

Amelia EARHART

DECLASSIFIED  
POD Direct 1e 5200.30 21 Mar 83  
BY HR-M NARS Date 7/25/90

Screened by JD 7-25-90



EARHART, AMELIA

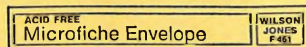
FOUO

201 FILE

**For Official Use Only**

10"

NND 007017



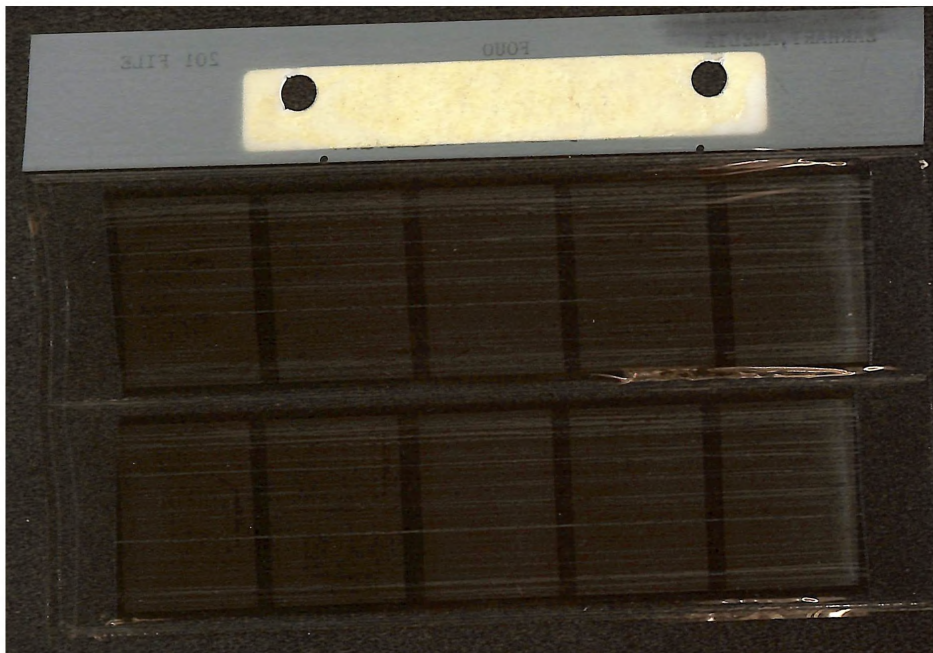
Insert leader microfiche in front of header flap.  
Insert trailer microfiche behind header flap.  
Patent Applied For

NND 007017

**For Official Use Only**

NND 007017





NND 007017

Replaces IC Form 120 d, 11 Jan 67, which is obsolete.

IA (HQ) FORM 2236-B  
1 Dec 84

THIS DOSSIER IS ON LOAN FROM THE OFFICE OF THE ASSISTANT CHIEF OF STAFF FOR INTELLIGENCE, DEPARTMENT OF THE ARMY. ANY NON-DEPARTMENT OF THE ARMY MATERIAL CONTAINED HEREIN WAS PROVIDED THE DEPARTMENT OF THE ARMY FOR ITS USE AND WILL NOT BE DISSEMINATED FURTHER WITHOUT THE EXPRESS PERMISSION OF THE AGENCY CONCERNED.

NO MATERIAL WILL BE REMOVED FROM THIS DOSSIER WITHOUT PRIOR APPROVAL OF THE ASSISTANT CHIEF OF STAFF FOR INTELLIGENCE, DEPARTMENT OF THE ARMY. ATTENTION IS DIRECTED TO AR 381-45 FOR INSTRUCTIONS GOVERNING COPYING, EXCERPTING FROM OR REPRODUCING MATERIAL IN THIS DOSSIER.

THIS DOSSIER WILL BE REVIEWED AND NECESSARY ACTION TAKEN WITHIN 60 DAYS OF RECEIPT. UPON COMPLETION OF ACTION, THE DOSSIER WILL BE RETURNED TO THE ARMY INVESTIGATIVE RECORDS REPOSITORY (AIRR), CENTRAL SECURITY FACILITY, FORT MEADE, MARYLAND 20755-5995.

