

Committee of the Secretary-General

**The Sky's the Limit:
*Earhart's World Flight, 1937***



ENMUNC VI

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Letter from the Secretariat

Dear Delegates,

We are so excited to announce the Committee of the Secretary-General for ENMUNC VI is *The Sky's the Limit: Earhart's World Flight, 1937*. This committee is sure to be an adventure, and using your creative thinking, we are sure that you will have a fun journey of thrills in this enthralling crisis committee that the secretariat has worked hard on. We want you guys to continue the magical story of the daring aviator and explorer, Amelia Earhart, and continue to push the bounds of human achievement and innovation.

Our current secretariat wanted to revive an idea that Secretary-General Sam Aurora had for a committee at a previous iteration of ENMUNC, and we have flushed out this committee so that you all can enjoy it. Thalia Vincent, the Secretary General of ENMUNC V in 2025, brings boatloads (or rather planeloads) worth of experience, and will be the Crisis Director who helps direct the story.

Since this committee was formulated by many of the most experienced members on Emory's Model UN team, we have made sure to include all the elements that make Model UN fun. We have opportunities for meticulous planning, we prepared for incredible back-room crisis arcs, and are giving delegates plenty of chances to introduce their own twists and turns. We have all found so much joy from writing arcs, speaking about fun topics, and working together with other delegates we see again and again on the circuit. We all hope that you get that same joy as you compete this weekend in *The Sky's the Limit: Earhart's World Flight, 1937*.

Best,

Sam, Jack, Roza, Vincentas, Hugo, Nedum, Tula, Sofi, and Alexis

The ENMUNC VI Secretariat

Rules and Procedures

Front Room

The main goal of the front room part of the committee is to give speeches and write directives that will address the specific issues that the committee is facing. Directives are committee-wide actions in crisis committees that are voted on by a simple majority throughout the conference, similar to General Assembly resolutions but more frequent and with a different structure. Unlike the comprehensive resolutions in a General Assembly, directives are concise and focus on specific aspects of the crisis at hand, reflecting the dynamic and fast-paced nature of the committee. Directives will typically advance the goals of the entire committee rather than individuals.

Effective directives are straightforward, concise, and appropriate to the issue at hand. They should clearly outline what the committee seeks to accomplish and how, avoiding unnecessary language that could obscure their intent. Make sure to avoid excessive detail in your directives, as time is a major factor, but still include the necessary detail needed to address the problem. Crisis staff will respond to these directives, evaluating their successes or failures based on their feasibility within the constraints of the committee. By crafting targeted and actionable directives, delegates can better address the evolving challenges of the committee and maximize the impact of their decisions.

You will give speeches before and after writing these directives. Typically, each directive cycle will start with a crisis update, which will provide necessary details and new information based on the results of past committee actions, such as the impact of a previous resolution or

crisis note. Then, speeches will be made outlining the solutions delegates have toward the problems highlighted in the crisis update. Sometimes, these speeches will be given over the course of a round-robin, where every delegate present will give a speech on their perspective on the current state of events and what solutions they suggest the committee adopt. After this, the writing process will begin, with delegates splitting into groups to work on directives in groups. Then, delegates will submit and debate their directives, typically with a set number of speeches for and against their directives. Finally, delegates will vote on which directives to pass, and those which are approved by the committee will go to crisis staff to guide future committee direction. As all this occurs, delegates will also have to work on their backroom crisis notes.

For a more detailed description of front room procedure and tips for success, go to this link: <https://www.allamericanmun.com/crisis-front-room-in-model-un-guide/>

Back Room

The main goal of the backroom part of the committee is to advance a personal goal or aim, known as your crisis arc. These can work in parallel to or (even better) against the goals of the overall committee. The way crisis arcs are accomplished are through crisis notes, letters written to characters outside of committee meant to build resources or accomplish individual actions as stepping stones toward your larger goal. For instance, if you are in a committee set in the modern era, and your crisis arc is to become the President, then you might write a crisis note to a random billionaire to ask for funds for your campaign (ideally this committee would be dealing with a political topic so that your crisis arc would then make sense).

Crisis arcs are the personal storylines delegates develop for their characters in Model UN crisis committees, centering on a major end goal and the steps to achieve it. They are typically kept hidden from other delegates, as they may be self-serving and go against the goals of other committee members. A strong crisis arc considers the committee's topics, time period, and the character's persona. These arcs should have a noticeable impact on the committee, often creating conflict rather than benefiting the group as a whole, and taking shape gradually over the course of the committee rather than all at once. Fluidity is key to a successful arc, as crisis staff may block actions to test adaptability. Delegates must remain flexible, leveraging crisis updates to enhance their arcs and adjusting plans in response to the committee's evolving direction.

