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Amelia Earhart faked her Death *but not as Irene Bolam*



by Miles Mathis

Oh Amelia, it was just a false alarm.
—Joni Mitchell

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You will say, “If not as Irene Bolam, then who?” Well, I can't just tell you in the first paragraph, can I? That wouldn't be a good read. After all the fun we had with [Lindbergh](#), [the Titanic](#), and [the Hindenburg](#), I can't just plop a name down and move on. We have to milk this for all it is worth. I have to make up for almost 85 years of purposely bad research.

As I said, the current theory in this direction is that Earhart changed her identity to Irene Bolam, was recognized in the late 1960s, and exposed by Ricky Gervais in his book in 1970. No, wait, *Joseph* Gervais. Ricky was just getting himself born then. Bolam got that book quashed with a lawsuit, but after her death several others came out, since you cannot slander a dead person. There are many websites pushing this theory. I skimmed those websites and could tell at a glance the theory was purposeful misdirection just from their form. They tend to use picture fades and chops, sort of like DallasBoldPest or Tokarski. Although the theory ought to be pretty easy to prove with straightforward analysis like I do, they never get around to that. Just a lot of hints and slippery arguments.

The Bolam theory is destroyed by one quick look at the photos, where we see no match on the front teeth. Earhart had a famous Huck Finn grin, with a gap between large front teeth. Bolam doesn't.

But let's start back at the beginning. Earhart, name originally Erhardt, was from a very wealthy crypto-

Jewish family of bankers, of course. Her mother was an Otis, of the Otises of Atchison, Kansas. Atchison had been co-founded by the Pomeroyes before the Civil War. You will remember them from my paper on [John Reed, famous Communist](#). Reed was a Pomeroy, as well as a relative of Warren Beatty of *Reds*. The Pomeroyes were billionaires, funding railroads, banks, newspapers, the works. Earhart was also a Patton, linking her to General George Patton. George Patton also went by the name George Gray Smith, linking us Robert Gray Smith, who was a central character [in the Zodiac fake](#). So we are finding a lot of crosslinks already.

I found another link when rereading my recent paper on President McKinley. Remember that we found McKinley's brother-in-law George Saxton was allegedly murdered by a lady named Anna **Ehrhart**. She had previously married a guy with the surname George, and McKinley was also a George through the Chapmans. Well, we will discover below that Amelia Earhart—being from the Families—was also closely related to all Presidents, which means she was almost certainly closely related to this Anna Ehrhart. In fact, her real name may have been Anna Earhart, and they changed the spelling later to break the link to Amelia. No genealogy is available for this Anna Ehrhart George Ridout. The computers and search engines have never heard of her. But the Ehrharts in that part of the country were previously Areharts, so you see how that could also become Earhart. Also curious that a search on her finds the Ehrhart usually dropped. Most sources call her Anna George, Anna A. George, or Anna C. George. But Wikipedia now calls her Anna E. Ehrhart George. How many middle names did this lady have?

The Otises were bankers and were the most prominent citizens of Atchison. Amelia's grandfather Alfred Gideon Otis was the bank president as well as the federal judge. Amelia grew up as wealthy and privileged, which is how she ended up buying expensive flying lessons and several planes in her early 20s. We are supposed to believe she earned the money as a truck driver, but that is just the usual sob story. She also had a Kissel Speedster, and I guess we are supposed to believe she bought that by hauling bricks.



By age 30 she was nothing but a college drop-out rich girl, living near Boston and writing a column on flying for the newspaper. After Lindbergh faked his transatlantic flight in 1927, the advertising men for the airlines—including George Putnam—began looking for a woman to promote. Amy Guest was considered, but wasn't found to be photogenic enough. Putnam was from the Boston area, and maybe someone told him Earhart had the right look, being tall and thin and florid. Being gay, she wasn't attached to a man or family, so she was free to work full-time on some project like this. So, out of the

blue she got a call from Captain Hilton Railey one day in 1928, and the rest is history. She was taken along as baggage on the next transatlantic flight by Stultz and Gordon, but odds are you have never heard of them. You have certainly heard of her. Earhart admitted she was no more than “a sack of potatoes”. A sack of potatoes in silk and high heels.



