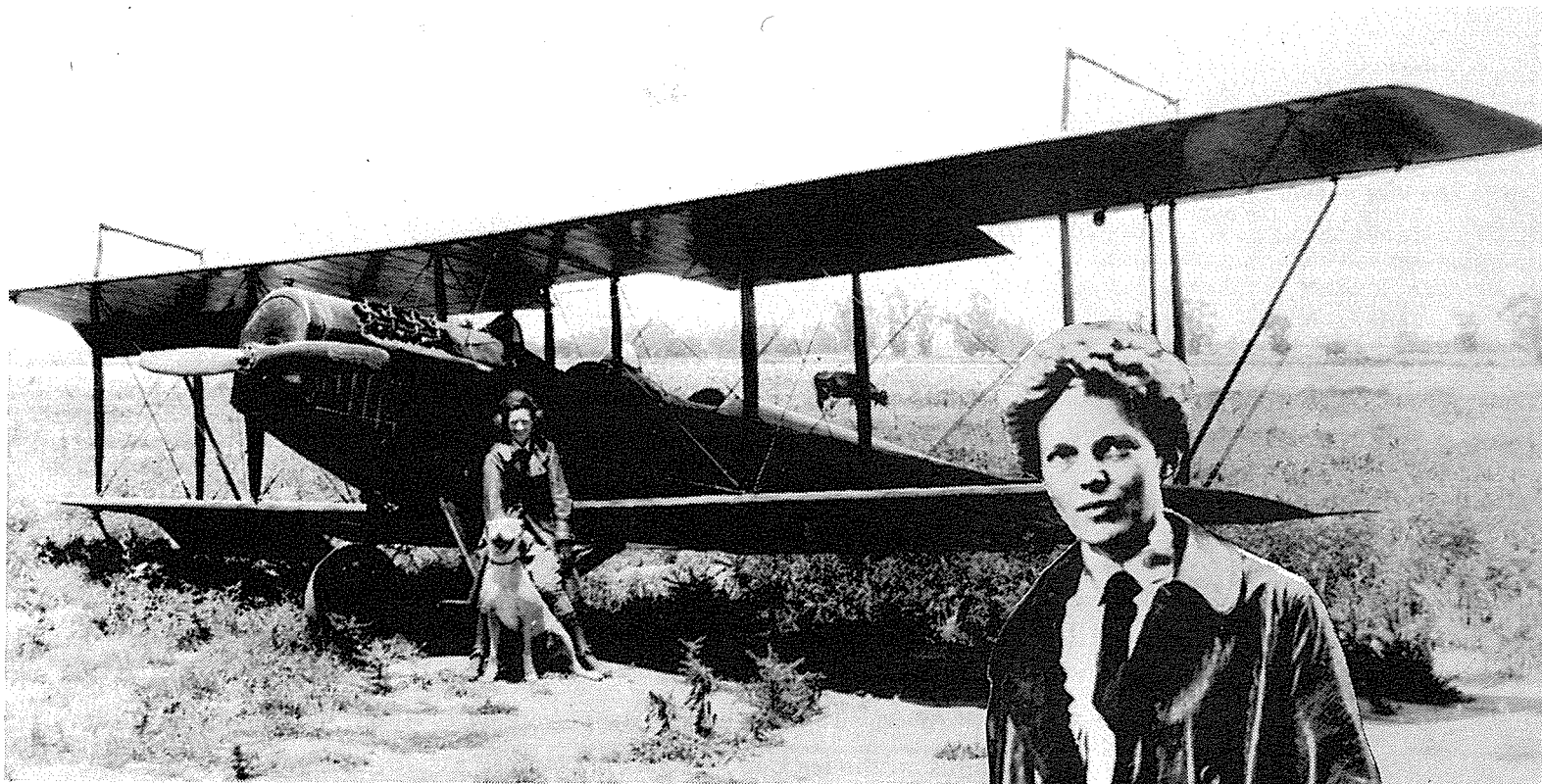




Royer

Amelia Earhart

A Short Biography by Mauno Salo

With photos from the author's collection

It behooves us of the AAHS Editorial Committee on this anniversary date to present a thumbnail biography to refresh our memories of this famous aviatrix.

Amelia Earhart was born in 1897 at Atchison, Kansas, followed a few years later by her sister Muriel. Much of their childhood was spent at the home of their grandparents, Judge and Mrs. Alfred Otis. Grandpaw Otis was a Lutheran minister from western Pennsylvania who had graduated as first honor man from the University of Michigan at Ann Arbor. He held a chair of Greek and Hebrew at the Midland College, a small Lutheran institution near Atchison. Amelia's father, the youngest of 12 children, worked his way through the University of Kansas, receiving his law degree in 1894. Amelia's parents were married in 1895 much to the disapproval of Judge Otis.

Her father, a lawyer for the Rock Island Railroad, was away from home for long periods of time. Meanwhile, the girls continued on as a couple of tomboys until Grandpaw died in Sept. 1911. By the time Amelia reached high school, she possessed a curiosity in science, chemistry and physics, but frequent moves because of her father's job disrupted her scholastic pursuits. In four years of high school she attended six different schools, graduating from Hyde Park in Chicago. From here she went to Ogontz school near Philadelphia, while Muriel, the studious one, entered



1921. Amelia's first instructor, Neta Snook, with her Great Dane Camber ("Cam") and JN-Canuck at Kinner's Airport (Tweedy Ave. and Long Beach Blvd.) SE of Los Angeles. Canucks had double ailerons, while Jennies had only a single set of uppers. Previously this airplane had been either white or silver but had crashed on TO with Royer in the front seat. He rebuilt the lower wings, gear, and repaired the lower longerons, then painted the ship black to Neta's instructions.



