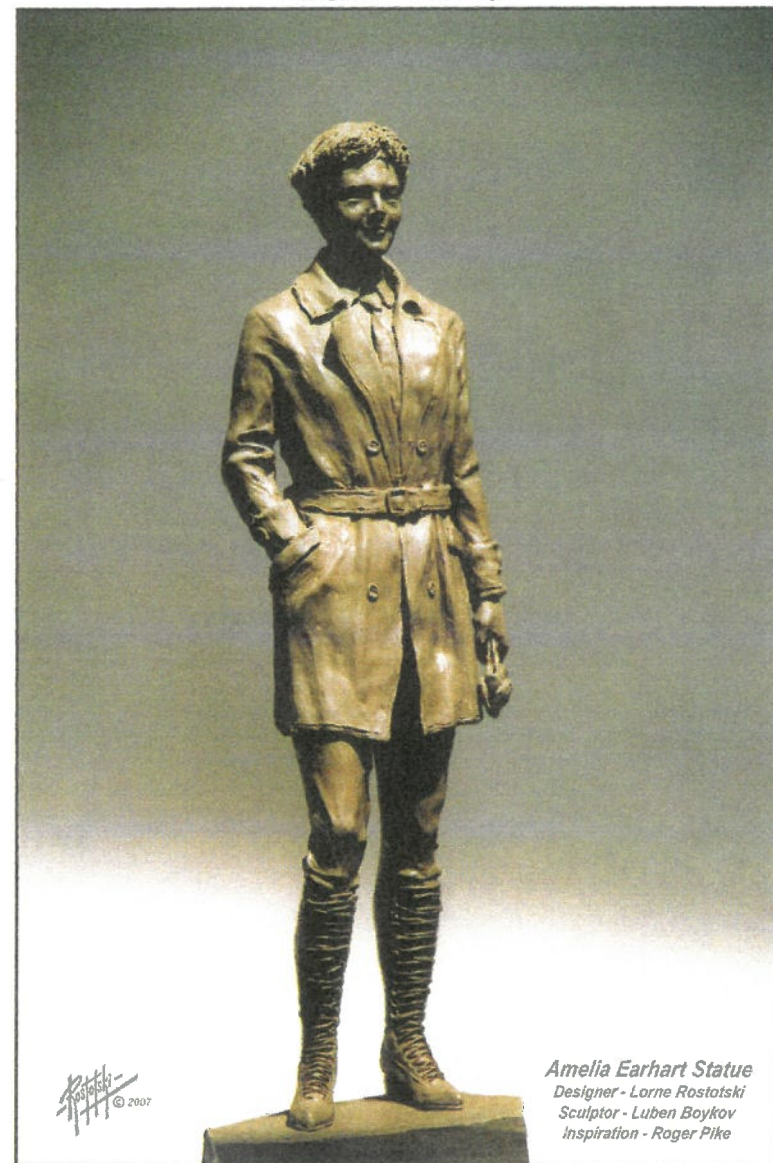


Celebrating Seventy-Five Wonderful Years

1932 - 2007



*Amelia Earhart Statue
Designer - Lorne Rostotski
Sculptor - Luben Boykov
Inspiration - Roger Pike*

AMELIA EARHART

**First Woman to Fly Solo Across the Atlantic Ocean
Departing Harbour Grace, Newfoundland
May 20, 1932**



AMELIA EARHART 75th ANNIVERSARY COMMITTEE

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Harbour Grace Tourism in partnership with Service Canada
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Participating in the project were:
Glenda Parsons, Joanne Archibald and Daphne Mercer, Coordinator

Amelia Earhart

July 24, 1897 - July 2, 1937



COURAGE

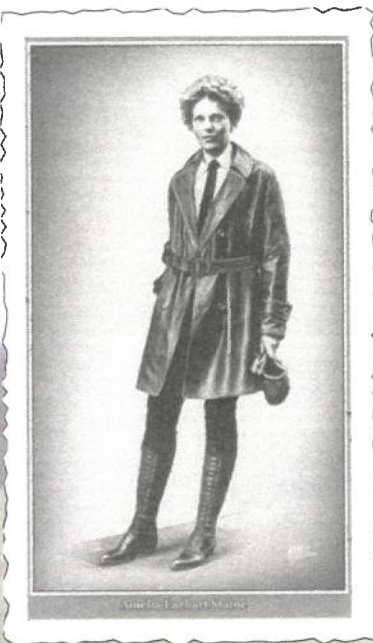
Courage is the price that life exacts for granting peace,
The soul that knows it not, knows no release
From little things;

Knows not the livid loneliness of fear,
Nor mountain heights where bitter joy can hear
The sound of wings.