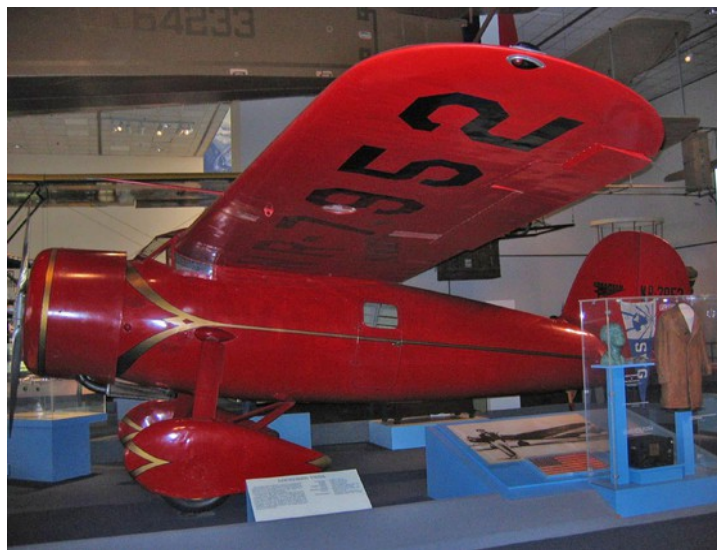
While in England, Earhart bought Lady Mary Heath's Avro Avian and had it shipped back the US. So she must have been making a mint as an aviation writer for that small Boston paper.



For being a sack of potatoes, Earhart was given a tickertape parade and a personal meeting with the President. The press called her Lady Lindy and the Queen of the Air. She was used in a multitude of advertising campaigns, including for cigarettes. She promoted her own fashion line for Macy's.

So, you are getting the picture. Her career was all staged and manufactured by the usual people for the usual reasons. Nothing was real. For her work in being baggage, she was made a representative of TWA and a vice-president of National Airways (later Northeast). As part of this promotion, Putnam married her, though they admit it was all a set-up. There was hardly a wedding and no honeymoon. They lived separately and she didn't take his name. They had no children. He obviously married her to quash the gay rumor, and perhaps the better to control her career and money.

For the next part of the hoax, Putnam and Earhart faked her solo transatlantic flight. Not to be outdone by Lindbergh, it was supposedly made in this tiny plane:



Not a chance that actually happened. There was no reason to do it in a dangerous little single-engine plane like that, and there is nowhere on that plane to store all the required gas anyway. Heading for Paris, she allegedly landed in a pasture in Derry, Ireland, after less than 15 hours. Her landing was allegedly witnessed by only two people. One of them was named T. Sawyer. As in Tom Sawyer, you know, to go with her Huck Finn look.

It's hard to believe they still expect people to buy this story. The first transatlantic flight by a woman, and no one sees her take off or land. No pictures or film. We just have to take George Putnam's word for it.

Here she is with Putnam:



How weird is that? Was she his dog? They just need a leash.

The other person who allegedly saw Earhart land was **Cecil King**. George Putnam just happened to be descended from Kings. The town nearest this Derry pasture was Culmore, which is curious since it isn't anywhere near the western coast of Ireland. It is north of Londonderry, more than 50 miles east of the western coasts of Donegal. So not a logical or likely place to be landing after 15 hours. And, it goes without saying, nowhere near any line to Paris. This is about 150 miles too far north to be on any line to Paris. So George Putnam must have chosen this site for his fake landing for another reason. To discover it, all we have to do is go to the Wiki page for Culmore, which lists its most famous citizen as the Baron **Docwra**, involved in O'Doherty's Rebellion in 1608. Another involved was Captain Henry **Hart**. Well, George Putnam had many links to [the fake Salem Witch Trials](#), through not only the Putnams, but also the Hawkes, Hutchinsons, Ingalls, and **Harts**. See Elizabeth Hutchinson Hart. He is linked to that hoax in many lines of his genealogy. But he also had links to Derry, *through these same Harts*. So that is why he chose Culmore. He probably had cousins who owned that land. That is the way it normally works, as we saw with [Buddy Holly](#). Putnam was also a **Huxley**, a Bosworth, and a **Gould** (previously Gold/Golding). The Docwras were also Goldings. These Goldings also link us to the de Veres, Earls of Oxford, as well as to the Cecils. So that is where Putnam took the name Cecil for his story. The Docwras became the Dockrays and married with the Rathbones, connecting us to [the fake Lincoln Assassination](#).