**FOR  
OFFICIAL USE ONLY**

THIS DOCUMENT CONTAINS INFORMATION  
EXEMPT FROM MANDATORY DISCLOSURE UNDER  
THE FOIA. EXEMPTION 7 APPLIES.

24 Jul 98  
AMELIA  
E AR HART



THIS MUST REMAIN T O P D O C U M E N T

DOSSIER NO. \_\_\_\_\_

As of 22 May 86 all material included  
(Date)

in this file conforms with DA policies currently  
in effect.

Joyce A. Clayborne  
(Signature) (Date Signed)

Joyce A. CLAYBORNE GS-5  
(Printed Name) (Grade)

REVIEWED BY ARCHIVIST  
DATE... 24 MAY 1989

M/F Attached  
REVIEWED FOR RETENTION CRITERIA  
UP AR 341-10  
REVIEWED J. Clayborne DATE 22 May 86

THIS MUST REMAIN T O P D O C U M E N T

Information concerning the Late Miss Erheart.

1. There have been found no records of the Japanese Navy concerning the late Miss America Erheart.

2. Summing up the recollections of those who were concerned in the matter, the situations of the search for Miss Erheart carried out by the Japanese Navy was as follows:

(1) Upon the reception of the information of the loss of Miss Erheart's aeroplane, the Navy Ministry ordered the 12th Squadron which were then in Marshall Islands Area, to make KAMOI, Seaplane Tender (Commanding Officer: Captain Kanao KOSAKI) and large-sized flying-boats search the lost aeroplane in question.

(2) KAMOI and the flying-boats executed their search in the area with the sea to the south of the Jaluit Island as its center, but found no clues to finding out the lost aeroplane.

(3) Afterwards KOSHU, Surveying Ship (Commanding Officer: Captain Hanjirō TAKAGI) was also ordered to search the lost aeroplane. Accordingly the above-mentioned ship carried out a search in the south-eastern sea area of Marshall Islands but found no trace of the missing aeroplane.

3. There was no fact of taking Miss America Erheart to Marshall Islands, nor was any broadcasting for Washington ever made from Marshall Islands.



復ニヲ二九一号

昭和三十四年八月二日

外務省連絡局長殿

「アメリカ、イヤーハート」女史に関する情報(回答)

昭和三十四年七月二十五日 C I D から口頭要求があつた首題の件に  
関し当部で調査し得たところは別紙の通りである。

尚、当時の新聞に「「アメリカ、イヤーハート」夫人が日本漁船に救助せら  
れたとの説が「ロンドン」に伝へられてゐる」(東京朝日七月十三日夕刊)

「外務省から「ロンドン」大使館に問合せたところ救助説は事実無根  
と判明した」(東京朝日七月十四日夕刊)との記事が有るから申添へる

(終)



三、「アメリカ・イヤー」女史を「マレーヤ」群島に（北マ行）たことは無い  
し、「マレーヤ」 年島に（北マ行）たことは無い

（終）



大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

大 前田 通生 薩 幹部

2. ヲルトト支廳

支廳長

村上 誠一

(五二七二五 輕井澤所不明)

山口 勇三郎

大 前田 通生 薩 幹部

全 然 務 係 長

佐 藤 雄 雄

大 前田 通生 薩 幹部

全 然 務 係 長

戸 部 幸 吉

大 前田 通生 薩 幹部

全 然 務 係 長

松 田 俊 男

大 前田 通生 薩 幹部



EARTHART AMELIA

調査書

アメリカ、イヤーハート について (芥ニ報)