Again, many delegates organize their arcs into smaller, actionable steps toward the larger objective. This structure allows for alternative paths if one mission fails, ensuring flexibility and resilience. Protection and money are critical elements that often get overlooked. A strong arc, whether executed secretly or with public disruption, reflects strategic planning, adaptability, and creativity.

Crisis arcs are enacted through crisis notes, which are written throughout the committee to carry out actions "behind the scenes." Unlike formal directives or resolutions, crisis notes are written as letters to fictional or real characters imagined within the committee's universe, such as an assistant, colleague, celebrity, etc. These notes build relationships with out-of-committee characters (not a character represented in committee) and serve as the primary means of executing your arc. The content of these notes are typically secret due to their self-serving elements, adding an element of intrigue to the process. Delegates should make sure that their crisis arcs will impact the committee in some way, ideally in a significant enough capacity that

would cause the overall committee to have to address the problems caused by their arcs in the front room via directives.

Crisis notes will be written and replied to in a two-pad system, and submitted at the end of each directive cycle. Delegates will label their pads with “Pad 1” and “Pad 2” to distinguish their pads. Delegates will write their first crisis note on Pad 1 during the first directive cycle, and submit their note at the end of the directive cycle. During the second directive cycle, delegates will write their second crisis note on Pad 2, and at the end of the directive cycle they will submit their Pad 2 and receive their Pad 1 back, which will include a response to their first note. During the third directive cycle, they will write their third crisis note on Pad 1, and so on. Delegates should write to different characters on different pads, and try crafting two separate arcs via their two pads that can potentially become interlinked toward the end of the committee.

Crisis notes must clearly outline the who, what, where, when, why, and how of your planned actions. Clarity is crucial to avoid misinterpretation by crisis staff and to ensure successful implementation of your plans. Understanding your chair and crisis director’s tone early on is also beneficial-serious notes may be more fitting for strict staff, while humorous notes can help build rapport with more relaxed staff and make you stand out. Working collaboratively with the backroom is essential, as staffers will confirm or deny actions and provide feedback. If a particular action is repeatedly denied, it’s a sign that it doesn’t align with the committee’s direction, and you should adjust your strategy accordingly.

Another method to enact one’s backroom goals is through joint personal directives, or JPDs. JPDs are effectively joint crisis notes written and sent by two or more delegates, similar to directives, but are sent directly to backroom staffers rather than voted on by a committee. They

are typically written to pool resources with another delegate, and are a good way to demonstrate collaboration with other committee members. Additionally, their private nature allows for more direct steps toward accomplishing your crisis arc, as only those you collaborate with will see what steps you take, though this also means you should be careful not to reveal too much to those you work with.

For a more detailed description of the backroom procedure and tips for success, go to this link: <https://www.allamericanmun.com/guide-to-the-back-room-in-model-un-crisis-committees/>

Sensitivity Statement

At ENMUNC VI, it is our responsibility to ensure that everybody feels safe and respected in the committee. As such, we request that delegates treat each other with the highest level of respect and kindness. We also request that you treat your chairs, CD, ACD, backroom staffers and members of ENMUNC secretariat with the highest level of respect and kindness. ENMUNC VI maintains a strict zero-tolerance policy for bullying or discrimination in any form. Delegates are reminded not to engage in any rhetoric that may be offensive to others, including using any language that may be racist, xenophobic, homophobic, transphobic, or ableist. This includes both in speeches, during unmoderated caucuses, in crisis notes or anywhere else. Delegates are also reminded to create arcs that adhere to 21st century moral standards, refraining from any engagement with topics of genocide, colonisation, exploitation of people etc. We want to ensure that this committee is fun for everyone, and that delegates feel comfortable, and so any engagement with these topics will not be tolerated. If you have to second guess whether something is appropriate, it probably isn't!

If you do ever experience a problem, please raise it with your CD, ACD, or Chairs, and we will do everything in our power to help you.

Committee Overview

In 1937, after a failed first attempt, Amelia Earhart set off on a modified Lockheed Model 10-E Electra to circumnavigate the world. This daring journey was on track to set many milestones in aviation, pushing the limits of what humanity could accomplish. The route, which hugged the equator, was to be the longest ever circumnavigation of the world. Earhart, who was already world famous as a skilled aviator, was set to become the first woman in history to circumnavigate the Earth by plane.

