Amelia EARHART

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DOD Directive 5200.30 21 Mar 83
By HR-M NARS, Date 7/25/90

screened by JD 7-25-90

EARHART, AMELIA FOUO 201 FILE

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NND 007017

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Patent Applied For

NND 007017

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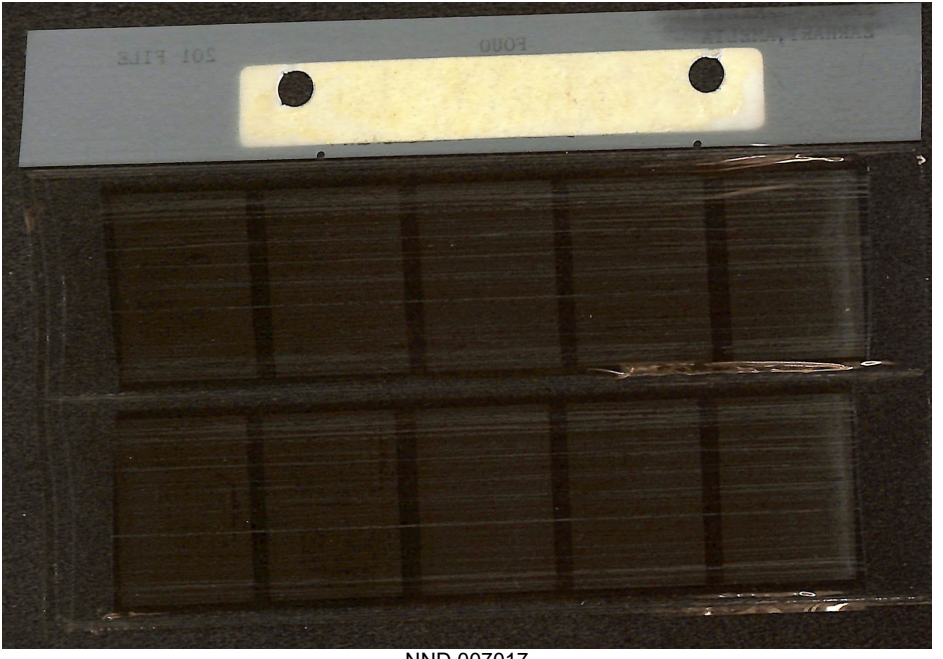

NND 007017

24 JUL 98 AMELIA EARHART

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E. O. 12356, Sec. 3.3
DoD Directive 5200.30, 21MAR83
By HR-WA, NARA Date 7/25/90
Screened JD 7.25.90

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Replaces IC Form 120 d, 11 Jan 67, which is obsolete.

IA (HQ) FORM 2236-B
1 Dec 84

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

DOSSIER NO. _____

As of 22 May 86 (Date) all material included 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 381-10
REVIEWER J. Clayborne DATE 22 May 86

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

IA (HQ) Form 2214
(1 Sep 78)

Replaces MIIA Fm 315, 1 Jun 75, which may be used until supplies are exhausted.

Information concerning the Late Miss Erheart.

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

2. Summing up the recollections of those then 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 move KAMOI, Seaplane Tender (Commanding Officer: Captain Kahachi KOSAKA) 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 Kanjiro 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 Ameria Erheart to Marshall Islands, nor was any broadcasting for Washington ever made from Marshall Islands.

NND 007017

復二第一二九一号
昭和二十四年八月二日

引揚援護庁復員局次長[illegible]

外務省連絡局長殿

「アメリヤ、イヤハート」女史に関する情報（回答）

昭和二十四年七月二十五日ＣＩＤから口頭要求があっ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『「アメリア、イヤハート」夫人が日本漁船に救助せらるたとの説が「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、「アメリヤ、イヤハート」女史を「マーシャル」群島に向け行ったことは無い

（終）

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六、当州の向坪隊幹部

[illegible]

内務部長　宮本 [illegible]

[illegible]

[illegible]

[illegible]