1919. Amelia Earhart attended a course in auto mechanics along with Smith College students. She is seated directly behind the male instructor on the right.

St. Margaret's in Toronto. While visiting with Muriel during summer vacation, Amelia became a nurse's aid at Spadina Military Hospital. Airplanes at the nearby training base began to get her attention. The year—1918.

Her meager medical training received in Canada aroused sufficient interest that she enrolled in a pre-med course at Columbia University, taking night courses in laboratory and attending lectures at Bernard and elsewhere. One of the courses was in advanced bacteriology and she offered herself as a human guinea pig. Healthwise, she suffered from a nasty abscess under a cheekbone which wasn't discovered for years.

She had her first airplane ride on January 3, 1920. And when her father quit his railway job after 15 years, Amelia moved with her folks to California in order to take care of his health and little brown jug problems. Here she worked in a photo lab and telephone office. She started hanging around L.A. airports, Rogers Airport, Venice and Kinner's Field (in South Gate). Here she met Bert Kinner, and Neta "Curly" Snook who became her first instructor. Although her folks were against her learning to fly, her mother helped with the payments of Neta Snook's "fly on credit" policy. Snook salvaged a wrecked JN-Canuck which she put together in Ames, Iowa, with the help of a gent named Stone. Amelia's school flights were made in increments of 15 to 20 minutes each, at the rate of \$1 a minute. AE desired her own airplane and with some money from her grandmother's will, purchased one of Kinner's Airster crackerbox bipes which she promptly named "The Yellow Canary." Amelia flew the Canuck for some 4-5 hours, then another 7 hours in the Kinner when she desired some aerobatic lessons. This was not to Neta Snook's liking as she felt the airplane unsafe for such maneuvers. So AE engaged an ex-Air Service aerobatics instructor from March Field, John J. Montijo¹ who first soloed her, then taught her wing-overs, chandelles, falling leaves, spins, etc. It was in this little bird that she gained her first publicity by capturing the women's altitude record of 14,000 feet while flying over Mt. Baldy.

The abscess by now was in her sinuses, requiring two operations (one costing \$500). She had some difficulty with a collection agency following an inability to pay.

In 1925 she packed her bags aboard her yellow Kissel roadster and headed for Boston where she entered summer school at Harvard, with the idea of becoming a teacher like her sister. For a while, she taught English to children of foreigners under Massachusetts University Extension Dept. as a member of the Educational Service Bureau staff. Settlement work interested her and she was accepted at the Denison House in Oct. 1927 as a staff social worker of pre-kindergarten kids and girls 5-14.

In Boston she joined the National Aeronautics Association and became one of the five incorporators of a commercial aeronautical concern. AE now owned stock in Kinner Airplane as well as the Denison Airport, Quincy, Mass.

1927 was the year of Transatlantic fever, which brought fame to some and death to others. Mrs. Frederick Guest desired that a woman fly across the Atlantic as a passenger. She purchased a Fokker F.VII/3m from Richard E. Byrd,² and engaged the services of G.P. Putnam ("Gippy"), son of the wealthy publishing house owner, to act as PR and agent to find this woman passenger. Gippy was head of the editorial board of Paramount Pictures.³ Bill Stultz was selected as pilot and Louis Gordon as

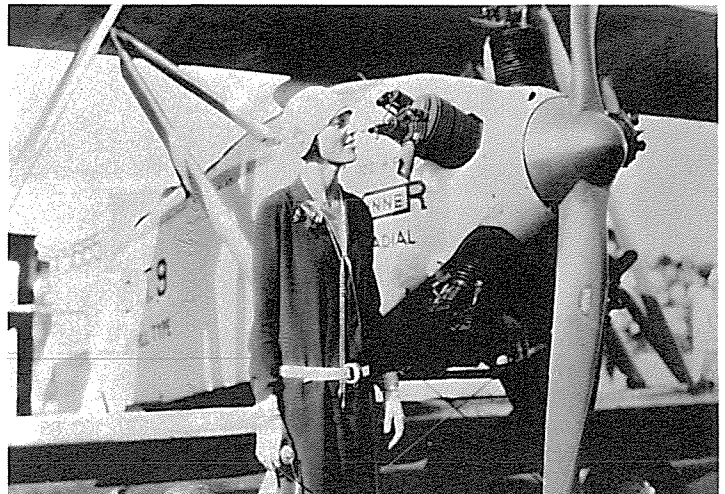


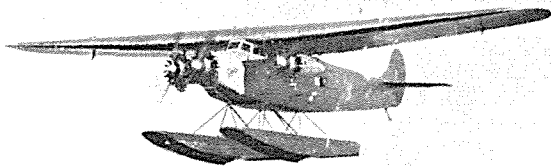
At Kinner's Airport, SE Los Angeles, AE poses with her newly acquired Kinner "Airster" which she named "The Yellow Canary," built in Glendale. 3 cyl. Lawrence engine. (Lloyd Royer)



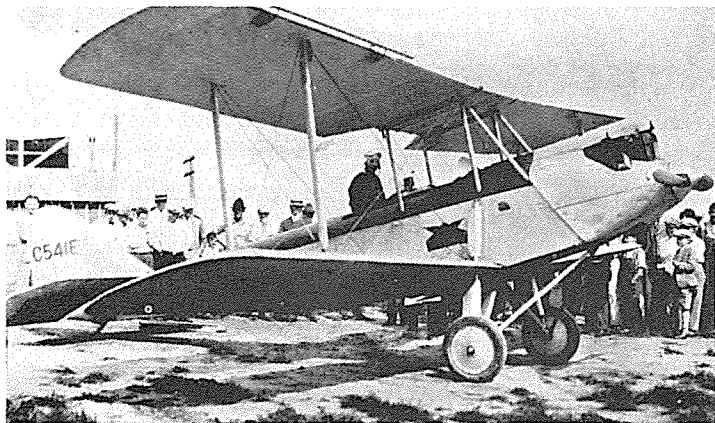
There is a striking resemblance to Lindbergh in this photo although she was 5 years older than he.