With most of her journey completed, Earhart and her plane disappeared in the Pacific Ocean, never to be found. This disappearance has become one of the most legendary events in the history of aviation, spawning any number of theories on what went wrong, ranging from the plausible to the sensational. This committee, which begins before the start of Earhart's fateful flight, is unbounded by our timeline. Delegates are encouraged to push humanity's limits as they embark on a new timeline, writing a new chapter of history while attempting to ensure the success and widespread publicity of Earhart's journey.

The weight of history is upon every delegate as this committee progresses. Be sure to consider the implications of these events on human innovation and women's empowerment at a time which defined the modern era. Given the grandeur, the eccentricity, and the extravagance of Earhart's life and journey, this committee will surely pilot a timeline just as legendary as our own, navigating the myriad possible explanations for Earhart's disappearance.

History

Earhart's Rise

Born in 1897 in Atchison, Kansas, Amelia Earhart was homeschooled and brought up to be traditional. Earhart rejected such norms and sought out aviation after her first airplane ride in 1920. Earhart rapidly began fostering her aviation skills. She started flight lessons and purchased her first aircraft all within 2 years. In 1922 Earhart set a woman's altitude record of 14,000 feet, solidifying her name among the best women pilots of the time.

Earhart had a career breakthrough moment in 1928 when she was invited to join a transatlantic flight as a passenger aboard the *Friendship*. Thus she became the first woman to cross the Atlantic by air. Despite not piloting the aircraft, the flight made her an internationally known figure. The event itself was heavily publicized and there were great efforts to make her the face of modern female aviation. There were critics to this event and especially Earhart's fame afterwards, including from fellow female aviator Elinor Smith who believes the flight was a publicity stunt, not the aviation milestone others claimed it to be.

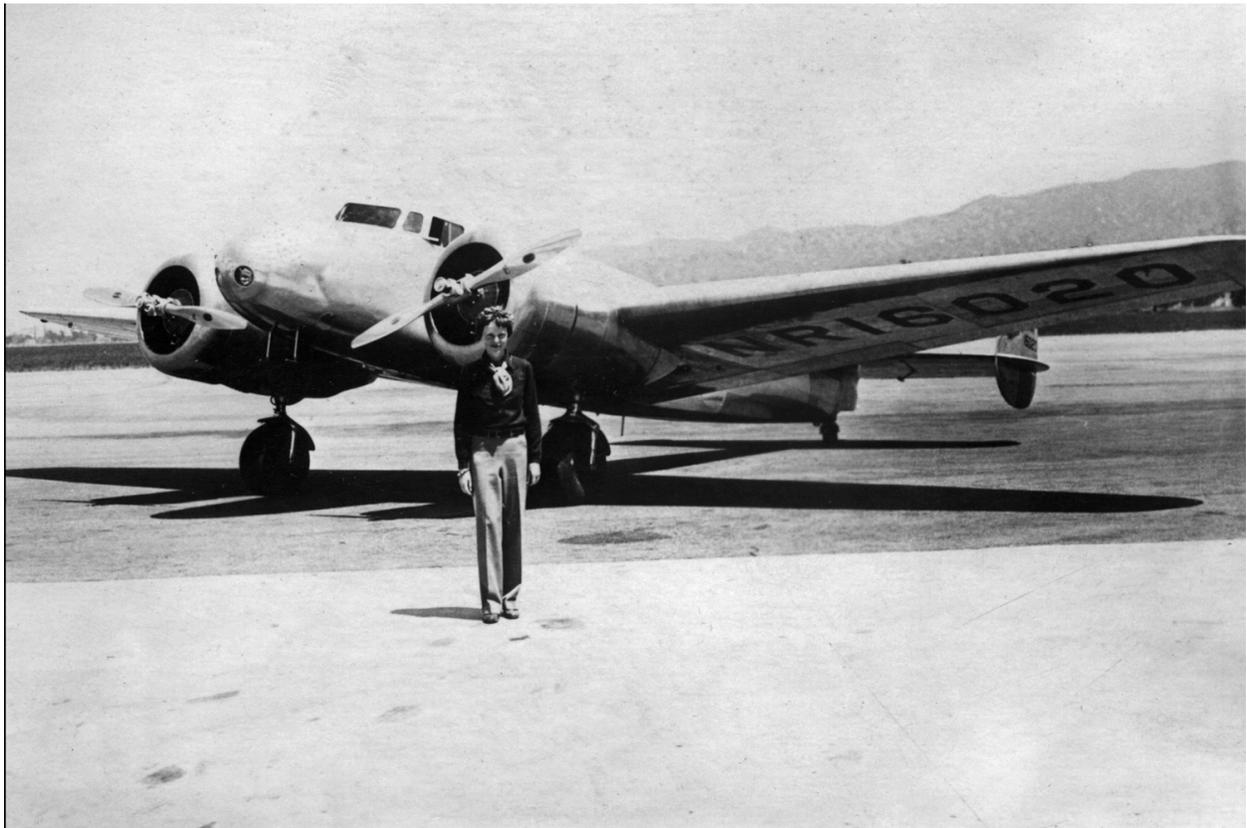
Despite her new fame Earhart wanted to prove that she was not just a passenger but a skilled pilot. To do this Earhart flew a solo trip across the Atlantic Ocean in 1932. For this achievement she received the Distinguished Flying Cross from the U.S. Congress, becoming the first woman to ever receive the honor.

