOR TOTAL OF 520 GALS.

WING SPAN - 41 FT, LENGTH - 27' 6"

AIRCRAFT DESTROYED IN GROUND FIRE, MEMPHIS, AUG 26, 1943.

PILOT SITS IN CENTER OF VERY WIDE COCKPIT AND VERY CLOSE TO THE ENGINE FIREWALL. COCKPIT WAS VERY NOISEY. AE MODIFIED THE INSTRUMENT PANEL--3 CLOCKS, 3 COMPASSES, 2 ALTIMETERS.

- AE WOULD NEITHER CONFIRM NOR DENY RECORD FLIGHT ATTEMPT.

- GUESTS OF CHRIS HOLMES, WAIKIKI. BECAME QUEEN'S SURF - TODAY BATHING PAVILION.

- HAWAIIAN BUSINESS MEN REACTING TO JONES - COSTIGAN
ACT OF NEW DEAL IN CONGRESS - FELT PREJUDICIAL TO
HAWAIIAN SUGAR INDUSTRY.
- HAWAII ALSO ON BIG PUSH FOR TOURISTS.
- BUSINESSMEN OFFERED \$10,000 FOR FIRST FLIGHT FROM
HAWAII TO MAINLAND.
- STANDARD OIL CO HAD "SPECIAL SUPPLY" FUEL 1000 GAL
87 OCTANE.

THE CRITICS

- "THE NATION" MAINLAND PERIODICAL CLAIMED AE'S
REPUTATION WAS BEING BOUGHT BY HAWAIIAN BUSINESS
INTERESTS.
- THIS FLIGHT WON'T PROVE ANYTHING.
- GOVERNMENT SHOULD STOP HER.
- WHO AUTHORIZED SUCH A FLIGHT?
- WHO AUTHORIZED ARMY MECHANICS TO WORK ON HER
AIRPLANE AND - USE OF ARMY MECHANICS STEALS
BUSINESS FROM CIVILIAN MECHANICS AT JOHN RODGERS
AIRPORT.
- WHEELER FIELD - TOO ROUGH FOR HEAVYWEIGHT TAKEOFF.
STRAIN COULD CRACK OR RUPTURE TANK.
- WHY SINGLE ENGINE, WHY LAND A/C VERSUS SEAPLANE WITH
PONTOONS?
- TAIL SKID VERSUS TAIL WHEEL FOR HEAVYWEIGHT TAKEOFF.
- NAVY IS CONCERNED THAT RADIOS DO NOT HAVE ENOUGH
RANGE.

- IF SHE GOES DOWN, SEARCH EFFORT COSTS BIG BUCKS.
ON DEC 3, 1934, CAPT CHARLES P. T. ULM AND TWO COMPANIONS WENT DOWN AT SEA. MASSIVE AIR AND SEA SEARCH WHICH COST AN ESTIMATED \$1 MILLION WAS FRUITLESS.
- CAPT FRANK FLYNN FROM THE NATIONAL AERONAUTICAL ASSOCIATION, WHO HAD BEEN CHAIRMAN OF THE DOLE DERBY COMMITTEE ASK AE TO RECONSIDER. TEN LIVES HAD ALREADY BEEN LOST OVER THIS STRETCH OF WATER AND ONLY 50% OF THE AIRCRAFT HAD MADE IT.

MEANWHILE

- AE & GP ENJOY THEMSELVES.

29 DECEMBER - PAUL MANTZ FLIES A/C TO WHEELER FIELD.

NEW YEAR'S DAY - ROSE BOWL, ALABAMA 29, STANFORD 13

AE AND PARTY GO TO HONOLULU BOWL,

U OF HAWAII 14, U OF CALIFORNIA 0.

JAN 2, 1935 - AE MAKES SPEECH AT U OF HAWAII - "FLYING FOR FUN"

DURING SPEECH AE RECEIVES NOTE WHICH SHE READS ALOUD. "PAUL MANTZ HAS JUST TAKEN THE VEGA TO 12,000 FT AND MADE RADIO CONTACT WITH KINGMAN, ARIZONA." NAVY WITHDRAWS ITS OBJECTION.