其の後調査の結果次の通り

十三年より一五三三年間ロサンゼルス 總領事であった

現象議院外務顧問委員 佐藤 敏人

は本問題について

一私の在任中はその話は無かった 若し有ったとすれば後任の 堀 公一 (死亡) 總領事時代ではないかと思う。

現外務次官 太田一郎氏 (堀氏の後任) も 知らないといふ云つていた



ニ當時の關係者(複数)の記憶と綜合すれば日本海軍が行つた

「アライヤイヤ」ヤ史搜索。成立したのは通らぬ。

(1)海軍省で「アライヤイヤ」ヤ史搜索隊が行つてゐたと

を知ると直に當時「アライヤ」群島方面に在つた海上勤務に

命じ水上機母艦神威(艦長海軍大佐上原春吉)及大空母

行旅(複数)を以て同様の搜索を行はせた

(2)神威及飛行艇を「アライヤ」島南方海面を中心として搜索を行は

せし何れの手懸つて得られぬ。

(3)其後更に測量艦隊(艦長高木清少将)にも搜索を命じた。

同艦は「アライヤ」群島南東方海面の搜索を行つたが何れも手懸る

得られぬ。

# G-2, GHQ INTER-OFFICE MEMORANDUM

(For use within G-2 only)

CI Div/Opns Cont 1/LGS:Com/WZ/as  
4 August 1949

**File No:**

**Subject:** Amelia Earhart

**Date:**

**FROM:** Compilations

**TO:** Deputy Chief,

**PHONE:** 33-5386

**Comment  
Number**

CI Div  
THRU: Col Smith

**NAME:** Mr Perry

The following is a translation of a document received from the Chief, Liaison Office, Foreign Ministry in response to a request from Compilations:

## Information Concerning Amelia Earhart

1. We have been unable to find any Japanese Navy records pertaining to Amelia Earhart.

2. The following is a compilation of what has been recalled concerning the search carried out by the Japanese Navy by those who were connected with it at the time.

a. Upon receipt of the information that Amelia Earhart's plane was missing, an order was sent by the Navy Ministry to the 12th Squadron which is in the Marshall Islands area at the time to the effect that they should send the Seaplane Tender, KAMOI (神威) (Commanding Officer: KOSAKA Kame (小坂 勘苗)) and large-type flying boats in search of said plane.

b. Using the sea to the south of JALUIT Island as a central point, the KAMOI and the flying boats carried out their search but no traces of the plane were found.

c. Later, the surveying ship KOSFU (鰐 斗) (Commanding Officer, Captain TAKAGI Hanjiro (高木 伴治郎)) was also ordered to search for the lost plane. This craft carried out a search in the sea southeast of the Marshall Islands, but no traces were found.

d. Miss Amelia Earhart was not taken to the Marshall Islands and no broadcast was made from the Marshall Islands to Washington.

Permanent Record-Do Not Detach



二四九、七

調査書

八月三日 既報

米國女流飛行家エマハート女史遭難関係情報について

右に付現在

福井縣坂井郡三国町堅二八に居住する

元南洋總ヤルト支應員 森田 隆三

は次の如く證言している。

記

一生存している見込はない、但し島に上陸して、水は或は生存しているかも知れない、  
ニ、グイ 漂流の事実はない、但し、離破船のしりと認めるグイ  
が、昭和十年十月頃、ヤルト島に漂流したことが、  
は水が枯れた