How can life grant us boon of living, compensate
For dull grey ugliness and pregnant hate
Unless we dare

The soul's dominion? Each time we make a choice, we pay
With courage to behold the resistless day,
And count it fair.

— Amelia Earhart



Amelia Earhart symbolizes modern woman's invasion of the male world of daring adventure.

"Please know that I am quite aware of the hazards. Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others."

— Amelia Earhart

Amelia Earhart, adventurous aviation pioneer, was born on July 24, 1897 in Atchison, Kansas. Born to Edwin Stanton and Amy Otis Earhart, Amelia and her younger sister Muriel, spent much of their childhood living in various towns as their father, an alcoholic, had difficulty in keeping jobs. Although the girls missed school frequently, they excelled academically

and enjoyed books and reciting poetry.

When Amelia graduated from high school, she planned to attend college but her plans were put on hold after she visited her sister in Toronto, Canada. During her visit she met World War I veterans and after hearing their plight she decided to volunteer as a nurse's aid and tend to the wounded soldiers. After the war she enrolled as a pre-med student at Columbia University, and in 1920 left to join her parents in California.

While in California, Amelia and her father attended an air show where she became intrigued with the airplane and knew she must learn to fly. Under the supervision of instructor Neta Snook and after 10 hours of instruction and several crashes, Amelia was ready to fly solo.

With the help of her mother and by working various jobs Amelia saved enough money to buy her own airplane, a yellow Kinner Airster which she nicknamed "The Canary."

Following her parent's divorce, Amelia sold her Kinner airplane, bought a car and drove to Boston with her mother. It was there she became a social

worker at Dension House and taught English to foreign students. She joined the Boston Chapter of the National Aeronautic Association, where Amelia put what money she had in a company that would build an airport and market Kinner airplanes. During this time she took full advantage of her circumstances to promote flying.

Earhart's aviation career took off in April 1928 when she received a call from Captain H.H. Railey inquiring if she was interested in joining pilots, Wilmer Stultz and Louis Gordon, on a trans-Atlantic flight. Amelia met with George Putnam in New York and, impressed by her flying experience, education, and ladylike appearance, he decided Amelia should be the woman to make the flight. Although she was only a passenger, Amelia Earhart became the first woman to cross the Atlantic. This flight brought instant fame to Amelia and Putnam kept her name in the forefront of everyone's mind.

On her return Putnam assisted in writing her account of the flight which was published as "20 Hrs., 40 Min.: Our Flight in the Friendship." He set up a series of lecture tours to promote her book and often accompanied her. It was during this time that Putnam, even though he was married, fell in love with Amelia. In 1929, his divorce became final and after several

proposals he persuaded Amelia to marry him. Upon signing a prenuptial agreement guaranteeing her continued independence, she married Putnam on February 7, 1931.

By early 1932, there had not been a successful solo crossing of the Atlantic since Lindbergh, and Amelia's thoughts turned to attempting this incredible feat.



In front of the Harbour Grace Post Office before her flight, after receiving clearance papers from the Customs Office.



Amelia saying goodbye to well wishers beneath the wing of her plane as she prepared to hop off from Harbour Grace, Newfoundland.

On May 20, 1932 at 7:20 p.m., with a thermos bottle of Rose Archibald's soup and a can of tomato juice, Amelia lifted off from the Harbour Grace Airstrip in her Lockheed Vega and flew into the sunset. 14 hours and 56 minutes, after a challenging flight, she landed in a cow field at Londonderry, Northern

Ireland. She received world wide recognition for her accomplishment thus setting the stage for her around the world flight.

During Amelia's aviation career she set many records, but first and foremost promoting equal opportunity for women in aviation.

Although Amelia's around the world flight would not be a first....she would be the first woman, and would travel the longest possible distance, circling the globe at the equator.



Amelia Earhart's plane at Harbour Grace Airstrip.