- PAUL MANTZ AND ERNIE TISSOT SUPERVISE A/C PREPARATION AT WHEELER. LT GEORGE SPARHAWK WORKS ON RADIOS WHILE MAJOR JIMMY DUKE DIRECTS STUD WRIGHT AND HIS MECHANICS TO GO OVER THE AIRPLANE WITH A FINE TOOTH COMB.

THE DAY APPROACHES

7 JAN 35. BUSINESSMEN GET NERVOUS ABOUT CONTROVERSY AND WANT TO BACK OUT OF DEAL. EMERGENCY MEETING HELD AT ROYAL HAWAIIAN HOTEL. AE TOLD TO ABANDON HER ATTEMPT AND SHIP AIRPLANE TO MAINLAND. AE WAS FURIOUS.

AMELIA: "I HAVE NO IDEA WHERE THE RUMORS OF MY POLITICAL INFLUENCE STARTED. . . MY BUSINESS IS FLYING. I HAVE SPENT NEARLY HALF OF THE SUM YOU PROMISED ME TO GET MY PLANE IN CONDITION AND BRING IT HERE, BUT I CAN SOON RECOUP THAT LOSS. . . GENTLEMEN, THERE IS AN AROMA OF COWARDICE IN THE AIR. YOU KNOW AS WELL AS I DO THAT THE RUMOR IS TRASH, BUT IF YOU CAN BE INTIMIDATED, IT MIGHT AS WELL BE TRUE. WHETHER YOU LIVE IN FEAR OR DEFEND YOUR INTEGRITY IS YOUR DECISION. I HAVE MADE MINE. I INTEND TO FLY TO CALIFORNIA WITHIN THIS NEXT WEEK, WITH OR WITHOUT YOUR SUPPORT."

- AND SHE LEFT THE ROOM.

- RED FACED AND PROBABLY SHAMED BY HER EXAMPLE, THE SPONSORS AGREED TO CONTINUE THEIR SUPPORT.

(LETTER TO ALEXANDER BUDGE)

"DEAR MR. BUDGE:

I HAVE LEARNED THAT SOME OF THE GENTLEMEN ASSOCIATED WITH THE H.S.P.A. HAVE MISGIVINGS CONCERNING MY PROPOSED FLIGHT TO THE MAINLAND. AS MR. PUTNAM HAS

ALREADY PUBLICLY POINTED OUT, I HAVE NO KNOWLEDGE OF OR CONNECTION WITH THE WORK THAT I UNDERSTAND THE H.S.P.A. FOSTERS. I HAVE BEEN, AND INTEND TO REMAIN, ABSOLUTELY A FREE AGENT.

"I AM APPRECIATIVE, OF COURSE, OF THE ASSISTANCE WHICH HAS PARTIALLY MADE POSSIBLE THE BRINGING OF MY PLANE TO HONOLULU. I BROUGHT IT, AS YOU WELL UNDERSTAND, WITHOUT ANY COMMITMENT AS TO WHETHER OR NOT I WOULD ATTEMPT A FLIGHT--THAT DECISION DEPENDED, AND STILL DEPENDS, UPON CIRCUMSTANCES WHICH WE MAY CHARACTERIZE AS TECHNICAL. HOWEVER, I DO WISH YOU CLEARLY TO UNDERSTAND THAT NEITHER YOU, NOR ANYONE ASSOCIATED WITH THE H.S.P.A., HAS ANY RESPONSIBILITY WHATSOEVER IN CONNECTION WITH MY FLIGHT. YOU COULD NOT PERSUADE ME TO MAKE IT AGAINST MY JUDGMENT, AND EQUALLY YOU COULD NOT DISSUADE ME. I HAVE HAD SOME EXPERIENCE IN THIS SORT OF UNDERTAKING AND I AM WELL ACQUAINTED WITH THE RISKS INVOLVED. IF I CHOOSE TO PROCEED WITH THE EFFORT, IT WILL BE ENTIRELY ON MY OWN RESPONSIBILITY.