And guess what, we can figure out exactly why Earhart was tapped by Putnam: they were cousins, of course. She was related to him through the Harrises of Scituate, MA, who were also **Kings**. Earhart's ancestor [Sarah Otis](#) was the daughter of Richard Harris and Elizabeth King, and these people also connect us to Goulds again, as well as the Pratts. The Goulds link Putnam and Earhart a second time. They were cousins in several important Jewish lines, just as we would expect.

[**Added next day**: Through the Otises, Earhart was also closely related to the Kelloggs, Lincolns, Adams, and Wrights, including the Wright brothers. She was born to the part, you might say. Through the Goulds, Earhart was related to the Gordons and Burrs, which means the Gordon who first flew her over the Atlantic was another cousin. This also links her to the Waldos and Emersons, as well as forward to the Cheneys, Tafts, and Powells—including Dick Cheney and Colin Powell. She is also related to the Spencers and Howards/Harvards, which explains her link to and promotion by Harvard/Radcliffe. She was also a Philips and a Bliss. Also closely related to the Hemingways and Rockefellers. Also to the Tildens, Poes, Edisons, and Seegers, including Pete Seeger. Also to the Campbells, see below.]

[**Added February 15**: If you aren't following me so far, I encourage you to watch [this old promotional video](#), where Amelia is talking about her flight across the Atlantic. It is obviously scripted, and Amelia is about the worst actress ever. She can barely read from the cue cards, and appears to be sub-intelligent. They say a picture is worth a thousand words, and a video may be worth a hundred pictures. It certainly is in this case, since this two-minute video confirms everything I say here with tall exclamation points.]

So, Earhart's entire bio is just a fiction and a paste-up and a promotion so far. Up to that point she had done nothing real except fly as a passenger across the Atlantic (if she even did that). But Putnam needed more, to keep her name in the papers and generate more profits for the airlines. So he drew up an around-the-world flight for Earhart. One problem. She was tired of the promotion and didn't agree to be a part of it. But he went ahead with it anyway, because he didn't need her for the first part anyway. It was all another fiction fed to the papers wholesale, and it would take months to spool out.

By the time Earhart was supposed to land back in Los Angeles, he hoped she would have changed her mind, agreeing to the public appearances.

But she didn't. She had had enough of the lies and didn't wish to be a part of it anymore. She was now past 40 and ready to retire to a quiet life with her female companions and wasn't interested in being Putnam's mannequin anymore. Of course this left Putnam over a barrel, but these people have never seen a lemon they can't turn in to a meringue pie, so he got busy on the typewriter. He got his pals in the Air Force and Navy to agree to be part of another cock-and-bull story about an expensive search at sea, though of course that never happened, either. Like the flight itself, it all only happened on paper. It was a Hollywood production and nothing more. The Navy loved it though, since they could bill the treasury for millions of dollars while sitting on base playing cards. Again, the usual.

Don't believe me? Here is the plane Earhart allegedly flew:



Do you see a little problem? That picture is fake. That is supposed to be the plane in Hawaii, just before it crashed on the runway. But it isn't. It is at least partially painted. Look closely at the nose and cockpit. That isn't a photograph, that is a painting. Notice the outline on the nose. Photos don't look like that. Compare it to many real photos of that plane, which are on the internet as well. Also, notice that the engines are running quite fast, as if this thing is flying, but it is on the ground, held only by tiny blocks. Another problem is that the photo is tagged two different ways at Wikipedia. On Earhart's page, we are told that photo is from Luke Field, Pearl Harbor. But on the page for Lockheed Model 10 Electra, we are told it is from Oakland.

[**Added February 15:** I don't think it is from either place. I think it is a repainted still from an Al Bresnick photo shoot in Burbank, [as you can see here in this Smithsonian Channel footage](#). The runway and background happens to match the “recently discovered home movie footage” there at min. 0:50. Just to remind you, Burbank is like **Hollywood** Airport.]