Through the 1930's Earhart didn't stop setting new records and breaking new ceilings. She became the first woman to fly solo nonstop across the United States. In 1935 Earhart became the first person to fly solo from Hawaii to the mainland United States, a flight that in modern day requires two pilots, rigorous safety checks, and certifications for modern aircrafts. It wasn't just the United States that Earhart made breakthroughs for. She completed the first solo flight from

the Red Sea to India, demonstrating her expertise in long-distance international aviation. Her continual increase in ambition and feats across the Atlantic and Pacific certified Earhart as a famous figure for being one of the most daring long distance pilots.

Preparing for the World Flight

Earhart's journey was funded by Purdue University, which established the Amelia Earhart Fund for Aeronautical Research. Earhart used some of this money to purchase a Lockheed Model 10E Electra for her journey.



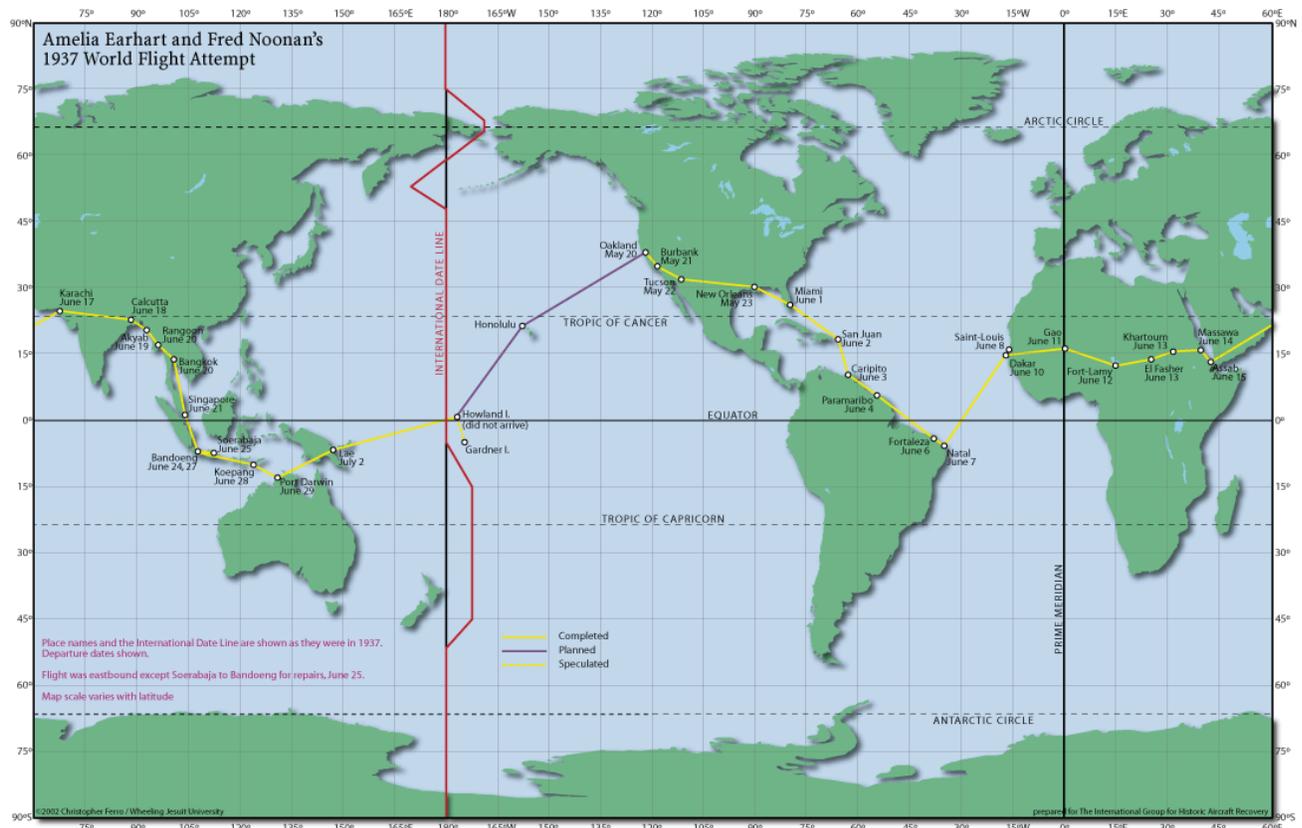
Earhart's plane was modified with extra fuel tanks for the long journey. Earhart enlisted the assistance of Harry Manning for navigation, but in a practice flight he was about 20 miles off from the landmarks in the United States that Earhart knew well. In the end, Manning was only