Courtesy of Purdue University Libraries, Archives and Special Collections

Her first attempt failed when she crashed on takeoff from Honolulu. It took less than two months for repairs to be completed and on June 1, 1937 Amelia, along with navigator Fred Noonan, departed Miami, Florida in their attempt to fly around the world.

By June 29, 1937 they had reached Lae, New Guinea, about 22,000 miles of the journey had been completed with 7,000 miles remaining. On July 2, 1937 they left for their intended destination, a tiny island called Howland Island. This would be the most challenging and the most dangerous leg of the flight.

The last positive position report and sighting was over the Nukumanu Islands. Two-way communications could not be made.

The reception quality of Amelia's transmissions were poor, those received were faint and full of static. These were the last two messages to ever be heard from Amelia:

7:42 A.M.

"We must be on you, but cannot see you. Fuel is running low. Been unable to reach you by radio. We are flying at 1,000 feet."

8:55 A.M.

"We are on the line position of 157 dash 337... We are running north and south."

Then.... the radio went silent.



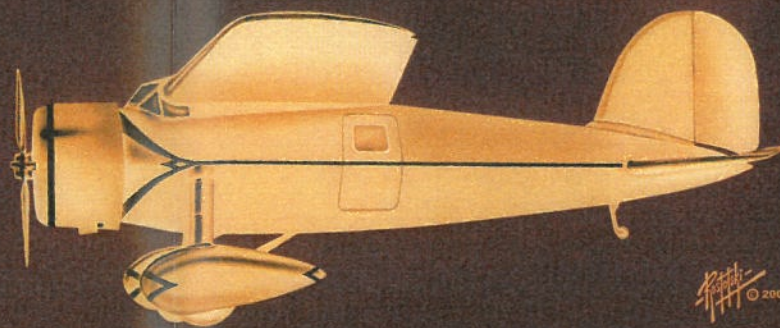
Amelia Earhart and Fred Noonan.

The disappearance of Earhart and Noonan still remain a mystery to this day and many theories have emerged to explain their disappearance. These range from running out of fuel and crashing into the sea; abduction by aliens; being spies for the U.S. Government who provided them with new identities and being

captured and executed by the Japanese. TIGHAR (The International Group for Historic Craft Recovery) offered the theory that Earhart and Noonan crashed on a reef on Gardner Island and survived a period of time on scant food and rain water. This group have had several expeditions to the island and have recovered circumstantial evidence. They plan to return to the island in July 2007.

Perhaps the mystery will remain unsolved, or linger in the category of conspiracies. But, what if we discover incontrovertible evidence of her ultimate fate? Would we believe the real story, whatever it is? Probably not. Amelia Earhart dared to reach new heights, and like Icarus, fell into the sea, and will always remain a legend.

Amelia Earhart



On May 20, 1932 **Amelia Earhart Putnam** became the
World's First Woman Pilot to fly solo across the Atlantic Ocean.
The flight, in a Lockheed Vega, originated at the aerodrome here in
Harbour Grace, Newfoundland

Statue Inspiration & Funding by Roger W. Pike
Statue & Site Design by Lorne Rostotski · Statue Sculpted by Luben Boykov

Accomplishments

1921

Amelia Earhart began her flying with lessons from Neta Snook.



Neta Snook and Amelia Earhart.

1922

The first plane that Amelia bought was a yellow Kinner Airster which she called "The Canary."

She flew up to 14,000 feet, breaking the women's altitude record.

1928

First woman to fly across the Atlantic. She completed this journey as a passenger on the "Friendship" with Wilmer Stultz and Slim Gordon.

She bought an Avro Avian. This plane was made famous by British pilot, Lady Mary Heath, who had flown solo from Capetown, South Africa to London.

She published her first book, "20 Hrs; 40 Min." recounting her journey across the Atlantic on the "Friendship." Amelia toured and lectured during this time.

She became the Aviation Editor of Cosmopolitan Magazine.

She was appointed Assistant to the General Traffic Manager at Transcontinental Air Transport (later known as TWA)

1929

Amelia organized and placed third at the First Women's Air Derby later known as the Powder Puff Derby.

She went from flying an Avian to a Lockheed Vega.

As an elected official of the National Aeronautic Association, she encouraged the FAI (Federation Aéronautique Internationale) to set up separate world records for women for altitude, speed and endurance.