The crash at Luke Field in 1937, ending the first attempt around the world, supports my analysis above, since it shows you how Putnam was stalling, hoping Earhart would change her mind. At first, she was supposed to go around the world to the left, but then Putnam switched and pretended she was going around the world to the right. But she wasn't doing anything. She was sitting in Massachusetts somewhere listening to the radio or planning her summer garden.

Here's another clue everyone has missed. Earhart supposedly went down somewhere near Howland Island. And where was that? Oh, it just happened to be part of the **Phoenix Islands**. Do you think

Putnam may have chosen that location to take another piss? Of course he did. It is another tall sign of the fake, like Tom Sawyer watching Earhart land in the pasture in Derry.

[**Added February 15:** Also remember that just one year later, Howard Hughes flew around the world in just 3.8 days, in a Lockheed Electra very much like Amelia's plane. So why did it take Amelia a month to fly halfway around the world? The stories have no continuity, do they? And why was Amelia so far south when she was allegedly lost? She was south of the equator at that point, which is a roundabout way to get around the world from the US. Hughes did most of his route above 60 degrees north, which made "the world" a whole lot smaller. The circumference of the Earth at that latitude is about half what it is at the equator. Even so, if Amelia had made the same progress (speed) as Hughes, it should have taken her about ten days to go around the world. But thirty-two days later she was just starting across the Pacific. Are we supposed to believe Earhart was so slow because she was a girl who needed more bathroom stops? I can tell you why Hughes didn't cross the South Pacific like Earhart: it was *extremely* dangerous, since this is the widest part of the largest ocean. The shortest leg of that flight, between Hawaii and Fiji, would have taken about 35 hours nonstop. The first airplane didn't land at Fiji until 1928. Hughes' longest leg over water was 15 hours over the much smaller Atlantic. I am telling you the reason Earhart's route took her down there: George Putnam wanted to stage her disappearance in the **Phoenix** Islands, to make use of that name. These people always have to work it in somewhere.]

But we have one string still hanging after all this fakery. In 1937 Amelia is still at home. She isn't dead and hasn't agreed to leave the country. What to do? Are you ready?

The sister fake again. Amelia didn't pretend to be Irene Bolam, she pretended to be her own sister. Just like [Nicole Simpson did](#). Just like [Sharon Tate did](#). Just like Dorothy Stratton did. And several others.



There is where they throw it in our faces. The usual Phoenician conjob, complete with smirk. That's "sister" Muriel Earhart in front of a (bad) painting of Amelia Earhart. Note the matching tilt of the head, the matching nose, even the matching one-sided grin. It's like a mirror image. Also, the knowing look in her eyes couldn't be more pointed. She's thinks she fooled everyone. Not me, lady. I have eyes

and a brain, and they are still connected.

You will say we have pictures of the sisters together as girls. No we don't. We have the usual faked and mistagged photos, and stories that can't be confirmed. The Phoenixians seem to have seen me coming, since several of these have been recently 404'ed, including one at Radcliffe:



That page is gone, so I saved the search image. That is supposed to be Amelia and Muriel, but the little one looks like a boy to me. Could be anyone, and we have no proof it is either of them.



That one also comes up for a trashed page, but none of those kids looks like Amelia. It is proof of nothing.



That one is tagged as Muriel, but it looks like Amelia to me.



That's another one that comes up, but it proves nothing. It is too small to analyze.



Ditto for that one. It could be anyone. And it doesn't match the story we are told, where Amelia as a child was a tomboy who wore bloomers and wouldn't let them put her in a dress.

But we do have other pictures of Amelia admiring herself, in the Sharon Tate/Patti Tate style:



Seems a little too obvious, but remember, they think we are idiots.