deemed useful to help Earhart for the Pacific leg of the journey, and Earhart found a new navigator.

Fred Noonan was selected as a second navigator, who would finish the circumnavigation with Earhart. Earhart and Noonan left from Oakland, California in their first attempt and flew to Honolulu, Hawaii. However, the plane failed at Honolulu before taking off, causing damage to the belly and ultimately resulting in a complete rethinking of the venture. First of all, Earhart decided to fly West to East rather than East to West. Additionally, Earhart made the significant choice to remove a large amount of nonessential equipment, including radio transmitters, in order to conserve fuel.

The second trip began in Miami before heading to South America and then east. Earhart and Noonan flew many hours every day, touching down most nights and keeping in regular radio contact with the outside world. Their journey took them through North and South America, Africa, and Asia before landing at Lae airstrip in Papua New Guinea. It was from this very airstrip which, once Earhart took off, she would never be seen again.

Earhart took great care to make sure that the second attempt was successful. She and her husband worked to get permission from world leaders to use their airspace. She considered changes in global wind patterns that ultimately led her to fly west to east. She removed auxiliary navigational and communication equipment to make the plane lighter and need less fuel. She even convinced the US to build a new landing strip on Howland Island, which had no civilian population, because it cut the distance that she would have had to continuously fly over the Pacific Ocean. With her effort in logistics, she quietly set off on May 20, 1937 from Oakland California. Upon her arrival in Miami on June 1, 1937, she announced her second attempt to circumnavigate the world was already underway, and that this time, she would succeed.



Disappearance

Amerlia's Earhart's disappearance is still today one of the most enduring mysteries in modern history. After landing at Lae airstrip in Papua New Guinea on June 29, 1937, Earhart and Noonan were ready to face the most dangerous leg of their journey: a 2,500 mile flight across the Pacific Ocean to Howland Island. Howland, unlike their previous stops, was not a heavily populated city or developed airfield, but rather a tiny isolated island not even two miles long. Successfully locating it required precise navigation and clear radio communication. On July 2, 1937, the two aviators departed early in the morning, carrying enough fuel for approximately twenty hours of flight time.

As they approached Howland Island, radio transmission revealed a growing uncertainty around their arrival. Earhart reported difficulty seeing the island and interpreting radio reception,

unable to receive guidance from the U.S. Coast Guard cutter *Itasca*, which had been stationed near Howland for assistance. Several fragmented messages were transmitted, which included indications that the plane's fuel was quickly deteriorating. Earhart's final confirmed communication suggested that they were flying along a line of position but could not locate the island. Shortly thereafter, all contact was lost as they were unable to find the island before running out of fuel.

The U.S government launched an air and sea search operation immediately, one of the largest in history at the time. Thousands of square miles of ocean were combed over the following weeks, with no wreckage ever being found. Due to the lack of physical evidence, speculation quickly followed, with a few people disputing the commonly held belief that the plane ran out of fuel and crashed into the ocean. These individuals believe that Earhart and Noonan landed on another island and survived for some time before eventually dying. Despite continuous investigation, modern technology, and renewed expeditions, further definitive proof has never been found. Earhart's disappearance turned her from a well-known aviator into a historical mystery, encouraging widespread interest with her life and accomplishments.