Here we see Amelia before the last wooden Airster powered by the newly developed Kinner engine of 100 hp.





The 1928 Fokker F.VIIB 3/m "Friendship" on a test flight near Boston. Originally purchased by Byrd for the Antarctic expedition. Registered 4204 s/n 5208. 71'-2" wing, engines: Wright J-5 220 h.p. Gold wings, red/orange fuselage. Later sold to Argentina.



Amelia brought an Avro Avian back with her, following the trans-Atlantic flight, purchased from Lady Heath.



Amelia competed in the 1928 Women's Air Derby with Vega 1 C 6911, s/n 10, Wright J-5, in which she placed third.

mechanic. Competition came in the form of Mabel Ball, the "Diamond Queen." The flight took off from Boston June 3, 1928, and arrived at the jumping-off point, Trepassey, Newfoundland, where they were stuck for 13 days waiting for favorable weather. Finally they got away on the 17th and, after an exhausting 20-hour and 40-minute flight, landed in the bay at Burry Port, Wales. It was in England that AE met Lady Heath who had an Avro Avian biplane that Amelia became attached to, so much so that she purchased it. She flew this plane cross-country back and forth without incident enjoying herself while promoting aviation.

In 1928 she competed in the Women's Air Derby (California to Cleveland), won by Louise Thaden, with Gladys O'Donnell second and AE in third place. In 1929 AE moved further into speed flying with at least four Lockheed Vegas, two of which were registered to her and one with which she captured the women's speed records.

The idea of the famous "Ninety Nines" organization began with a letter to Ruth Nichols in September 1927. At a meeting held 11-2-29 at the Curtiss Airport, Valley Stream, Long Island, the 99's title was chosen due to the 99 charter members of the organization. Twenty-six ladies from six states attended with Louise Thaden being elected as national secretary. In 1931 Amelia became president of the 99's.

Meanwhile, Gippy Putnam hung around promoting her flights and had published her first book, *20 Hours, 40 Minutes* (1929). He divorced his third wife, and proposed marriage to Amelia at least six times before she accepted. She wasn't all that gung-ho on marriage—being an active women's libber in her day. They were married in Feb. 1931. Amelia became an associate editor of *Cosmopolitan* magazine.

In 1931 she took up autogyro flying, establishing an altitude record of 18,415 feet on 4-8-31 in a Pitcairn gyro provided by the Beechnut chewing gum interests. She began a promotional coast-to-coast flight 5-29-31, landing in Oakland on the sixth of June. On the return trip she crashed on takeoff at Abilene, Texas, for which she received a Dept. of Commerce reprimand. Another gyro was supplied and she completed the 11,000-mile journey on 6-22-31. AE had a second gyro crash at Detroit when a landing gear strut gave way in landing.

AE was also a business woman; an officer with TAT and a VP with the Boston & Maine Airways, controlled by the railway firm of the same name.

Preparations began for the solo Atlantic crossing in 1931, as Amelia wanted to prove that she could make the hop by herself. She began learning instrument flying, with that amiable Bernt Balchen as her technical advisor. Fuel capacity was upped to 420 gals. with the fuselage being reinforced. Twenty gallons of oil were included, plus a drift indicator, three compasses, a periodic, magnetic, and directional gyro. A new Wasp engine was installed. Gross weight was now 5,500 pounds. Balchen and mechanic Gorski rode up to Harbor Grace with her. The takeoff was on the fifth anniversary of Lindbergh's flight, 5-20-32. This flight, like so many others, was not without its problems. First the altimeter failed, then the wings iced up and AE nearly spun in. A weld cracked in the exhaust manifold ring, but fortunately no fire developed. She landed in a Culmore, Ireland pasture, after 14 hours and 56 minutes, a record for transatlantic flying.

In 1932, Amelia's second book appeared under the title of *For the Fun of It*, about women in flying during that era.

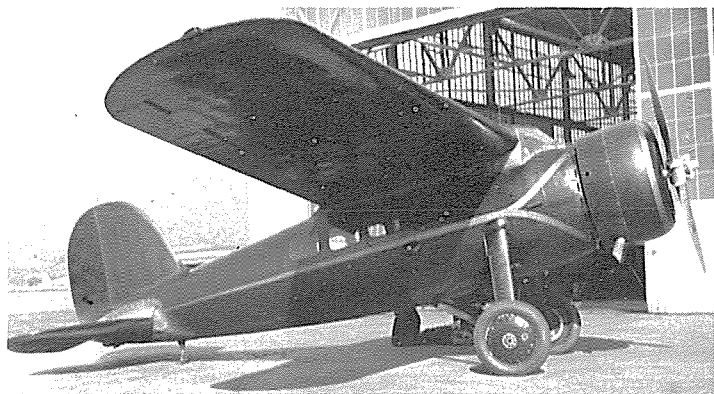
In 1933, AE purchased another Vega, probably the best known of the Vegas she used, which she kept until the arrival of the Electra in 1936. The Vega's engine was changed over to a supercharged S1D1 and she began planning more record flights, the first being New York-Los Angeles in some 14 hours. Preparations and training began for the solo assault on the Honolulu-



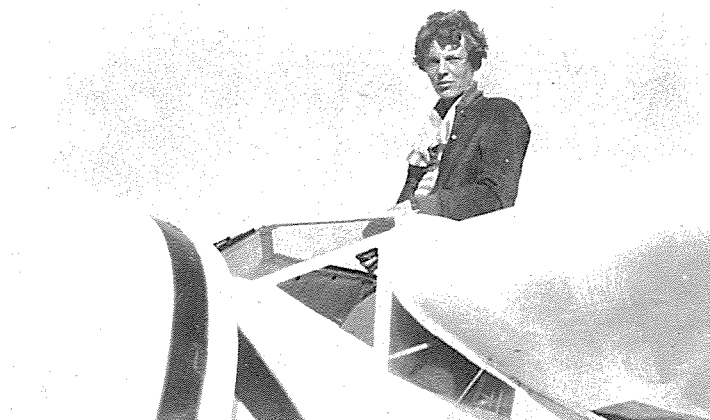
The Beechnut company's Pitcairn autogyro loaned to AE for a coast-to-coast promotional flight and return, in 1931.