三、多幸寺頂

本件について、或る情報を持つるかと思われる者



ナルト馬阪氏 村田静雲  
合 郵便局長 古賀 祐一 佐賀縣佐賀市馬阪町馬阪

七 附 録 二 示 意 書

昭和十六年夏頃 放送設備の完成開始と

二 参考文献

四 女史母堂の 依頼したと云われるロザンダと奥  
録事関係 及其他に付更に調査中である。



水が乗流したと

水が乗流したと

ら

これは、水が乗流したと

これは、水が乗流したと

これは、水が乗流したと

等が一連の生な地、根柢と

等が一連の生な地、根柢と

五、之南洋片角の言効

當時通雅固所と目される水域地方を修繕する南洋

徑ヤルット支離低橋添次修

目録に中目録ニ四五七

中島 善孝

は次の如く云つてゐる、

は次の如く云つてゐる、



「当時中津について本乗（南洋庁）と連絡していたのは  
警務係であるが、自分の側知事や、そのほか我々

小艇を持ち、南洋貿易株式会社、及大澤商店に何  
年かの手懸りあらば、知事や本乗の命令を  
傳えたもの間である。其後、程々、

マルト支隊官員 森田隆三

が、高島、ラタック島近海で

馬蹄型紅色の浮標を漂着するのを見たと

そのウイには、之を認めたものと認めたものあり

イヤハドのものではないかと、断言したのを聞きた

変田はその右サイパン 医院の書記として、

太平洋戦後、グワムの日本軍政部に勤務していたが

後帰朝し、現任所が判らな



この遭難を知った米国政府は日本政府の協力の下

主カ 艦 コロラド号

艦長 レキシントン

艦長 レキシントン

発見するに至つた。米艦艇 膠州も救助され

に協力した。前記の被害者は米国政府の養育です

一目いど万門と称された。

四生存者の振舞と目されるき動

全女史の母堂で

米國、ボストン市居住

アミイオテイス・イヤハート夫人等二人

昭和二十二年五月下旬 ラヂオ放送で



「娘（イザリトサス）はアメリカ政府の秘密の使命  
を帯びて、往つたので日本に捕虜として運捕され

と云い、当時新聞記者にゆ

「娘は私にさる秘密の、政府の密命を携つて

あの飛行機を決定したのです。娘は飛行機で

ある土地に着陸し、日本の捕虜として捕えられた

のと思われ、私は娘が確かに陸上に降

りたと信ぜられる秘匿の書類や手紙を携つてい

ます。私は口々に、日本の捕虜に娘は何だ

に陥れられてゐる。押さへられよう。極みまし

たが、成功しませんでした。

と語つたこと、

昭和十五年七月三日 カルホルニヤ州海岸 片諾レ



二四〇三

調査書

アメリカ、イタリヤ、ドイツ

一、身分、職業

水國女流飛行家

二、行方不明の年月日及び概要

昭和十二年七月一日 ニーギニア島 リーを出発したイ  
ート女史は ホーランド島に向い飛行中 二日前  
十二時三十分 機上から 一半所面の燃料を余すのみ  
着陸地を見せず SOS と打電信行方不明と  
なつた。

三、捜索の状況



# G-2, GHQ INTER-OFFICE MEMORANDUM

(For use within G-2 only)

CI Div/Com Com 1/LS:Co. /12/28

Additional Info 8 August 1949

**File No:**

**Subject:**

Amelia Earhart

**FROM:** Compilations

**TO:** Deputy Chief,

**PHONE:** 33-5585

CI Div

**NAME:** Mr. Yagoda

**THRU:** Col Smith

**Comments:**  
**Number:**

The following is a translation of the pertinent portions of a report received from the Japanese Police in response to a request from Compilations:

Report on Amelia Earhart

Dated 3 August 1949

1. Report of a former official of the South Sea Government

NAKAJIMA Koshitaka (中島善孝)

2-457, Naka-meguro, Meguro-ku, Tokyo-to

Former Assistant Chief, General Affairs Section, Jaluit Branch Office, South Sea Government

NAKAJIMA, who was an official of the Jaluit Branch Office which was in charge of the area in which Miss Earhart's plane was purported to have fallen reports as follows:

"At that time, the Police Affairs Section of the Jaluit Branch Office was in contact with the main office of the South Sea Government in regard to this matter. I heard that Japanese Navy had sent warships to search the area and that the two companies, NANYO Trading Co., Ltd. and TAIYO Co., which owned small seacraft were asked to notify the main office of the South Sea Government if they came across any clue to Miss Earhart's whereabouts.

"Sometime later, I heard from an employee of the Jaluit Branch Office called MORI Ruzo (森田隆三) that MORI had seen a red horseshoe shaped lifebuoy inscribed NEW YORK drift on the sea near Makak Island and that he thought the lifebuoy may have been Earhart's. MORI was later transferred to Saipan as a secretary in a hospital and, after the outbreak of the Pacific War, to Guam where he worked for the Japanese military government. After the war, he returned to Japan but I do not know his present address.