Also remember that Joni Mitchell gave us a hidden clue in 1976 in her album *Hejira*. That is what my under-title quote is about. The song “Amelia” is said to be about Earhart, but on the surface has very little to do with her, being about Joni's love life instead, as usual. Joni found herself infinitely fascinating, as we know. What most people don't know is that Joni was flinging with Sam Shepard in that year, while writing these songs. Shepard was even more of an insider than Joni, and if Joni didn't already know everything about the Phoenician Navy's fakes, Shepard may have clued her in. So she felt she needed to get the information off her chest, even obliquely like this. These people love dropping clues, since they know we can't read them. Don McLean was the king of that, but all the rest of them did and do it, too. But we have to ask, “What exactly about Amelia was a false alarm?” Presumably, her death notice was the false alarm Joni is referring to, since it never happened. There is really no other way to read Joni's lyrics, in context.

And if you read even closer, you realize this track “Amelia” isn't on the album *Hejira* by accident. A *hejira* is a rupture, or a life change, historically referring to Muhammad's flight from Mecca to Medina. So Joni is actually comparing her life change to Amelia's. What life change did Amelia have? None, according to the mainstream story. But a very big one knowing what we now know. She was transitioning from Amelia to Muriel. Even the chord structure of the song is a clue, since Joni purposely keeps shifting keys back and forth, mirroring the shift from Amelia to Muriel.

Stanza two tells us the secret almost directly:

Then your life becomes a travelogue
Of picture post card charms
Amelia it was just a false alarm

She is telling us Amelia's life was just a series of postcard charms—in other words, a fake. The last line confirms this:

Dreams Amelia - dreams and false alarms

Muriel has no bio before 1937, just as we would expect. But after 1937 she came alive. As Wikipedia says, “Her life took on a new dimension”. Yeah. She managed all of Amelia's posthumous affairs, including her fan clubs, set up donations, and worked with museums, the military, and Eleanor Roosevelt (who was also gay, remember). Muriel also wrote two books about herself/Amelia. The Air Force named its last Lockheed Electra *for Muriel*. Why would they do that? Now you know.

And why would Gervais, [Klaas](#), and these others come up with the Irene Bolam misdirection? Because—as you will see if you read those books or visit those websites—those stories keep up the rest of the conjob pretty well. Those guys still sell Earhart as a big heroine, instead of as the complete phony she really was. They want you to think she actually survived some big crash at sea and swam back to the US across the Pacific, I guess.

We also see Earhart variations pushed by people with names like [Campbell](#). You should know better than that. The Campbells are cousins, so they are in on it. Mike Campbell quotes a lot of military sources, claiming Earhart was captured by the Japanese and held at Saipan. As if military sources are trustworthy. As if the military has never lied to us. Campbell is sneaky, since he alleges a huge conspiracy, but then pretends the military is not in on it. In his story, the military is the *victim* of a conspiracy. Are you laughing yet? Yes, military psychological operations is the victim here. Campbell leads with Nimitz, Vandergrift and Erskine as his chief witnesses, but we have seen the Erskines as top fakers over the centuries, including recently at [Dunblane](#) and in [Christchurch](#). Andy Murray's mother is an Erskine, remember? And as for Nimitz, do you really believe Nimitz was the victim of Navy disinfo? He was a 5-star admiral: a generator of propaganda from the top, not a victim of it. Nimitz was also a member of Bohemian Grove. He also defeated the Japanese, so of course he has motive for blaming them for Earhart's disappearance. Vandergrift and Erskine were generals: they too would be in control of propaganda, not victims of it. But Campbell, being a Campbell, assumes you are a dunce. Like a general, he expects you to believe this stuff just because he yells it at you, and gets mad if you don't. And now for the cherry: Campbell is Navy himself. He was also Public Affairs officer for the Air Force up until 2008. So not exactly an independent researcher or trusted source. The Air Force has been tied to this hoax from the beginning. But if you want to believe an Air Force public affairs officer instead of me, be my guest. While you are at it, you can also reinvest in the Gulf of Tonkin story, the [Bay of Pigs story](#), the Cuban Missile Crisis, and the story of the *Maine*.