Norwegian Bernt Balchen, AE and mechanic Gorski before the trans-Atlantic hop of May 20-21, 1932, the 5th anniversary of Lindbergh's flight.



NR 965Y prior to engine change from Wasp SC-1 to S1D1 and other modifications. Engine cowling is different. (Paul Mantz via Carter)



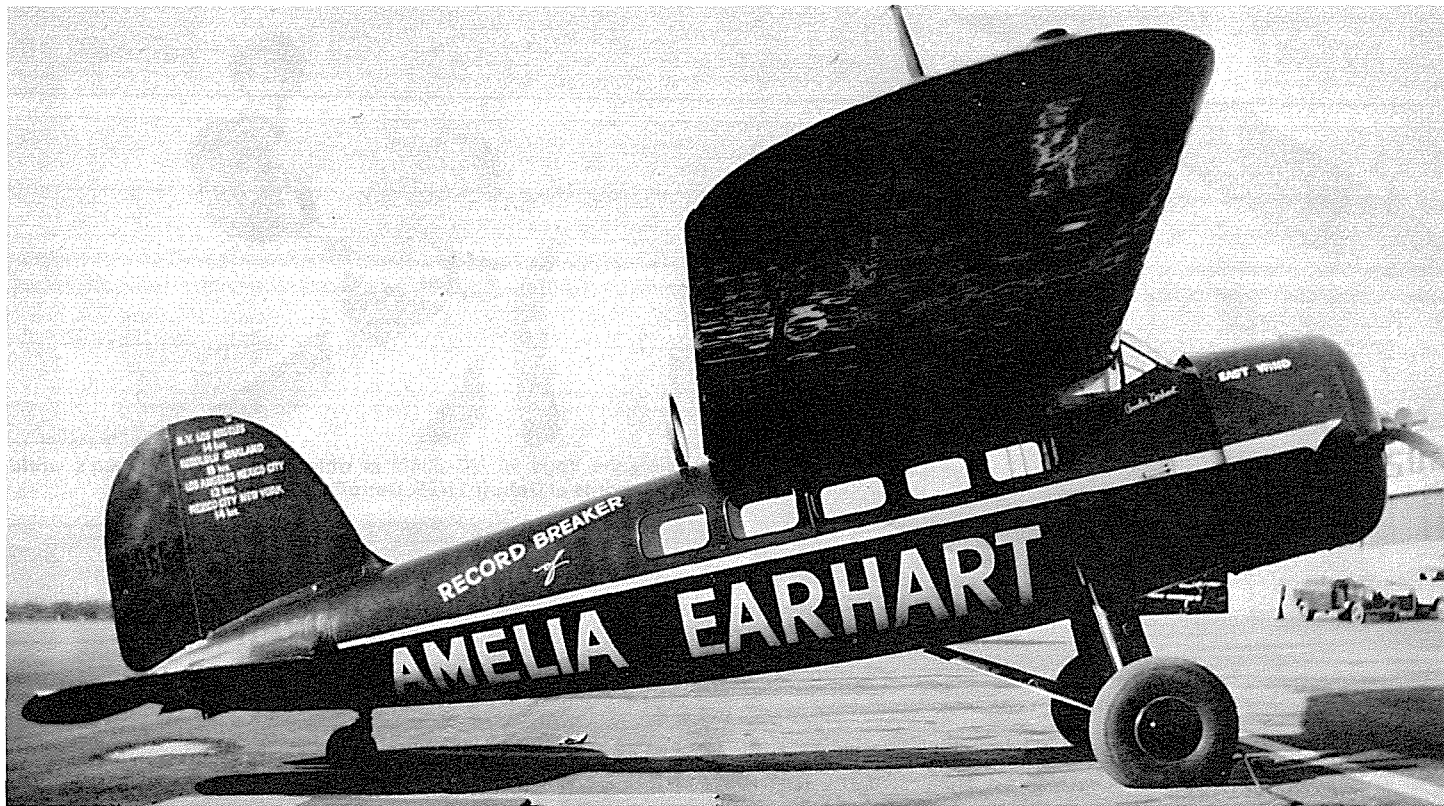
Possibly the Vega 5A NC 538M in which she set the women's world speed records at Detroit 11-29. Detroit A/C plane.



Famous flyers by a faithful Wasp engine shortly before Post & Rogers ill-fated flight seen here in the United Air Service hangar, Burbank. AE, Wiley Post, Roscoe Turner and Laura Ingalls. (Photo by Lockheed photographer J.H. Washburn, via Walter Pentecost)



Flannel shirted Amelia seated in the Electra.



Oakland flight in much secrecy and denials. Paul Mantz was now her technical advisor. Cruising speed checked out to 160 mph. The successful hop, Jan. 11-12, 1935, was performed in 18 hours, 56 minutes, for a distance of 2,408 miles. AE had added another headliner to her career. Next she buzzed down to Mexico City from Burbank, California, in 13 hours, 32 minutes, still solo. The Mexicans issued a special commemorative stamp which they sold to AE for face value. Only 780 were issued. From Mexico City, she hopped to New York in 14 hours.