2. Broadcasting by the South Sea Government

Radio broadcasting was begun in the summer of 1941 when such facilities were completed there.

M.E.

-159-

Permanent Record--Do not Detach



AUG 29 1949

*Nippon Times*

## The Earhart Mystery

UP Tracing of Story Famed Aviatrix Was Nabbed By Japanese Still Proving Futile

By IAN MUTSU

UP Staff Correspondent

### MOTHER TELLS FATE OF AMELIA EARHART

LOS ANGELES, July 21 (UP)—The mother of the famous flier Amelia Earhart, missing since a round-the-world flight in 1937, said last night her daughter "died in Japan" on a United States Government mission, probably on verbal orders.

"Amelia told me many things," Mrs. Amy Gann Earhart said. "But there were some things she couldn't tell me. I am convinced she was on some sort of a Government mission, probably on verbal orders."

Miss Earhart has been missing since July 2, 1937, when she was on a flight from Lee, New Guinea, to Howland Island. Mrs. Earhart said she had "kept quiet" about her theory but thought it "could hurt no one now."

"I am sure there was a Government mission involved in the flight because Amelia explained there were some things she could not tell me," Mrs. Earhart said. "I am usually sure she did not make a forced landing in the sea."

"She landed on a tiny atoll—one of many in that general area of the Pacific—and was picked up by a Japanese fishing boat that took her to the Marshall Islands, then under Japanese control," Mrs. Earhart said she believed.

Mrs. Earhart said she also believed her daughter was permitted to broadcast to Washington from the Marshall Islands and then was taken to Japan.

"There was a meeting with an accident—on arrival of a accident that ended her life," she said.

A thorough United Press search revealed that if Amelia Earhart was killed and her bones were buried in Japan that is one of the most closely kept secrets under the Occupation.

The search was based on information from Alvan Fitak, 33, former Marine who said that, while serving in the Pacific war, he gathered evidence indicating the famous aviatrix might have been captured and taken to Japan.

The Marine lieutenant said he got the information from a native on Marshall Islands. In 1937—when the aviatrix disappeared in the Pacific during a globe-circling flight—the native, "Mike," said a "white lady aviator" was held prisoner by the Japanese on the island and later was apparently taken to Japan.

After questioning scores of Japanese, both private citizens and former officials, as well as Occupation officials, the United Press could gather no clues to substantiate Lieut. Fitak's story and also the native's story.

The islands were under Japanese rule during July, 1937, the month in which the aviatrix disappeared.

The Japanese governor of the islands at the time, Kenjiro Kitajima, was found leading a secluded life in a Tokyo suburban home. He said he had "absolutely no knowledge" of any white aviatrix—an aviatrix

of any color for that matter—landing on the islands at that time.

Former Vice-Adm. Shiro Fujimori, who was a frequent visitor to the islands at the time in connection with naval matters, likewise said that to his knowledge no American flier ever landed in the Marshalls.

Japanese traders who were active in the Marshalls said this was the first time they heard the story about the alleged capture of Miss Earhart by the Japanese.

Occupation officials who during the past four years have been handling Japanese war criminals said that, though they had heard about Lieut. Fitak's story, they had not succeeded in uncovering any clues indicating the flier became a Japanese captive.

"We just don't have anything of that character," said a spokesman for Gen. M. Arthur's Legal Section, SCAP Headquarters.

The search then turned and drew another blank from Former Adm. Soemu Toyoda, who at present is on trial as war criminal and who, in July, 1937, was chief of Navy Ministry's Naval Affairs Bureau.

According to many Japanese sources, Toyoda would have had official knowledge of the case if any white prisoner had been taken on the Marshalls while he held the office.



441 ST

\* 201 \*

\*

0	
1	
2	
3	
4	
5	
6	
7	
8	
9	
D	



~~FOR~~  
~~OFFICIAL USE ONLY~~