1930

Amelia set various women's records in this year; speed record for 100



Amelia at Harbour Grace Airstrip before take-off on trans-Atlantic solo flight.

kilometers with no load and with a load of 500 kilograms; speed record of 181.18 mph over a 3 kilometer course.

She became Vice President of a new airline, New York, Philadelphia and Washington Airways.



Amelia receiving the congressional medal, the Distinguished Flying Cross.

1931

Set a new women's autogiro altitude record of 18,415 feet.

1932

Her biggest accomplishment to date. She became the first woman to fly solo across the Atlantic from Harbour Grace, NL to Londonderry, Ireland. She did this on the 5th anniversary of Lindbergh's solo Atlantic flight.

She was awarded the National Geographic Society's gold medal. Received the Cross of Knight of the Legion of Honor from the French Government.

She flew non-stop from coast to coast being the first woman to do so.

Set the women's transcontinental speed record at 19 hours 5 minutes.

Wrote the book "The Fun of It," which was published after her trans-Atlantic solo flight.

She helped form the women's aviation club, the Ninety-Nines, and was elected their first president.

Voted Outstanding Woman of the Year.

1933

She retraced her transcontinental flight setting a new record of 17 hours 7 minutes.

1934

Accepted an appointment with Purdue University, Indiana as a consultant in the Department for the Study of Careers for Women.

1935

Amelia flew from Honolulu to Oakland, California thus becoming the first solo flyer to do so.

She became the first person to fly solo from Los Angeles to Mexico City completing this in 13 hours 23 minutes.

She became the first person to fly solo from Mexico City to Newark completing this in 14 hours 19 minutes.

1937

Amelia Earhart began her flight around the world on June 1, 1937. During this endeavour she became the first person to fly from the Red Sea to India non-stop.

Did You Know...

Amelia Earhart was the first woman to receive a pilot's license from the Federation Aeronautique Internationale.

In 1933, Amelia Earhart sold her old bright red Lockheed Vega, in which she had flown the Atlantic from Harbour Grace to Ireland, to the Franklin Institute of Philadelphia for \$8,000. On September 8, 1966 it was sent to the Smithsonian Institution where it is, at present, on display.



A trans-Atlantic flight couldn't be made without stops. The fuel tanks on the planes in that era were too small to hold enough fuel for such long flights. A flight bound from New York to Paris would have to make stops for refueling in either Saint John, NB; Harbour Grace, NL; Greenland; Iceland or England.

After the solo flight of Lindbergh in 1927, Mrs. Frederick Guest, an American born heiress living in London, thought it was time that a woman fly the Atlantic. She aspired to be that woman and bought the plane "Friendship" but her children talked her out of such a risky undertaking. Instead, a search was started to find a woman whose

appearance and personality would please Mrs. Guest. They found Amelia Earhart.

Amelia Earhart did not drink coffee or tea, but instead used smelling salts to stay awake on long trips.

Smelling salts bottle used by Amelia Earhart.



Major Edwin Aldrin was responsible for determining the right fuel mix for Amelia's flight to Harbour Grace and then across the Atlantic. His son, "Buzz" Aldrin was an astronaut on the Apollo mission, the second voyage to the moon.

Amelia Earhart received the name "Lady Lindy" from Captain Hilton H. Railey because she bore a strong resemblance to Charles Lindbergh. Captain Railey was engaged by George Putman to find a woman pilot capable of flying the Atlantic. George Putnam later married Amelia Earhart.



Amelia Earhart and husband George Palmer Putnam

Amelia did not like to wear the typical flying gear, instead she wore a suit or dress and a tight fitting hat rather than a helmet.

Hat worn by Amelia on her solo trans-Atlantic flight.



She did not wear her goggles until she reached the end of the runway and removed them as soon as she landed.

In England, after her solo flight, Amelia dined with George V of England. Because she didn't drink, she toasted him using buttermilk.

In 1934, Earhart designed a clothing line that was sold at Macy's Department Store.

The U.S. Government under President Franklin Roosevelt, spent four million dollars in a 16 day search for Amelia Earhart and Fred Noonan. Four thousand men, 10 ships and 65 planes were deployed in this effort.



Amelia in the cockpit of her plane.