警務〃　森 直太郎　在 青森縣

通信〃　飯田 秀雄　死亡

2、ヤルート支隊

支隊長　村上 誠一（[illegible]）

〃　山口 勇三郎　[illegible] 津市 城内城山下

[illegible]

[illegible]

全兵務係長　岸切 幸吉　宮崎縣宮崎郡高岡町 [illegible]

[illegible]

[illegible]

[illegible]

NND 007017

EARHEART AMELIA

二四、一五

調査書

アメリヤ・イヤハート について（第二報）

其の後 調査の結果 次の通り

昭和三〇年より 昭和三三年間 ロサンゼルス 總領事であった
現衆議院外務委員 佐藤 敏人

は本問題について

「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（現在）總領事 時代では無いかと思う。
現 外務次官 太田一郎氏（堀氏の後任）も 知らないと
云っていた」

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「アメリア、イヤハート」女史に関する情報

「アメリア、イヤハート」女史に対する元日本海軍の文書類は見当らない

二、当時の関係者（複数）の記憶を綜合すれば元日本海軍が行った「アメリヤ、イヤハート」女史捜索の状況は左の通りである。

(一) 海軍省で「アメリヤ、イヤハート」女史搭乗機が行衛不明となったことを知ると直に当時「マーシャル」群島方面に在った第十二戦隊に命じ水上機母艦神威（艦長海軍大佐上阪香苗）及大型飛行艇（複数）を以て同機の捜索を行おしめた

(二) 神威及飛行艇は「ヤルート」島南方海面を中心として捜索を行ったが何等手懸りを得られなかった、

(三) 其後更に測量艦隊所属一艦長前大佐海治郎）にも捜索を命じた、同艦は「マーシャル」群島南東方海面の捜索を行ったが何等の手懸りも得られなかった。

NND 007017

G-2, GHQ
INTER-OFFICE MEMORANDUM

(For use within G-2 only)

CI Div/Opns Cont'l/LGS:Com_/ME/as
4 August 1 49
Date:

File No:

Subject: Amelia Earhart

FROM: Compilations TO: Deputy Chief, CI Div PHONE: 33-5386 NAME: Mr Perry

THRU: Col Smith

Comment Number

1.

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 was in the Marshall Islands area at the time to the effect that they should send the Seaplane Tender, KAMOI (神威) (Commanding Officer: KOSAKA Kanae (小阪香苗)) 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 KOSHU (膠州)(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.

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

M.E.

Permanent Record—Do not Detach

NND 007017

二四九、七

調査書

八月三日 既報
八月一五日

米國女流飛行家エヤ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 堅一二八に居住する
元南洋德ヤルート支廳員 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、但し島に上陸していれば或は生存しているかも知れない、

二 ヴイ 漂流の事実はない、但し 難破船のしるしと 認められるヴイ
が 昭和十年 十月頃 ヤルート 廣に ~~[illegible]~~ 漂流したが 中に
は水が 無かった

三 参考事項

本件に付て 或る情報を 持っているかと思われる者

NND 007017

ヤルート医院長　村田伸雲
令　郵便局長　古賀弥一　佐賀県佐賀郡高木村出身

七、南洋神社の設置

昭和十六年夏頃　設送設備が完成開始された

八、参考事項

如の　女史　冊堂　が　依頼したと云われる　ロサンゼルス郵便
郵事　関係　及其他に付　更に調査中である、

が保護したこと

[illegible]

[illegible]

[illegible]

等が一連の生存地の根據地と考へてゐたものと思はれる。

五、之南洋庁筋の言動

当時通報個所と目される水域地方を偵察する南洋

偵ヤルート支廳傭係次席

[illegible]

中島善孝

は次の如く云つてゐる。

[illegible]

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「当時本件について本庁（南洋庁）と連絡していたのは
警務係であるが自分が聞知するところでは後に
[illegible]
小舟を持つ南洋貿易株式会社及大東商店に何
等かの手懸りあらば知らせよと本庁からの命を
傳えたとも聞いている其後程経て[illegible]
ヤルート支庁官員森田隆三
が南島ラタック島近海で
馬蹄型紅色の浮嚢が漂流するのを見た
そのヴイには ZUISYORA と記されてあるので
イヤハードのものではないかと思ったと聞いた
戎田はその后サイパン医院の書記として
大平洋戦后グワムの日本軍政庁に勤務していたが
後帰朝し現住所が判らない」