In 1935 Amelia joined Purdue University as counselor in careers for women where the Amelia Earhart Fund for Aeronautical Research was established. Shortly an order for a Lockheed L-10E Electra was placed to be used as a flying laboratory. AE had her first flight in this airplane 7-22-1936 accompanied by Elmer C. McLeod, test pilot and mechanic Bo McNeely.

It is not within the scope of this short biography to go into the details and controversies of the ill-fated round-the-world flight, nor the whispered stories that Gippy and AE were at odds and a divorce was pending. Nevertheless, he did publish her book, *Last Flight in 1937*.

As for Putnam himself, he married 18 months after AE's disappearance and served in the CBI as a major in PR.

NR/C "East Wind" Vega 5C Special at Glendale. The fuselage billboard was the product of Putnam-Mantz, and reads: N.Y. Los Angeles 14 hrs, Honolulu Oakland 18 hrs, Los Angeles Mexico City 12 hrs, Mexico City New York 14 hrs.

REFERENCES:

1. KI in Varney Vega NC 891E s/n 73 at Walsenburg County, Colorado 5-1-35 flying the mail between Pueblo-El Paso. See JAAHS Vol. 2 #1 pg. 19.
2. Dutch-built. See photo JAAHS Vol. 9 No. 4 pg. 302.
3. Involved with the movie "Wings."

PUBLICATIONS CONSULTED:

20 Hours, 40 Minutes	(1929)	Earhart
For the Fun of It	(1932)	Earhart
Last Flight	(1937)	Putnam
Soaring Wings	(1939)	Putnam
The Stars at Noon	(1954)	Cochran
Daughter of the Sky	(1960)	Paul Briand
Courage is the Price	(1963)	Muriel Morrissey
Winged Legend	(1970)	John Burke

Numerous AAHS Journals.

Conversations with Lloyd Royer on her early days of flying and career (1972-77).

SOME OF THE VEGAS AE WAS INVOLVED WITH:

1929	NC 6911*	Vega 1	s/n 10	Wright J5A	#8949
29/30	NC 31E*	Vega 1	36	Wright J5	#B9314
29/30	NC 574E	Vega 2	57	Wright J6	#10186
1929	NC 538M	Vega 5A	107	Wasp C	#1927
30/33	NC 7952*	Vega 5B	22	Wasp CB	#941
33/36	NR/C 965Y*	Vega 5C Spec	171	Wasp S1D1	#2849
	NC 868E	Vega 5	68	Wasp	#2035
	NC 535M	Vega 5	104		

DAC. Speedtrials

Speed records, Detroit 11-29, Atlantic solo 5-20/21-32.

Fuselage from s/n 104. Sold to Franklin Institute for \$8K.

Black still there.