VERY TRULY YOURS,

AMELIA EARHHART"

8 JANUARY - AE AND GP TOUR THE ISLAND.

11 JANUARY 1935. THE BIG DAY. ON THIS DAY 50 YEARS AGO, IT WAS A FRIDAY THEN JUST AS IT IS TODAY. LT STEPHENS, THE NAVY AEROLOGIST, TOLD AE THAT ON FRIDAY THE WEATHER FOR THE OVERWATER PORTION OF THE FLIGHT LOOKED GOOD. HOWEVER, LOCALLY, THE WEATHER SEEMED TO BE CONSPIRING AGAINST AE. THE USUALLY MILD SUNNY SKIES WERE FILLED WITH CLOUDS DRIVEN BY A BRISK SOUTHWEST WIND. BY 1100 A TROPICAL DOWNPOUR WAS DRENCHING HONOLULU AND THE SOD RUNWAY AT WHEELER FIELD.

- AROUND NOON AE AND GEORGE DROVE TO WHEELER. SHE WAS HOPING FOR A TAKEOFF AT AROUND 1:30 OR 2:00 P.M. WEATHER HOLD. GO TO SPARHAWK'S FOR LUNCH THEN / AE NAPS AND RELAXES WHILE MANTZ AND TISSOT SEE TO AIRCRAFT SERVICING AND FINAL PREPARATION AND GEORGE PUTNAM SEES TO THE UBIQUITOUS PRESS. TOLD LOCALS MIGHT FLY TEST HOP. AT 1400 PLANE PUSHED BACK INTO HANGAR. MANY OF PRESS WHO HAD GATHERED DECIDED - NOT TODAY - AND LEFT.

1530/3:30 PM. WEATHER DECISION. LT STEPHENS REPORTED RAIN WAS SLACKENING BUT FIELD WAS VERY SOFT. WEATHER ENROUTE AND AT DESTINATION WERE FORECAST TO BE GOOD BUT IF LAUNCH WAS DELAYED, IT WOULD BE ANOTHER 10 DAYS BEFORE FAVORABLE CONDITIONS OCCURRED.

- WET FIELD PROBLEM. TAIL SKID WOULD DRAG IN MUD. ASKED TO USE CONCRETE RAMP FOR TAKEOFF BUT ARMY CONSIDERED IT UNSAFE--DENIED.
- AE DECIDED TO GO FOR IT.

1622. AT 4:22 PM AE AND GEORGE ARRIVED AT THE FLIGHT LINE IN LT SPARHAWK'S CAR. THEY OBVIOUSLY HAD SAID THEIR GOODBYES IN THE CAR BECAUSE THEY SEEMED TO AVOID EACH OTHER THE REST OF THE TIME.

- BILL EWING, AP CORRESPONDENT, HAD BEEN RELYING ON STAR-BULLETIN REPORTER JOHN WILLIAMS FOR INFORMATION; BUT ON THAT DAY HE WRITES:

"I HAVE NEVER KNOWN WHY I DID IT, BUT FOR SOME REASON I DECIDED TO GO AND SEE FOR MYSELF. I DON'T BELIEVE IN HUNCHES. MAYBE IT WAS BECAUSE IT WAS FRIDAY. ANYWAY, AFTER THE STAR-BULLETIN CLOSED THE HOME EDITION AT 3 O'CLOCK I GOT IN MY OLD DODGE ROADSTER AND DROVE TO WHEELER FIELD.

"I FOUND THE PLACE A BEEHIVE OF ACTIVITY. THE CIGAR-SHAPED VEGA STOOD AT THE HEAD OF THE RUNWAY, SOME 6,000 FEET FROM THE HIGHWAY AT THE MAUKA END. A GASOLINE TRUCK WAS FILLING ITS TANKS. EARHART, IN FLYING SUIT, STOOD NEARBY TALKING WITH PUTMAN AND A NAVY LIEUTENANT. OBVIOUSLY THE WORD WAS GO."