この遭難を知った米国政府は日本政府の協力の
遭難海域と目される海面一帯に亘って
主力艦　コロラド号
空母　レキシントン号
艦載機　100機
を出動させ十六日間に亘って捜索[illegible]
発見するに至らなかった　日本艦艇　飛行機も出動され
に協力した　尚この捜索費は米国政府の負担でよ
一日八十万円と称された。

四、生存説の根拠と目される言動
同女史の母堂で
米国、ボストン市居住
アミイ、オテイス、イヤハート夫人（当八一才）
昭和二十二年五月下旬　ラヂオ放送で

「娘（イヤーリート女史）はアメリカ政府の秘密の使命を帯びて行つたので日本に捕虜として逮捕された」

と云へば当時新聞紙面には「娘は私にさえ秘密にしてゐた政府の密命を持つてあの飛行を決行したのです。そして娘は飛行機で或る土地に着陸し日本の捕虜として捕えられたものと思われます。私は娘が確かに陸上に降りたと信ぜられる私宛の書類や手紙を持つています。私は日本政府の[illegible]に娘は何処に監禁されているか探ねようと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　ゲ結レ

NND 007017

二四、八、三

調査書

アメリヤ、イヤハート に〇いて

一、自分、職業

米國女流飛行家

二、行方不明の年月日及び概要

昭和十二年七月一日 ニューギニア島 リーを出発したイヤハート女史は ホーランド島に向い飛行中 二日午前十二時三十分 機上から「半時間の燃料を余すのみ著陸地発見せず」とSOSを打電 行方不明となった。

三、捜索の状況

G-2, GHQ
INTER-OFFICE MEMORANDUM

(For use within G-2 only)

File No:

Subject: Additional Info Amelia Earhart

CI Div/Opn Contl/LGS:Co /ME/as

Date: 8 August 1949

FROM: Compilations TO: Deputy Chief, CI Div PHONE: 33-5586 NAME: Mr Yamada

THRU: Col Smith

Comment Number: 1.

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 Yoshitaka (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 TAI 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 MORITA Ryuzo (森田隆三) that MORITA had seen a red horseshoe shaped lifebuoy inscribed NEW YORK adrift on the sea near Radak Island and that he thought the lifebuoy may have been Earhart's. MORITA 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 1 1 when such facilities were completed there.

M.E. 159

Permanent Record--Do not Detach

NND 007017

AUG 29 1949 Nippon Times

The Earhart Mystery

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

By IAN MUTSU
UP Staff Correspondent

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 matte landing on the islands at t time.

Former Vice-Adm. S ichiro Fujimori, who was frequent visitor to the islar at the time in connection w naval matters, likewise s that to his knowledge American flier ever landed the Marshalls.

Japanese traders who we active in the Marshalls s this was the first time th heard the story about the leged capture of Miss Earh by the Japanese.

Occupation officials w during the past four ye have been handling Japan war criminals said that, though they had heard ab Lieut. Fitak's story, they, t had not succeeded in uncov ing any clues indicating th the flier became a Japan captive.

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

The search then turned and drew another blank fr Former Adm. Soemu To da, who at present is on t as war criminal and who July, 1937, was chief of Navy Ministry's Naval Affa Bureau.

According to many Japan sources, Toyoda would ha had official knowledge of t case if any white prison had been taken on the M shalls while he held the off

MOTHER TELLS FATE OF AMELIA EARHART

LOS ANGELES, July 24 (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, and not in the Pacific Ocean.

"Amelia told me many things," Mrs. Amy Otis 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 3, 1937, when she was on a flight from Lae, 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 equally 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 Marshalls and then was taken to Japan.

"There she met with an accident—an 'arranged' accident that ended her life," she said.

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