Addendum November 27, 2025: I just became aware of [a Veritasium Youtube video](#) blowing big smoke on this that came out one year ago. I have hit this guy several times on my sites, since he often parallels my research, being hired to rehammer in the nails I have pried out, both in physics and history. I believe he is another very well funded CIA front, but wherever he comes from, he has big money behind him. His videos are very slick and they now include lots of expensive animation and storyboarding. Anyway, I will walk you through this video, pointing out a few of the biggest lies. The first comes very fast, when he describes Lae, New Guinea, as having one of the world's busiest airports in 1937. Above this narration, we find this visual:



You have to laugh. Really, that's one of the world's busiest airports? I see no runway and the planes look pasted in. The terminal is a small tent. But we know this is a lie without even thinking about it, since there is no way Lae could have a busier airport than Los Angeles or Chicago or New York or Paris. He says it was a hub of traffic from Australia and Asia, but there *was* no air traffic from Australia or Asia, since this predated most commercial traffic. The only traffic at the time was military, so Lae couldn't have been more than an outlier military base, if that.

We get some smaller lies, then the next big one: **radio was new tech in 1937**, he tells us. Nope, Branly, Tesla, and Lodge invented it in the 1890s and the first public wireless broadcast was 1906. From Wiki:

During **World War I** the development of **continuous wave** radio transmitters, **rectifying** electrolytic, and crystal **radio receiver detectors** enabled **amplitude modulation (AM) radiotelephony** to be achieved by **Reginald Fessenden** and others, allowing **audio** to be transmitted. On 2 November 1920, the first commercial radio broadcast was transmitted by Westinghouse Electric and Manufacturing Company in Pittsburgh, under the call sign **KDKA** featuring live coverage of the **1920 United States presidential election**.^[8]

So this reminds us of [Tucker Carlson's recent claim](#) (lie) that the FBI didn't have computers, internet, or email in 2001, in regard to the 911 investigation.

Earhart should have had no problem communicating with ships below her, except for the fact they weren't there . . . and neither was she. At least Veritasium doesn't try to tell you she didn't have a radio at all, to save weight, [as they did with Lindbergh](#)—an even bigger lie. At least Earhart was supposed to have had two engines, a radio, a front windscreen, and a navigator.

Strangely, Veritasium disproves his own claim in the section right after that, by admitting what I just showed you. But he then misdirects you into a bunch of twaddle about antennas, claiming her belly antennas might have been broken. I say this is twaddle because the plane itself was metal and could therefore act as an antenna, and it had four other antennas anyway. So all this is complete misdirection, to confuse you and drive you off into minor details and away from all the major points I make above.

He claims her ability to receive voice messages was impaired, but he hasn't proved that, just stated it. In fact, I have shown you this was all a fake story, because she wasn't there at all: Veritasium is just

continuing the fake by continuing to make up stories. We already have more strong indication of that by his next claim: the ship *Ontario* didn't have any HF equipment onboard and so wouldn't be able to communicate by voice, just Morse. PINOCCHIO! There is no chance these ships would be assigned to assist Earhart without radio. All military ships had radio by 1937, especially ships out in the middle of the great Pacific Ocean.

But to deflect you from that obvious fact, Veritasium now climbs up in a tree with a wire, then gets blindfolded, spun around, and tries to find the tree with a loop antenna. The entire middle section of this documentary about Earhart is devoted to this tomfoolery, so I trust you can see what he is up to: stirring your brain. Just as his comrade is spinning him around to make him dizzy, he is spinning you around to get you off my straightforward research. His only hope is to fry your brain to such an extent you just give up and accept his conclusion.

To do that, he tells us Earhart sent a telegraph to the *Ontario*, asking it to send a signal in Morse (the letter N), that she could hone in on. But the *Ontario* allegedly never got that telegram and didn't send the signal.

All completely ridiculous and unbelievable again, because Earhart wouldn't *need* to ask the ship to send out a signal. It would be sending out a signal regardless. **That is why it was there.** It would be like you sending your friend an email during an emergency saying “don't forget to turn on your phone.” Everyone knows going in to have their phones on and charged during an emergency, so you don't need to tell them that. This was a Navy ship and their radios are on 24/7, for obvious reasons. They are going to be transmitting their location by some method (probably more than one) continuously in the period Earhart is supposed to be in the area. So this lie just sort of explodes in your face. It is amazing they have the chutzpah to tell it, except that they think you are a blithering idiot. Who else would be watching Veritasium videos for real information, after all?

So, although both the plane and the ship had working radios, we are supposed to believe “they passed like ships in the night”.