Sold to Mantz 1936

Built for AE, cancelled

Listed to AE

*Registered to Amelia

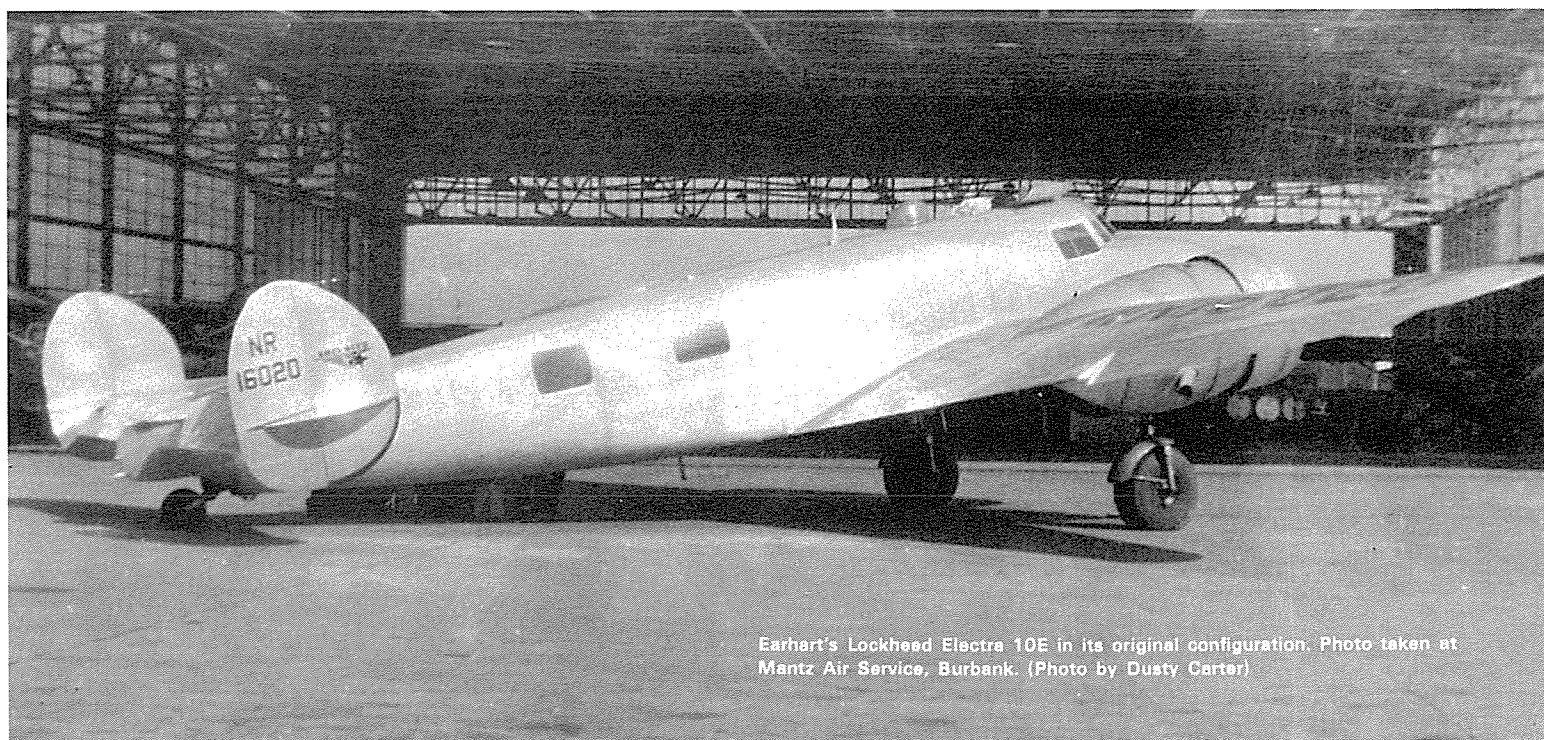
Amelia Earhart's Fatal Decision

By W. DONALD THOMAS



Forty years ago, in July, 1937, Amelia Earhart and Fred Noonan perished on the most difficult leg of their round-the-world flight; Lae, New Guinea to Howland Island, a tiny speck in the South Pacific Ocean. Of that, most authorities are certain. However, there are dozens of stories and assumptions as to why they disappeared, where they went down, whether they survived, what they were doing, and what finally happened to them. Researchers have made many trips to the area in search of data. Many government records in the U.S. and Japan have remained classified, or unavailable, or missing. Books have been published; some with very little research, others with years of research and large expenditures of money by the authors.

Theories and conjectures are many—they got lost, ran out of gas, and ditched in the sea. No trace of the plane was found by the U.S. Navy or Coast Guard after many days of searching in the area. Or they landed somewhere in the water or on a beach on a small island in the Marshalls or Gilberts and were picked up by a Japanese vessel and taken to a Japanese headquarters in the secretly fortified islands, perhaps Saipan in the Marianas. Many witnesses testified of seeing Americans, a man and a woman dressed like a man, with short hair, whom they were told by the Japanese were spies who flew an airplane. Others told of the graves where they were buried after the woman died and the man was executed. One book—"Amelia Earhart Lives"—even insists that she is still alive and living under another name. They show pictures of a crashed plane in California with the same registration number as Earhart's plane. Another has a story of an Okinawa woman who saw the plane crash at Truk, the big Japanese secret base in the Carolines. U.S. Marines who



Earhart's Lockheed Electra 10E in its original configuration. Photo taken at Mantz Air Service, Burbank. (Photo by Dusty Carter)

invaded Saipan say they saw photos of A.E. there; others say they helped dig up their bodies, and a number of natives pointed out the grave site where they were supposedly buried. Some stories insist A.E. was on a spy mission which would take her over Truk or some of the other illegally-fortified islands. Since most of her flight was at night, it may be hard to believe that any worthwhile intelligence would be gained by such a route to Howland even if, as some claim, her plane's power and fuel capacity had been increased to allow such a roundabout route. Foreigners were denied entry to the Japanese-mandated islands, so a secret intelligence mission was a possibility strongly hinted at by many sources, and as strongly denied by official sources.

Available data leads one to believe that A.E.'s flight to Howland could have been successful if the proper radio facilities were available, and had been used.

In the first place, there was much confusion between those responsible for the flight, and the Coast Guard, which provided support, including communications, beacon, and direction-finding facilities on or near Howland Island. Commander Thompson of the Itasca,¹ proceeding to Howland on short notice in support of the Earhart flight, was ignorant of the frequencies A.E. planned to use. Word from the Coast Guard station at Miami was that she had mentioned she would come up on 6210KC at quarter of and quarter past the hour, and would use her receiver to take bearings. A.E.'s

husband, George Palmer Putnam, the publisher, radioed the Itasca that when A.E. reached Darwin, Australia, he would divulge her radio plans and needs. Four days before her takeoff for Howland, the Itasca was advised that her "homing device" (direction finder) ranged from 200 to 1500KC and from 2400 to 4800KC, and to use 3105 for voice. That same day, A.E. sent her only pre-flight advice to the Itasca, specifying that the Itasca transmit the letter "A" on 7500KC. She also said she would make a long call on voice on 3105KC at a quarter of and a quarter past the hour.

The Itasca was shocked to learn of her request for 7500KC, since 4800KC was top range on her direction finder. The Itasca sent a message to A.E. trying to clear up the picture, saying "Itasca transmitters calibrated to 7500, 6210, 3105, 500, 425. Itasca direction finder frequency range 500 to 570KC." The Itasca failed to point out that, according to their information, she would be unable to tune in the 7500KC signal she had requested the Itasca to transmit.

The Itasca also failed to mention that a high-frequency direction finder had been brought aboard in Hawaii by an Interior Department official representing Mr. Putnam. A.E. and Noonan may not have been advised of this extra D.F., which should have been able to pick up A.E.'s voice signals at 3105 and 6210KC. This Navy HF DF was set up on shore, and was powered by batteries. Although A.E. was not advised by the Itasca that the Navy HF DF might get a bearing on



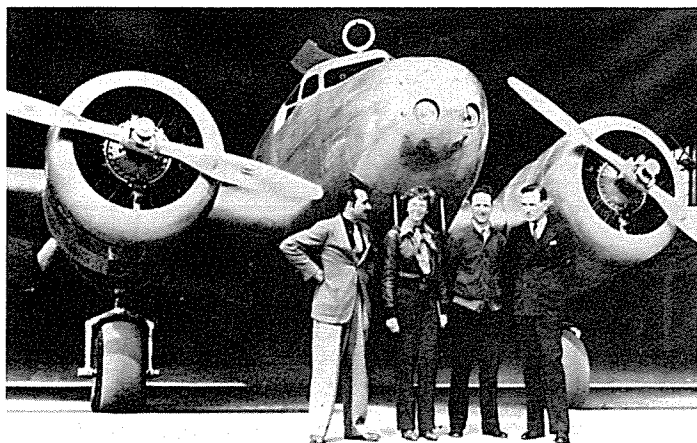
AE conversing with hubby G.P. Putnam while Paul Mantz, left, and Harry Manning, to the right of G.P., looking on. (Dusty Carter collection)