Legacy

Amelia Earhart's legacy was profound in the aviation industry as well as in constructing gender roles and feminist advocacy and representation in the 20th century. Notably, her popularity in aviation led to the creation of the aviation editor and an individual fashion line at the magazine *Cosmopolitan*, leading to aviation recognition in diverse industries, and she brought large sums of financing into the aviation industry. She sparked increased public awareness, particularly from women, on the fascinating nature of aviation and aerodynamics. As

the first individual to fly solo from Hawaii to the mainland United States and the first person to cross the Atlantic twice by air, she set a new aviation record.

Most notably, however, Earhart set a record for women's involvement in aviation, creating representation for women entering diverse, male-dominated fields. She was a long-standing activist for women's rights issues and female career diversification efforts. She founded the women's aviation group "The Ninety-Nines", which was a coalition of 99 female pilots at its founding that kept records of women in the aviation industry and provided support and a welcoming community for female pilots. Today, the Ninety-Nines represents thousands of female pilots, technicians, and mechanics from 44 countries. They provide mutual support, advocacy, education, and scholarships for the advancement of women in aviation. Earhart also organized an all-women's Air Derby, the first all-female transcontinental aviation race. Pilots flew in competitive, difficult, and rugged conditions, proving the strong abilities of female pilots at the time.

Outside of aviation, she was the first woman to be a university career counselor in the United States, beginning in 1935 at Purdue University. She asked women to critically reflect on their work and roles, brainstorming the careers and goals that interest them and thinking outside of gender roles. She encouraged women to enroll in university and complete their education, particularly in STEM disciplines. Many women, who were allowed to enroll in university and earn a degree at the time, often gave up the pursuit of a career, even after graduation from university. Through her counseling and inspiration, Earhart encouraged women to advance their career goals and enter the professional workforce.

Earhart was also a strong political activist. She was a registered member of the National Women's Association, advocating for women's rights and legal equality, and an early supporter

of the Equal Rights Amendment (ERA). In 1932, she lobbied former president Herbert Hoover for the ERA, addressing the workforce and education discrimination and barriers that women faced. She also lobbied Congress for aviation legislation and for a variety of women's rights issues, including birth control rights, drafting women in the military, and jumpstarting female-led businesses. Through her previous social work at the Denison House, a settlement house based in Boston, Earhart supported and raised awareness for issues faced by local working-class and immigrant communities.

Earhart's successes in setting world records for aviation, as well as her successes in advocating for equal rights for women and marginalized communities, contributed to the success and resources that these communities have today. Earhart's iconic flight path to circumnavigate the globe also had a legacy of its own. By its length, which was in the air for over 20 hours and 40 minutes, the flight pushed technical boundaries and societal expectations for flight lengths. Most notably, Earhart set a new standard for women in their careers, proving that women can and have tackled society's greatest challenges in the workforce, education, and aviation, setting a new precedent for feminism and women's rights.

Committee Directive

This committee first focuses on collaboratively ensuring that the World Flight succeeds in 1937. This committee is set to start on March 18, 1937, one day after Earhart's first attempt failed. The primary focus of delegates is on completing the flight, and being able to learn from the failures of the first attempt at a World Flight, and prevent a disastrous second World Flight like what happened in real life.

Delegates should employ a multi-pronged strategy to ensure the flight succeeds and is as publicized as possible. Delegates should be prepared for twists, turns, and unexpected challenges, and ensure they are able to handle any issues that arise. Some of the primary considerations that delegates should keep in mind are plane mechanics, flight planning, weather, health, publicity.

This committee will take into account the failures of the first flight in order to prepare a better strategy for a successful second flight. In terms of plane mechanics, delegates should be prepared to pass directives to solve complications in the flight, along with parts that might malfunction. Delegates should have a plan to be able to replace broken parts, and prevent surprises from occurring, as well as unexpected delays from maintenance stops. Some solutions delegates might try to employ, in as feasible and timely a manner as possible, are preemptively selecting better parts for Earhart's Electra, selecting a different plane, training one of the riders, or attempting to find a way to provide Earhart support anywhere in the world. Delegates should make sure that their solution is both affordable and feasible considering the limited timeline.