- PAUL MANTZ HAD ALREADY WARMED UP THE ENGINE AND HAD IT IDLING. AE CLIMBED IN, STOWED HER MEMORABILIA AND FOOD, CHECKED GAUGES, REVVED UP THE ENGINE A COUPLE OF TIMES, MOTIONED TO HAVE THE CHOCKS REMOVED, AND TAXIED OUT.
- ABOUT 100 PEOPLE, 3 FIRE ENGINES, AN AMBULANCE, A DETACHMENT OF SOLDIERS, EACH WITH A FIRE EXTINGUISHER, AND MANY WOMAN, EACH CLUTCHING A HANDKERCHIEF READY FOR ANY EMERGENCY. AE SEEMED ODDLY CHEERED BY THIS PESSIMISM. SHE HOPED THE HANDKERCHIEFS WOULD NOT BE NEEDED.
- REACHED WEST END OF THE FIELD AND SWUNG AROUND TO LINE UP WITH FLAGS OUTLINING HER RUNWAY. THE ARMY HAD MOWED THE SMOOTHEST PART OF THE FIELD AND PLANTED SMALL WHITE FLAGS ALONG THE EDGE. A SET OF CHECKERED FLAGS DENOTED HER ABORT POINT WHERE SHE COULD CHOP THE THROTTLES AND STOP.
- PAUL MANTZ DASHED OUT AND KICKED SOME OF THE MUD OUT OF HER TAIL SKID. HER WHEELS HAD SUNK ABOUT 3 INCHES INTO THE MUD.
- WITH 500 + GALS FUEL, THE EXTRA RADIO, A RUBBER RAFT, SANDWICHES, BOILED EGGS, TOMATO JUICE, HOT CHOCOLATE, CHOCOLATE BARS, WATER, PLUS SOME MEMORABILIA, THE AIRPLANE WEIGHED ABOUT 6500 LBS, THE HEAVIEST AE HAD EVER FLOWN.

1644/4:44 PM. AE DIDN'T HESITATE LONG, AS SHE PUSHED UP THROTTLES, THE VEGA STRAINED FORWARD AGAINST THE MUD AND ITS OWN WEIGHT. PAUL MANTZ HAD ALREADY INSTRUCTED AMELIA TO GET THE TAIL UP AS SOON AS POSSIBLE.

EWING: "THE LOCAL WEATHER WAS STRICTLY A MINUS. WITH AN OVERLOAD OF GASOLINE SHE NEEDED A GOOD HEADWIND FOR TAKEOFF. INSTEAD THE AIR WAS DEAD. THE WINDSOCK HUNG LIMP. FLAT PATCHES OF GRAY CLOUD LAY MOTIONLESS AGAINST THE MOUNTAIN."

AMELIA: "MY LAST HUMAN CONTACT WAS A FLEETING GLIMPSE OF ERNIE, MY MECHANIC, TROTTING ALONG BESIDE THE PLANE, MUD SLOSHING OVER HIS SHOE TOPS AT EACH STEP. HIS CIGARETTE DROOPED FORLORNLY FROM THE CORNER OF HIS MOUTH; HIS FACE WAS AS WHITE AS PAPER. I HOPE HE SAW ME SMILE.

"I LOOKED AHEAD BETWEEN THE MARKER FLAGS, CHECKED AGAIN THE SPOT AT WHICH I WAS TO BEGIN TO STOP IN CASE I WAS NOT OFF THE GROUND BY THE TIME I PASSED IT, AND PUSHED THE THROTTLE AHEAD.

"THE PLANE DID EXACTLY AS EXPECTED. THE TAIL CAME UP AS IT GATHERED SPEED, THROWING UP A CATARACT OF RED-BROWN MUD. IT GREW LIGHTER, AS THE 550 HARNESSSED HORSES OF THE WASP MOTOR GOBBLED GAS. THEN A FINAL BOUNCE AND IT TOOK TO THE AIR, HOLDING IT EASILY AS I SLOWLY TURNED TO THE RIGHT TOWARD HONOLULU AND DIAMOND HEAD. THE TAKEOFF, I AM TOLD, WAS ACCOMPLISHED WELL

WITHIN 3,000 FEET--LESS THAN HALF THE LENGTH OF THE FIELD.
"SKIRTING HONOLULU, I COULD SEE THE HUMAN ANTS, FAR
BELOW, GOING HOME AFTER THEIR DAY'S WORK. I ROUNDED
MAKAPUU POINT, THE LAST ISLAND OUTPOST ON MY COURSE. TO
MY RIGHT I COULD SEE THE LONG SLOPING SIDE OF MOLOKAI,
THE NEXT ISLAND, BLUE IN THE HAZY DISTANCE. CLOUDS
WERE ALL ABOUT ME FROM THE START, AND TO GET ON TOP OF
THEM I CLIMBED TO 6,000 FEET, WHENCE I COULD LOOK DOWN
ON THEIR FLUFFY CONTOURS MOVING AGAINST THE DARK
SEA."