AE and Paul Mantz addressing the news media prior to 1935 Bendix. (Dusty Carter collection)



AE relaxing in company of Paul Mantz and unidentified lady. Photo taken at Burbank. (Dusty Carter collection)

NR 16020 Electra L-10E s/n 55 in UAS hangar Burbank prior to Oakland — Honolulu flight. Mantz, EA, Noonan, Manning. Lloyd Royer assembled the instrument panels before leaving Lockheed. He knew Amelia when Snooks was her instructor. (Salo collection)



her, she did try to transmit a signal on her voice frequency of 3105 by whistling into the microphone. The logs and reports from the Itasca are inconsistent—one said that when the radioman operating the DF was asked if he had gotten a bearing on these signals he replied that the whistlings were of too short a duration to be used to get a bearing. Another report, attributed to Commander Thompson, was that the batteries “ran down during the night,” so naturally were not available after daylight when the plane was nearing Howland.

A.E. had serviced her plane in Miami just before her round-the-world takeoff. Pan American Airways Communications confirmed that she had left behind her trailing antenna, although she still had a transmitter for 500 and 375KC. Neither frequency would be worth much, using only the Electra’s short fixed antenna. The reel-out antenna would make all the difference between a range of 50 to 100 miles and a thousand miles or more in the air, particularly if the static was heavy. The late William Van Dusen, who was Director of Public Relations for Pan American at the time, claimed that her decision to save weight was a fatal decision. She had admitted that neither she nor Noonan were very good telegraph operators, and that she would be embarrassed talking to ships in Morse code. Although the Itasca believed she had a 500KC transmitter aboard, and implored her to send on that frequency so Itasca could take a bearing, A.E. never received the transmissions and apparently had great difficulty receiving anything at all. So neither she nor the Itasca knew where she was, although her signals were definitely getting louder in the final transmissions, according to the Itasca’s log.

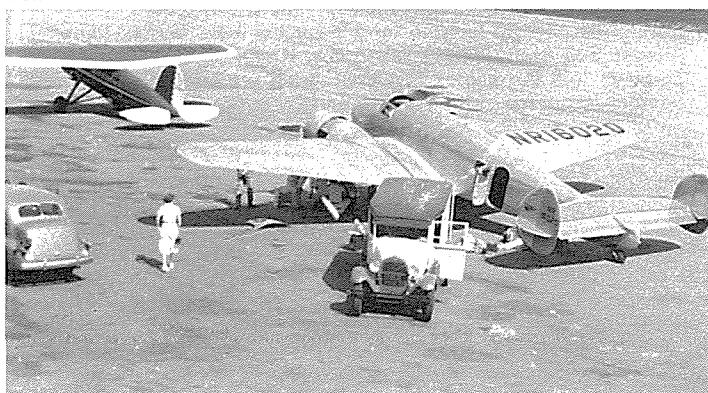
Van Dusen stated that A.E. had left her radiotelegraph set at Miami to save weight, and that it was sitting in a corner of the hangar at the Pan Am base when it was so desperately needed near the end of the flight. If it had been aboard and either she or Noonan had held down the key for a bearing on the regular marine frequency of 500KC, the Itasca and many merchant ships in the area could have gotten a bearing on her and at least known where to look when she went down. If either A.E. or Noonan had put in a little time during all their years of flying in learning a little radio telegraphy, they would have been able to communicate with the Itasca and any number of other ships along the way in International Morse code. They had admitted to the Guinea Airways operator at Lae, just before takeoff, that they could *not* read Morse code other than picking out individual letters if repeated as in radiobeacon identifications. A.E.’s whole attitude concerning the radio plans for her flight could be considered as casual, and it was not until she was facing the long hop from Lae to Howland that she wished she had taken along the radio antenna, and also the radiotelegraph if, as Van Dusen maintained, she had left it in Miami. After her disappearance speculation arose that some of the garbled signals received by inexperienced amateurs and others desiring to help were from her plane down at sea. Lockheed technicians, however, stated that her radio would not work if the plane was down in the water.

Another mistake made by A.E., perhaps deliberate, was her very brief reports by radio during the course of the flight. “A.E. OK” was the extent of her position reports—no info on her position or weather conditions. The fact that her husband had sold the rights to the story of her flight to the N.Y. Herald



AE’s Electra just outside the Mantz hangar at Burbank. Apparently this was some sort of fuel check since the compass rose at Burbank was located in another area; note fuel under a/c. It is interesting to note the spinners. As far as is known this was the first this modification has been shown. (Dusty Carter collection)

The Lockheed 10E being serviced at Mantz Air Service. (Dusty Carter collection)



Fred Noonan and AE preparing for a flight from Burbank. (Dusty Carter collection)



Tribune was probably the reason for her brief reports; the silence being a safeguard to prevent other news organizations from capitalizing on her flight. Or perhaps she was really on a hush-hush spy mission. This very secrecy frustrated the searchers who tried to trace her course after she disappeared.

Amelia was a poor navigator according to those who knew her. To hit a tiny island in the Pacific after a flight of over 2,550 miles, she felt that she needed a good navigator aboard. For the trip to Hawaii from California she took two of them, Noonan and Harry Manning.² Manning was a good marine navigator, although his experience in air navigation may have been limited. Air navigation is less accurate, but must be performed much faster. However, after A.E.'s crash of her Electra in Hawaii, Manning decided to withdraw. Bad weather then forced A.E. to change plans so that her round-world flight would be eastward from Miami.