But wait, he actually says this, direct quote:

Since Earhart couldn't talk to the *Ontario*, they never sent out any signals and they passed like ships in the night.

Do you see the problem there? There's a big contradiction. Look closely and get back to me, Sherlock.

In a previous section, Veritasium said Earhart wasn't getting messages from the airport in Lae. [I just noticed that may be pronounced “Lie”. Another clue.] Remember, he theorized her belly antenna might have been broken, so she didn't hear them. **But he showed that they *did* hear her, since he shows her messages to them.** So she **could** talk to the *Ontario*. Her radio out was fine. If she got no response to voice, she would have sent Morse. For them to pass like ships in the night, the *Ontario* would have also had to turn off its Morse reception. But it was there specifically for that reason, so why would it do that? None of this makes any sense.

Veritasium blows this whole story himself in the next section, when he admits the next ship *Itasca* was sending out Morse signals “even without hearing from her”, and that they could send and receive voice. So we are now 2/3rds of the way through this mess and have learned nothing. A complete waste of time.

And now the story goes completely off the beam, as it must. It has already crashed and burned, as I have shown you, so the only thing the new story writers can do is go more bizarre. They claim Earhart made voice contact and then whistled into the mic, so that they could take bearings from the noise, I guess. But of course she should have been getting bearings from them, not the reverse, so unless she had gone mad, this doesn't add up. Everyone has apparently gone mad, because we are now told the *Itasca* couldn't get her bearings because her whistle was too high. It bounced off the ionosphere and scattered. They actually illustrate this in the video. YOU CANNOT BE SERIOUS! Do you really think it works like that? Ships and planes get each other's position by whistling into a mic? C'mon! Veritasium has just showed you one way it is done, as he wandered around blindfold in that field. Was he whistling in to a mic?

Then we are told,

In the *Electra*, Earhart heard only static.

And why is that? Were the bozos on the *Itasca* also whistling on the wrong keys? Had they all forgotten how to speak English?

Veritasium then creates the same sort of crazy confusion with the landing field on Howland island, admitting it had voice radio and an Adcock antenna array for location, but claims the battery was so low the guy there couldn't make use of it. Right. **This landing field was built specifically for Earhart** but they forget to charge the battery on the day she is flying in. Makes sense, right? Veritasium says

These antennas were massive so they were really only installed at larger airports.

Then he shows you this picture:



That array isn't massive and that doesn't look like a larger airport to me, boss. So this is just the worst video ever. I continue only for grins.



There's a picture of him, so your disgust can land on the right person. Catalog it.

Next he tries to insert more confusion here by misdirecting you into time zones. The ships and Earhart couldn't make radio contact or take positions because they were using different time zone notation. What? Again, radio and positioning has nothing to do with time zones. It has to do with signals sent directly from ship to plane, and both objects were in the same time zone. And even if they weren't, it wouldn't matter, because you don't need time stamps for positioning, especially when both objects are in the same general area. Earhart was roughly above one ship of the other when this was going on, remember?

In one message, for instance, he claims she says, "Will broadcast hourly quarter past hour GCT." But if she is broadcasting a quarter past every hour for twelve hours, say, it doesn't matter *which* hour, does it? If she thinks it is 2:15 and they think it is 3:15, it doesn't matter at all, as long as the time zones aren't 30 minutes staggered or something. They still won't miss one another in that case.

But it is even worse than that, as I have already reminded you, since neither the ship nor the plane would turn on their radios only once per hour. Radios don't work like that, do they? You don't have to *tell* someone when you are going to transmit, you simply transmit. So this story is for people who have never used a radio in their lives.

When you want to listen to the car radio, do you have to call up the station and tell them you will be turning it on at 3:15? No, you just turn it on. Or, say you are using a CB. Do you have to send a telegram to all other trucks on the road, telling them you will be broadcasting at 3:15? No, you just press the button and talk. You will say that is assuming someone was monitoring that frequency on the ship all day and night, but of course THEY WERE. That is why they were there. Or are we supposed to believe the entire ship was tuna fishing off the side while Amelia was flying over?