- CHECKED IN ON THE RADIO WITH "ALL OK" THEN TURNED
TO KGU, A HONOLULU STATION, TO LISTEN TO THE MUSIC.
- PROGRAM INTERRUPTED, "WE ARE INTERRUPTING OUR MUSICAL
PROGRAM WITH AN IMPORTANT NEWS FLASH. AMELIA EARHART
HAS JUST TAKEN OFF ON AN ATTEMPTED FLIGHT TO OAKLAND.
- AE THOUGHT TO HERSELF, "YOU'RE TELLING ME!"
- PUTMAN GOT ON THE RADIO--"MOTOR NOISE IS INTERFERING
WITH YOUR BROADCASTS, PLEASE TRY TO SPEAK LOUDER."
- AE THOUGHT IT WAS NICE TO HEAR HIS VOICE; THEY HAD
NEVER TALKED TO EACH OTHER ON THE RADIO.

THIS WAS THE FIRST TIME THIS TYPE OF RADIO WAS USED IN
A CIVILIAN A/C.

AMELIA: "TO BROADCAST, I ROLLED OUT THE ANTENNA THROUGH
A HOLE IN THE FLOOR BY MEANS OF A REEL UNDER MY SEAT.
THE ANTENNA WAS WEIGHTED WITH A SMALL LEAD BALL, AND
STREAMED OUT IN AN ARC BELOW THE PLANE IN FLIGHT--
ADDING ANOTHER THING FOR A PILOT TO THINK ABOUT WHEN

TAKING OFF OR LANDING, FOR IT HAD TO BE REELED IN THEN."

- ALTHOUGH STATIC CONTINUED TO MAKE HER TRANSMISSION DIFFICULT TO UNDERSTAND, AE CHECKED IN ABOUT EVERY 30 MINUTES. THE WORLD LISTENING IN ON THEIR SHORT-WAVE RADIOS WERE THRILLED EACH TIME THEY HEARD, "THIS IS KHABQ, EVERYTHING IS OK."

- THE HONOLULU STAR BULLETIN FOR JANUARY 11, 1935, HAD ALREADY HIT THE STREETS, BUT AN "EXTRA" WAS PUBLISHED THAT DAY WITH THE BOLD HEADLINES:

"AMELIA OFF FOR COAST"

"LEAVES FIELD AT 4:44 PM FOR MAINLAND"

AMELIA: "THE NIGHT I FOUND OVER THE PACIFIC WAS A NIGHT OF STARS. THEY SEEMED TO RISE FROM THE SEA AND HANG OUTSIDE MY COCKPIT WINDOW, NEAR ENOUGH TO TOUCH, UNTIL HOURS LATER THEY SLIPPED AWAY INTO THE DAWN."

- AS PART OF HER PREFLIGHT PLANNING, AE HAD THE POSITION OF EVERY VESSEL ON OR NEAR HER COURSE PLOTTED ON HER MAP. SHE WOULD PASS NEAR 2 OF THEM DURING DARKNESS. BOTH HAD AGREED TO LEAVE SEARCHLIGHTS ON FOR HER. WHEN SHE WAS 900 MILES FROM HAWAII, SHE MADE AN UNUSUAL OBSERVATION:

AMELIA: "BUT SHORTLY BEFORE MIDNIGHT I SPIED A STAR THAT DIFFERED FROM THE OTHERS. IT WAS TOO PINK AND IT FLASHED AS NO STAR COULD. I REALIZED I WAS SEEING A SHIP, WITH ITS SEARCHLIGHTS TURNED INTO THE HEAVENS AS A LAMPPOST TO GUIDE ME ON MY WAY. I SNAPPED ON MY LANDING LIGHTS,

WHICH ARE ON THE LEADING EDGE OF THE WINGS MIDWAY TO THEIR TIPS, AND HAD THEM BRAVELY BLINK A GREETING TO WHOEVER MIGHT BE WATCHING. LATER I LEARNED THE VESSEL PASSED WAS THE MATSON SHIP "MALIKO," 900 MILES FROM HONOLULU."