Fred Noonan was known as a skilled air navigator. He had trained many Pan Am pilots and navigators in air navigation. He had plotted and surveyed Pan Am's pioneer Pacific flights in the China Clipper and other aircraft. It was rumored that he had a drinking problem and needed this job. Joe Klaas claims in his book that Noonan had been celebrating all night at Lae before takeoff, and that he had had only an hour's sleep before being routed out for the early morning takeoff. There is no doubt that Amelia herself was tired after thousands of miles of flying, always trying to make time in

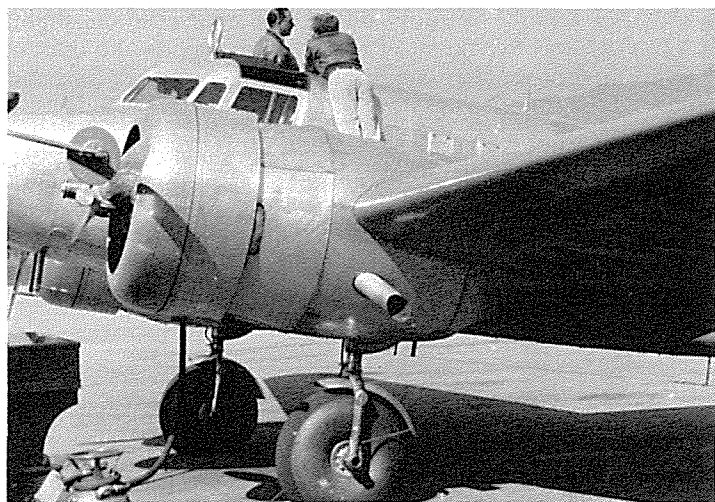
spite of equipment breakdowns and weather delays along the way.

The worst problem for navigation may have been the weather. Clouds, overcast, and stormy weather were encountered along the route. Bad static, as heard on the Itasca, blanketed the Electra's signals during most of the flight. In conditions like this, Noonan was probably unable to get a good star sight. With the aircraft pitching about in turbulent air, a navigator has a rough time trying to get a sight even in a clear sky. So Noonan may have gone all night without a satisfactory fix. An early morning sun line may have given him a single line of position which he advanced to run through Howland. This may have accounted for one of her last transmissions when she said they had run as far to the east as they should and were now flying north-south. Strong head winds may have caused her position to be farther west than she thought. Also, unless Noonan had checked his watch or chronometer lately with a radio time signal, his calculated position could have been way off.

In any event, Earhart might have done better with a good radio operator aboard than with a navigator.³ Navigators could be off course through combinations of bad weather, wind, chronometer-time off, instrument failure or poor adjustment, and the possibilities of error in dead reckoning. A skilled radio operator, with proper radio equipment in working condition, should be able to advise both pilot and shore stations and ships at sea of his position at any time, and also could make sure the plane homed in straight to its destination. We are referring to conditions up thru World War II. Nowadays, modern sophisticated navigation and communications equipment on aircraft takes the guesswork out of air navigation. The pilots can usually handle it all, including greatly improved voice radio and automatic navigation equipment, making both the radio operator and navigator redundant.

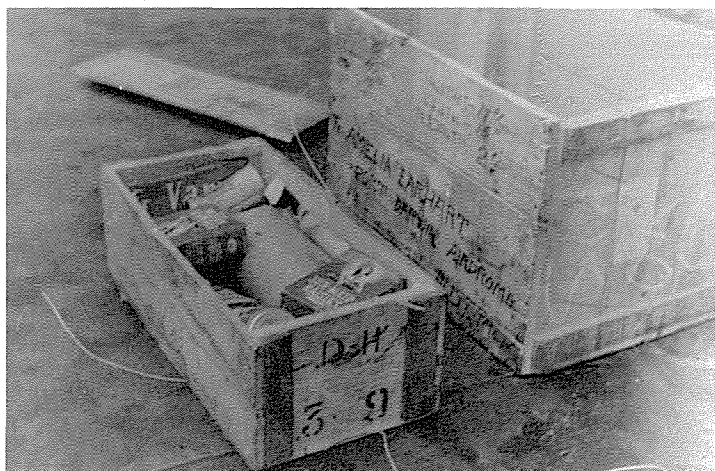
Lack of proper radio equipment, lack of a proper radio antenna, lack of a radio operator, lack of proper radio training of the fliers, flight sponsors and the Coast Guard—all seem to have contributed to the loss of the Electra.

Amelia Earhart's fatal decisions may have led to her death.



AE and Paul Mantz at Burbank. Note leading edge of wing painted yellow with black separation stripes. There are other photos showing the forward portion of the engine cowls painted yellow and black. (Dusty Carter collection)

Emergency rations for the long hop to Howland(?) This photo of what appears to be emergency rations is labeled "To: Amelia Earhart, Port Darwin Air-drome." (Dusty Carter collection)



NOTES

1. An elderly 250' USCG cutter.
2. Manning was Chief Officer on the U.S. Lines' largest Trans-Atlantic liner, SS Washington, while the author sailed on her in 1933 as Chief Radio Officer. Manning later became skipper of the new SS United States, holder of the Trans-Atlantic speed record.
3. During his days of ferrying lend-lease bombers across the South Atlantic and Africa during World War II (1942), several pilots and co-pilots told the author that they much preferred having a radio operator along rather than a navigator.

ABOUT THE AUTHOR

The author served many years as Radio Officer in the Merchant Marine and in shore stations, as flight radio operator on aircraft, and as Radio Training Officer, Naval Air Navigator, and Air Navigation Instructor in the U.S. Navy. His last 15 years in communications was with the U.S. Foreign Service in various American Embassies in Europe, Asia, and Latin America.