

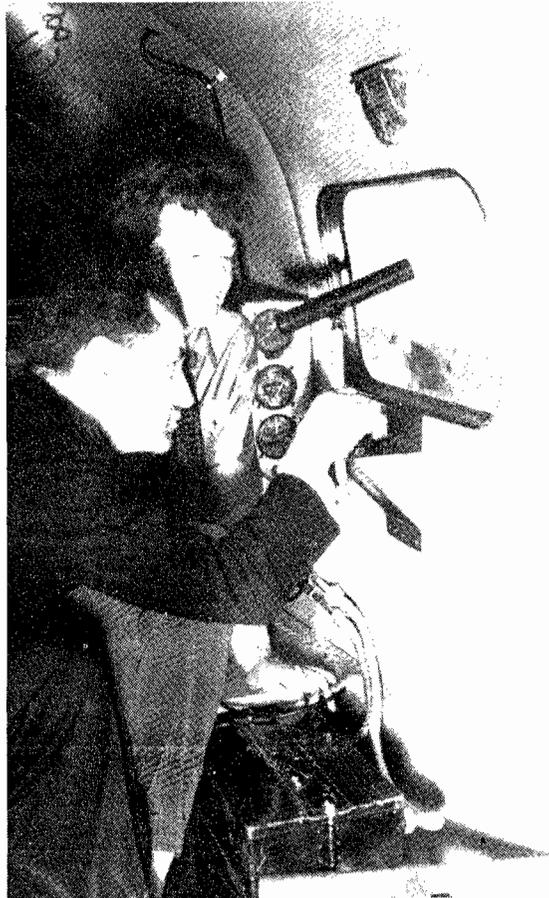
Throughout the flight, Fred Noonan navigated by celestial navigation, while Captain Manning worked the radio. Amelia reported in her log book:

"Paul and I have some cocoa 3 hrs. out. There is still a glow in the west. I have been flying most of the time. Now Paul does and I watch instruments. Stars about. The navigators are working like mad. Harry has just had a long radio discourse . . ."

"6-7 hours out. The stars are brilliant but with the moon they can't be seen on horizon. Harry comes up to work the radio. Paul flies while Harry works over my head."

". . . Daylight comes at last . . . The generator just went out. Harry has held the key down so long it grew tired. Whats a gen. if he got his bearings? . . ."

After a nearly uneventful flight, the plane successfully set down at Wheeler Field at 8:25 a.m., Pacific standard time, March 18. Terry Miner, Mantz' fiancée, was there to meet him. Amelia and crew had set a 15 hour, 43 minute record and had established an east-west crossing record. Mantz, technical advisor for the flight, reported there were problems with the right-hand, constant-speed Hamilton-Standard propeller blades that became inoperative about six-hours before the plane reached Hawaii. Just prior to the propeller difficulty, the fliers experienced icing conditions. While at Wheeler Field, the propeller was repaired and the plane made ready for the long flight ahead. Mantz test flew the plane and reported that the propellers worked perfectly and functioned better than they had before. On this test flight the plane



Amelia and Captain Harry Manning checking his pelorus, March 6, 1937.

MARCH 18, 1937

- 4:38 p. m.—Took off from Oakland airport.
 - 4:45 p. m.—Passed over the San Francisco-Oakland and Golden Gate bridges and headed out to sea.
 - 6:04 p. m.—In air 1 hour, 26 minutes. All's well. Received report from S. S. Lurline that 35-mile northwest wind ahead, somewhat equally, visibility 10 miles. Now approximately 250 miles from San Francisco. Latitude 36 north, longitude 127 west.
 - 6:53 p. m.—"Everything okeh." She radioed that she had climbed to an altitude of 8000 feet.
 - 7 p. m.—Captain Edwin Musick of the Pan-American Sikorsky bound for Australia reported Miss Earhart left his plane at 5:40 p. m. (Musick left Oakland airport 24 minutes before her.)
 - 7:13 p. m.—Plane 365 miles out. A code message from the plane gave the position as latitude 36.15 north, longitude 126.28 west.
 - 8:15 p. m.—Passed the Pan American Hawaii Clipper, en route on routine flight to Hawaii-Manila; the clipper left Alameda at 3:35 p. m.
 - 8:35 p. m.—Plane reported 569 miles out. Position given as latitude 39.42 north, longitude 131.05 west. Ship averaging speed of about 170 miles an hour. Favorable winds ahead.
 - 10:31 p. m.—The Pan-American Airways received a message from Amelia Earhart saying: "We cannot hear you. All is well."
- THURSDAY**
- 11:02 a. m.—Miss Earhart radioed: "Everything okeh."

From Amelia's log on flight to Hawaii.

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