- AE WAS NOW CRUISING AT 8,000 FEET WHICH SHE MAINTAINED FOR MOST OF THE FLIGHT. FROM DAWN UNTIL ABOUT 1030 SHE WAS ABOVE A SOLID CLOUD DECK.

AMELIA: "AFTER I HAD BEEN FLYING ABOUT 15 HOURS, THE (CLOUD) FORMATION BEGAN TO BREAK UP. LARGE HOLES APPEARED, THROUGH WHICH I COULD SEE THE CRINKLED BLUE SURFACE OF THE SEA FLECKED WITH MORNING SUNLIGHT.

"A LARGE OPENING APPEARED ON MY LEFT AND FRAMED IN THE MIDDLE WAS ANOTHER SHIP. DOWN THROUGH THE HOLE IN THE CLOUDS I WENT, HAPPY FOR THE COMPANY OF THAT TOY STEAMER AND EXCEEDINGLY PLEASED BECAUSE ITS PRESENCE PROVED I STILL WAS ON MY COURSE.

"ONLY 150 TO 200 FEET ABOVE THE SEA I CIRCLED THE STEAMER, WHICH PROVED TO BE THE DOLLAR LINER "PRESIDENT PIERCE." AND THEN I "LINED UP" ON THE WAKE, WHICH FROM THE AIR I COULD SEE STRETCHING ASTERN FOR PERHAPS A MILE. THE LINE OF THAT WAKE CHECKED EXACTLY WITH THE COMPASS COURSE I HAD BEEN FOLLOWING. SO I CONTINUED ON MY WAY."

- AE CONTACTED RADIO STATION KPO SAN FRANCISCO WHO INFORMED HER THAT THE PRESIDENT PIERCE WAS ABOUT 300 MILES FROM SAN FRANCISCO. AE WAS ON COURSE BUT SLIGHTLY BEHIND SCHEDULE. SHE DID NOT CLIMB AGAIN BUT REMAINED AT ABOUT 1500 FEET FOR THE REMAINDER OF THE FLIGHT. A LITTLE LATER SHE THROTTLED BACK FROM 160 TO 140 MPH TO CONSERVE FUEL.
- AMELIA MISTOOK TWO CLOUD BANKS FOR THE CALIFORNIA COAST, BUT EVENTUALLY COASTED IN JUST SOUTH OF PILLAR POINT, 21 MILES SOUTH OF SAN FRANCISCO AND FLEW DIRECTLY TO THE BAY FARM ISLAND AIRPORT NEAR OAKLAND WHERE SHE LANDED WITH TWO HOURS OF FUEL REMAINING.
 - AS AMELIA TAXIED IN HUNDREDS OF HORNS WERE HONKING AND A CROWD ESTIMATED BETWEEN 5 - 10,000 PEOPLE CHEERED; TEMPORARY BARRIERS WHICH HELD BACK THE CROWD TOPPLED AS THEY RUSHED FORWARD TO GREET AMELIA. THE CROWD GASPED ONCE AS IT APPEARED SHE MAY HAVE RUN INTO THE CROWD, BUT ALL WAS WELL.
 - AMELIA POPPED HER SMILING HEAD OUT OF THE COCKPIT THROUGH THE ROOF HATCH, RAN A COMB THROUGH HER HAIR AND ACCEPTED THE ADULATIONS OF THE CROWD. HER AIRPLANE WAS QUICKLY PUSHED INTO A HANGAR TO AVOID SOUVENIR COLLECTORS.
 - AMELIA'S ONLY REAL PROBLEM DURING THE FLIGHT CAME FROM A VENTILATOR WHICH HAD BLOWN OPEN SHORTLY AFTER TAKE-OFF RESULTING IN A RUSH OF AIR BLOWING DIRECTLY INTO

HER FACE THROUGHOUT THE FLIGHT. THEREFORE, HER EYES WERE SOMEWHAT REDDENED FROM THE EXPERIENCE, BUT SHE WAS OTHERWISE JUST TIRED.