And he continues to lie his ass off. He says that Amelia could only power one antenna at a time. PINOCCHIO. He says if the ship and Amelia transmitted at the same time, they would miss one another. PINOCCHIO. Again, this is for people who have never used a radio. This is for people who can't spell radio.

But it won't stop. After showing us the rear antenna earlier, and how it trails the plane and is used for Morse, he tells us she had removed it after the crash in Hawaii, TO SAVE WEIGHT. So, resorting to the old Lindbergh lie there. Also because “she and Noonan weren't well-versed in Morse code”. So they couldn't hear the letter N N N N, or repeated dot dashes, due to some hearing defect caused by scattering from the ionosphere?

The *Itasca* couldn't take a bearing on her because she didn't have that trailing antenna. PINOCCHIO.

As if all that wasn't enough and more than enough, he keeps going. He admits she could still take a bearing on the ship, since that had nothing to do with her trailing antenna. But he pretends they needed to agree on a frequency, and that it was up to her to suggest one (though she didn't know much about it). She allegedly suggested 7500 kHz, instead of the correct 750 m. Ridiculous, since it wouldn't be up to her regardless. These things would have been set. The ship would have *told her* where they were transmitting and she would simply look there first. And even if they goofed it, she would just go up and down the dial, as you do in a car radio. You don't just look in one place and then give up, crashing into the ocean in frustration.

Next he tells us Earhart's loop was tuned to pick up 7500kHz. PINOCCHIO! Supposing a loop could be tuned to pick up only one frequency, it would never be tuned to pick up 7500kHz, since he already admitted that was just a huge mistake of Earhart. The Navy ships weren't transmitting there, so why would it ever be tuned to that frequency? I guess we are supposed to believe Earhart just added a zero in some typo, but that typo wouldn't transfer over to the loop tuning, would it? Who tuned that loop to 7500kHz before they left? Only Earhart could have done it, since only she was stupid enough to think that was a frequency used on Navy ships. But Earhart couldn't have done it, because she knew nothing about such things. That's why she allegedly had Manning on the first flight as her radio man.

In the next section, we get this amazing claim, in answer to the question of why the *Itasca* didn't correct Earhart when she first suggested 7500.

Commander Thompson of the *Itasca* was aware of her radio direction finding limits. He had received messages both from Earhart's husband, George Putnam, and the Coast Guard's San Francisco division stating Earhart could only take bearings from 200 to 1500kHz. But he either thought Earhart knew more about her radio equipment, or that it wasn't his place to make suggestions and take more responsibility for her flight.

No, seriously, that's what the scriptwriters came up with in response to this paper. This is the cover story they manufactured. Brilliant, right? Apparently it never occurred to this Commander Thompson to simply *tell* Earhart what frequency his ship transmitted on. That would just be rash, right? I guess if she had suggested he transmit at 75 million watts, he would have tried to do that as well, so as not to contradict a lady.

Just so you know, this video claims 13 million views in one year, 241,000 thumbs up, and zero thumbs down. I am not saying you should believe any of those numbers, or believe any of the comments are from real people, but if you do that would mean not one person in 13 million knows what a radio is or how it works. Not one person in 13 million can spot a bald contradiction, a bold-faced lie, or a paid liar. He should change his handle from Veritasium to Mendacium.

And of course all this lying from the mainstream in 2024 just proves again the original story was a lie. That is what always happens when these people try to address my papers: the original lie has to be

backed up by increasingly ridiculous and obvious lies, until it eventually explodes into an ugly mess like this, that even the dullest reader or listener can understand. What is perhaps most shocking is that someone like Mendacium would agree to be a part of it. You can see from his face he knows it is all a stinking pile of manure, even as he shovels it, and he should know it will reverse on him and bury him, later if not sooner. Can you imagine posting something like this with your name on it? So why would he agree to it? Either he has no choice, or he just doesn't care. He gets paid regardless, and it isn't his fault if the script is garbage: he didn't write it. Same for the boys at Langley or wherever who did write this: they are just following orders. It's a paycheck. There was no way to salvage this story, no matter what they said, so they "say anything", like John Cusack. They fill their 30 minutes and move on to the next project. Their names and faces aren't on it anywhere, so what do they care?