Other than the physical aircraft, delegates should consider planning their route carefully to avoid both physical issues such as inhospitable environments, and geopolitical issues such as regimes that might be hostile to Earhart's aircraft flying overhead. Flight planning is crucial not

just to ensuring the flight succeeds, but that it is timely and can occur before funding runs out. On the other hand, flights with more stops allow for more publicity, and more distance makes Earhart's record as the first navigator to circumnavigate the globe all the more impressive! Another crucial step in planning the flight is being aware of what dangers lie along the flown route, from natural disasters, to dangerously long stretches of ocean, to geopolitical concerns, all of which were under much scrutiny from Earhart before she started planning her journeys.

One of Earhart's primary concerns was her own stamina and health over the course of the flight. The flight was draining, with little cover for Earhart and Noonan over the course of the flight, and few opportunities to eat while in the air. Earhart got dysentery during a stop in Indonesia during her flight, and in photos following this, she appeared drained and frail (Shapiro 2025). Delegates find creative solutions to be prepared to deal with health concerns of the pilot and navigator in the flight.

Finally, delegates must keep in mind that one of the goals behind the endeavor was publicizing the flight in order to allow for book sales and a general interest in aviation that could make future endeavors more profitable. Earhart's other pursuits like the trans-Atlantic crossing, and other aviation feats like the (still-functioning) Hindenburg's trans-Atlantic flights in 1936 have done a great deal to spark the public's interest in aviation in North America. With a world flight, this committee has a chance to spark interest all over the world. Delegates should think about how to capitalize so that future flights and feats are possible.

Finally, once this committee completes the world flight successfully, delegates will have the opportunity to steer the committee to even grander feats. Delegates should be creative and ambitious, and consider ideas that allow them to complete even more complex and daring adventures, to change the future of aviation forever.

Questions to Consider

- How can Earhart prepare for the logistics behind the flight?
- What steps can be taken to prevent geopolitical conflict caused by using the airspace of other countries?
- How can the flight be done as safely as possible to prevent another disaster from occurring?
- In what ways can the World Flight be publicized to ensure that interest in aviation is as high as possible?
- How can the committee raise funds to support the World Flight?
- What future efforts can this committee take to keep raising the stakes and importance for aviation?

Character Dossier

1. Amelia Earhart: Amelia is a famous American aviatrix who disappeared on July 2, 1937. Before her flight, she was known for accomplishing impressive feats, such as being the first female pilot to fly solo across the Atlantic, and nearly successfully completing her World Flight, an attempt to circumnavigate the globe. While she is most well known for her failed attempt at circumnavigation, her successes in aviation and as a member of the National Women's Party cannot be understated.
2. George Putnam: George Putnam was an American publisher and writer, who was married to Amelia Earhart. He was the wealthy heir to the successful G. P. Putnam's Sons publishing firm. Putnam first saw success as the publicist of Charles Lindbergh's transatlantic solo flight in 1927. Following his marriage to Earhart in 1931, Putnam made many publications about Amelia Earhart.
3. Fred Noonan: Fred Noonan was the primary navigator who disappeared with Earhart in July 1937. He had a successful career as a seaman during World War 1, and as a navigator for Pan Am during the 1920s and 1930s. Despite his success, he was not known in the press until days before the first attempt at a World Flight.
4. Eleanor Roosevelt: Eleanor Roosevelt was the first lady of the United States and the husband of president Franklin D. Roosevelt. She frequently communicated with Earhart, and even had a student pilot's lesson. She was an advocate for human rights, and had many intentional connections that made her crucial in drafting the Universal Declaration of Human Rights in 1947.
5. Mabel Britton: Mabel Britton was elected the president of the Ninety-Nines in 1936, soon after Earhart's presidency. The group was dedicated to the advancement of women in

aviation. During the years leading up to World War 2, the group contributed to the American war effort, training women as flight instructors to replace men who had gone to war, when the government failed to include women in the Advanced Civil Pilot Training Program.

6. Henry Manning: Henry Manning served as a navigator for Earhart's initial attempt to circumnavigate the world in March 1937. Before being a navigator for Earhart, he was a quartermaster at sea. He got national attention by rescuing the crew of the Italian freighter *Florida* during a major storm.
7. Anthony Eden: Anthony Eden was the Foreign Secretary of the UK when Earhart planned her flight, and later became the Prime Minister. The British had banned private aviators from flying over British territories in the Middle East and South Asia, but later Eden allowed Earhart a restricted flight path using his excellent negotiating skills.
8. Jacquelin Cochran: Jacquelin Cochran was a successful pilot and worked to open aviation to women. Not only did she work to inspire women in aviation, but she was one of the most successful women in aviation throughout the mid-20th century, despite not learning to fly until she married the rich industrialist Floyd Odlum in 1930. Her most notable achievements were breaking the women's world speed record multiple times, including becoming the first woman pilot to fly above the speed of sound.
9. Paul Mantz: Paul Mantz was a pilot who served as the technical navigator to Amelia Earhart, and trained her in long-distance flying and navigation. He founded a flying school with Earhart that Mantz controlled through his aviation company, United Air Services. Mantz also gained fame by working as a stunt pilot in Hollywood.