- THE NEXT DAY'S STAR BULLETIN CARRIED MORE OF THE STORY. THE HEADLINES READ:

"AMELIA MAKES OAKLAND
ENDING HOP FROM HAWAII"

AND LATER A FINAL EDITION CAME OUT WHICH HEADLINED:

"AMELIA AT OAKLAND IN 18 1/4 HOURS"

"5000 PERSONS ON HAND TO GREET HER AS SHE DIVES
IN TO MAKE PERFECT LANDING"

- IT WAS LATER LEARNED THAT AE HOPED TO FLY ALL THE WAY TO SALT LAKE CITY, UTAH. THIS WOULD HAVE BROKEN HER OWN LONG DISTANCE RECORD FOR WOMEN. THERE WAS ALSO A PLAN THAT REGARDLESS OF WHETHER SHE LANDED AT OAKLAND OR SALT LAKE CITY, SHE WOULD GET A NIGHT'S REST AND PROCEED THE NEXT DAY, NON-STOP TO WASHINGTON, D.C. SHE, OF COURSE, DID NOT MAKE SALT LAKE CITY ON JANUARY 12, AND WEATHER EAST OF OAKLAND ON THE 13TH ELIMINATED THE HOPES OF A NON-STOP FLIGHT FROM THERE. IT IS NOT CLEAR AT WHAT POINT THIS DECISION WAS MADE; HOWEVER, GEORGE PUTNAM TOLD REPORTERS IN HAWAII THAT HE EXPECTED HER TO LAND IN OAKLAND.

- AE HELD 12 AVIATION RECORDS, MANY OF THEM FOR WOMEN ONLY, BUT THIS FLIGHT WAS A FIRST FOR ANYONE. FOR HER MANY AERIAL FEATS SHE RECEIVED 45 AWARDS AND DECORATIONS INCLUDING THE LINDBERGH MEDAL IN 1928; THE AMERICAN NATIONAL GEOGRAPHIC SOCIETY'S GOLD MEDAL, PRESENTED TO HER BY PRESIDENT HOOVER AFTER HER SOLO ATLANTIC FLIGHT IN 1932; AND IN THAT SAME YEAR CONGRESS VOTED TO AWARD HER THE DISTINGUISHED FLYING CROSS, THE FIRST WOMAN TO RECEIVE THE DFC. AE WAS ALSO THE CO-RECIPIENT OF THE HARMON TROPHY IN 1937.
- MONUMENT AT THE DIAMOND HEAD BEACH PARK LOOKOUT POINT COMMEMORATES THE FLIGHT.
- TWO YEARS LATER, IN MARCH 1937, AE RETURNED TO HAWAII. SHE HAD COMPLETED THE FIRST LEG OF HER EAST TO WEST ATTEMPT AT AN AROUND-THE-WORLD FLIGHT. IRONICALLY, THE NEXT LEG WAS TO BE FROM HAWAII TO HOWLAND ISLAND; HOWEVER, DURING HER TAKEOFF FROM LUKE FIELD ON FORD ISLAND, HER LOCKHEED ELECTRA WENT OUT OF CONTROL, COLLAPSING THE GEAR AND BADLY DAMAGING THE A/C. THE PLANE WAS RETURNED TO THE MAINLAND WHERE IT TOOK TWO MONTHS TO REPAIR. BY THEN WORLDWIDE WEATHER CONDITIONS HAD CHANGED TO THE POINT THAT IT BECAME PREFERABLE TO MAKE THE SECOND ATTEMPT FROM WEST TO EAST. ON JUNE 1, 1937, AE AND NAVIGATOR FRED NOONAN DEPARTED

MIAMI. ON JULY THE SECOND, THEY DEPARTED THE LAE
AIRPORT IN NEW GUINEA FOR A 2500 MILE FLIGHT TO HOWLAND
ISLAND.

AT APPROXIMATELY 8:45 A.M. THE US COAST GUARD CUTTER
ITASCA RECEIVED HER LAST TRANSMISSION--BUT THAT'S
ANOTHER STORY THAT WE WILL LEAVE TO GRACE MCGUIRE TO
FINISH FOR US AND A GOOD REASON FOR US ALL TO GET
TOGETHER AGAIN IN JULY 1987. I'LL SEE YOU THERE!!!