It was twenty-seven years after Amelia's disappearance that a woman finally achieved the goal of completing her world flight. Actually, two women completed the journey in the same year. Geraldine (Jerrie) Mock, flying slightly north of the equator and Joan Merriam Smith following Amelia's route.

Amelia boarding plane at Harbour Grace, Newfoundland



The route that Amelia Earhart followed during her trek around the world is now called the Earhart Trail.

Amelia was friends with Eleanor Roosevelt and was going to teach her to fly. The first lady had obtained her student permit.

Amelia was an exceptionally humble person who always tried to avoid publicity. In a trans-Atlantic telephone conversation with her husband, George Palmer Putnam, she asked that any costly civic demonstrations in her honour be waived and the money diverted to the need of the unemployed women of America.

The Harbour Grace Airstrip



On November 4, 1999 the airstrip was assigned the Official International Identifier CHG2. It was listed as useable and active in the Canada Flight Supplement and on flight charts issued by Transport Canada.

The Harbour Grace Airstrip was completed in 1927. The field runs east and west, it's surroundings are free from obstruction with the exception of a low bluff on the east which proved to be an excellent landmark for puzzled flyers. The strip was completed in August, and was approximately four thousand feet long by two hundred feet wide with a smooth gravel surface. One third of the field on the east end had a four percent declining grade with the remaining two thirds of the field perfectly level. This grade was afterwards found to be of great assistance to aircraft taking off with heavy loads.

The airstrip was used as a take-off point by early aviators in attempts to conquer the Atlantic. Perhaps the most famous flyer to use the airstrip was Amelia Earhart who took off on May 20, 1932 in her "Lockheed Vega." 14 hours and 56 minutes later she landed in a field in Londonderry, to become the first woman to fly solo across the Atlantic Ocean.

World War I Ace, Eddie Rickenbacker also used the airstrip as a landing site during the rescue of the "Lady Peace."

The Royal Canadian Navy established and operated during World War II, a "Top Secret" high frequency direction finding station on the field. This helped enormously to the safety of the many convoys whose escorts were able to avoid and intercept enemy ships from information supplied by the station.



Aerial view of Harbour Grace Airstrip 1932

Accommodations



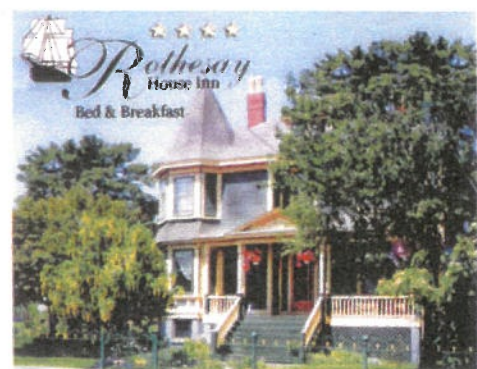
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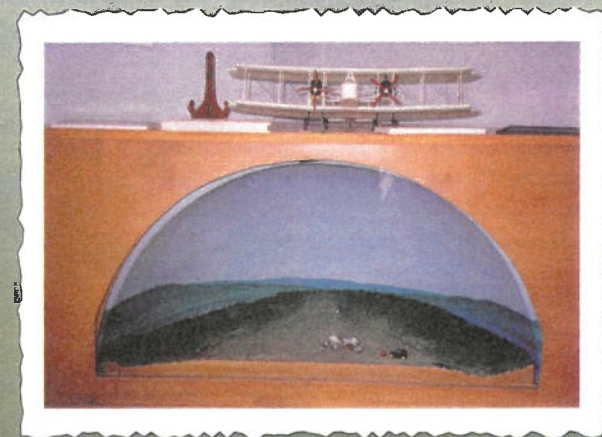
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- ✧ History of the Harbour Grace Airstrip.
- ✧ Mini exhibit telling Amelia Earhart's stories and her successful solo flight across the Atlantic from Harbour Grace Airstrip.
- ✧ Model of the 1927 gravel airstrip, Newfoundland's first airstrip.
- ✧ Relics of the pioneer trans-Atlantic aircrafts and text on their pilots who used the airstrip as a take-off point.



Conception Bay Museum

Water Street, Harbour Grace, NL • Telephone: 709-596-5465

Open June to September (off season by appointment)