10. Harry Luke: Sir Harry Luke was the High Commissioner of the British Western Pacific Territories, and was crucial for allowing Earhart to pass and coordinating efforts to assist her despite the large swaths of area with no land. If Earhart was able to land in the British Western Pacific, she would have had more leeway before running out of fuel.
11. Vicente Almandos Almonacid: Vicente Almandos Almonacid was an Argentina engineer and diplomat, who was a trailblazer in aviation. He was the first person to fly over the Andes at night, and worked as a bomber for the French Air Force during World War 2. He was the technical manager for the airline he founded, Aeroposta Argentina, and he was the architect of most of their air routes.
12. Bernt Balchen: Bernt Balchen was a Norwegian aviator and mechanical engineer. As a navigator and engineer, he supported some of the greatest feats in early aviation, such as the first flight over the north pole, the first airmail flight across the Atlantic, Earhart's first Atlantic flight by a woman, and the first flight over the south pole. He was able to modify Earhart's Lockheed Vega so that she could use it for her trans-Atlantic flight.
13. Lady Hay Drummond-Hay: Drummond-Hay was the first woman to travel around the world by air, as a passenger in a zeppelin. As a British journalist, and later as a pilot too, she wrote articles as a foreign correspondent in places all over the world, including China and Ethiopia. She wrote for papers like *The Sphere*, and the *Chicago Herald and Examiner*.
14. Robert E. Gross: Robert "Bob" Gross was the president of Lockheed Air Corporation, who took the risk to mass manufacture the Electra. Gross's risk paid off, and Lockheed became a very successful aviation corporation despite filing for bankruptcy just before

Gross bought the company. During his presidency, Lockheed became one of the first companies to have women working to support the industrial side of the war effort.

15. Hall Hibbard- Hall Hibbard was the chief engineer at Lockheed who graduated from MIT only a few years prior to Gross's buyout of Lockheed. He was known for being incredibly successful in designing planes, by contributing to the design of the Electra, and later leading the development for several military aircraft. Hibbard made changes to Earhart's plane specifically to enable her to fly further, carrying 500% more fuel than the usual Electra, creating the Lockheed Electra 10-E model.
16. Joseph Gurr: Joseph "Joe" Gurr was a flight dispatcher for United Airlines, and an expert on radio. He created a new top-side antenna for Earhart's second attempt at the world flight that could be used in a forced landing, instead of using the previous version of the antenna that trailed behind the plane. Gurr also assisted Manning and Mantz with testing the Lockheed Electra leading up to Earhart's attempts at the flight.
17. Myrna Loy: Myrna Loy was one of the highest-paid actresses in Hollywood and a friend of Amelia Earhart. She starred in the 1935 film *Wings in the Dark* and the 1938 film *Test Pilot*. *Wings in the Dark* featured Loy playing the role of fictional daring aviatrix Sheila Mason, and she consulted with Amelia Earhart on the film. Beyond her notable pursuits in film, she worked as an activist and joined the Red Cross.
18. Edward C. Elliott: Edward C. Elliott was the 6th president of Purdue University, and he hired Amelia Earhart and engineer Lillian Gilbreth as faculty members in order to incorporate women into the university. He helped grow the corporation with the help of New Deal funding, which gave him close ties to the Democratic Party.

19. Lady Mary Heath: Mary Heath was one of the most famous women in the world in the 1920s, known for her athletics and aviation feats. After moving from Ireland to London, she set multiple women's records for high jump, long jump, and javelin throwing at the Women's Olympiad and English championships. Later, she became the first woman to hold a flying license in England, and took on many extreme flights across Europe and Africa. Following an injury in an air race in 1929, she set up an aviation club and bought an airline company, Dublin Air Ferries.
20. Richard Byrd: Richard Byrd was an American naval officer, most famous for navigating the South Pole as an explorer, with the assistance of the US Navy. He was the first to reach both poles by the air, and became a national celebrity. His daring expeditions made him the most notable explorer of the 1930s.

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