



HUNT FOR THE
LOST
CLIPPER

THE TRUE STORY OF THE WORLD'S FIRST AIRCRAFT HIJACKING.

**AFTER DECADES OF RESEARCH AND FOUR TRIPS TO TRUK LAGOON
MICKONESIA, ONE FINAL TRIP COULD HOLD THE KEYS TO
UNLOCKING ONE OF AVIATION'S GREATEST MYSTERIES WHILE
REWRITING HISTORY AT THE SAME TIME.**

Beginning with a hunt for Amelia Earhart, a chance meeting of an eye witness to murder sparked a hunt for 15 missing bodies, the Americans aboard Hawaii Clipper's Trip #229 when it left Guam bound for Manila in July, 1938.


The Hawaii Clipper never made it.

We propose it was hijacked, which would be the first hijacking of a plane in history.

We propose that the passengers and crew were murdered in cold blood - poisoned and buried in fresh cement on a remote island in Truk Lagoon, an act of war on the USA by Japan three years before the attack on Pearl Harbor that officially began WWII for the USA.

We propose that onboard the Hawaii Clipper was a special cargo no one was supposed to know about - 3 million dollars in gold certificates (over \$65 million today), and that the gold was the ransom to be paid for Amelia Earhart who had been captured by the Japanese in 1937.

And we propose that the Japanese navy used the engine technology from the Hawaii Clipper to bolster the capabilities of their air force, enabling the longer bomber runs that would be needed for an attack on Pearl harbor.



*A THREAD OF SHOCKING, NEWLY
DISCOVERED CLUES MIGHT JUST UNRAVEL
AN INTERNATIONAL MYSTERY AND EXPOSE A U.S.
GOVERNMENT'S FAILED RESCUE MISSION...*

Former Navy Intelligence officer, Guy Noffsinger, and his Lost Clipper Team have spent more than two decades investigating another aviation mystery that happened in the exact same area of the Pacific: the disappearance of Pan American's passenger plane, the Hawaii Clipper, in 1938. Only now, Guy has uncovered an unbelievable tale of espionage, sky-jacking, and a multi-million dollar ransom that he believes links the case of the Lost Clipper directly to the mysterious fate of Amelia Earhart.

In order to understand how the two lost planes are intertwined, you first need to know the story of the Hawaii Clipper...

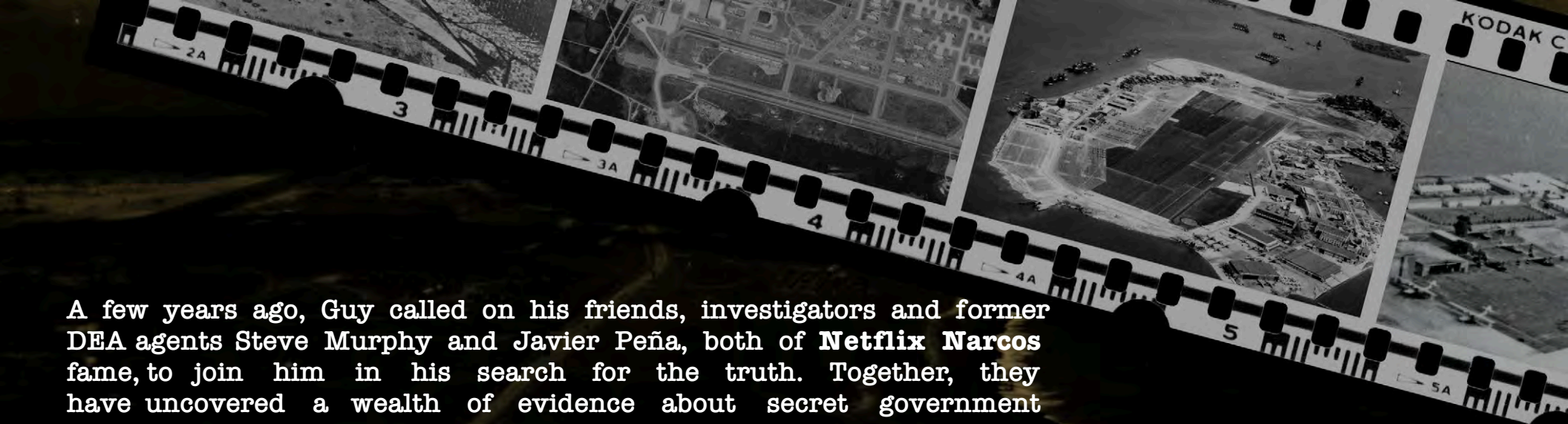
THE HAWAII CLIPPER WAS PAN AM'S "GEM OF SKY"



In the 1930s, Pan Am's "Clipper" fleet brought the romance and adventure of international travel to the American public, and their Hawaii Clipper was one of the most well-made planes of its day. But on July 28, 1938, during a routine passenger flight from San Francisco to Hong Kong – the Hawaii Clipper vanished. The U.S. Navy immediately launched a search and rescue mission to try and recover the 15 Americans on board, but they found no trace of the plane.

WAS THE CLIPPER HIJACKED?

The disappearance of an American airliner in the South Pacific just a year after Amelia Earhart's doomed flight at first seems like an eerie coincidence, but Guy believes he has proof that these two shocking aerial "accidents" are part of the same unbelievable narrative, one that plays out like a blockbuster Hollywood spy story.



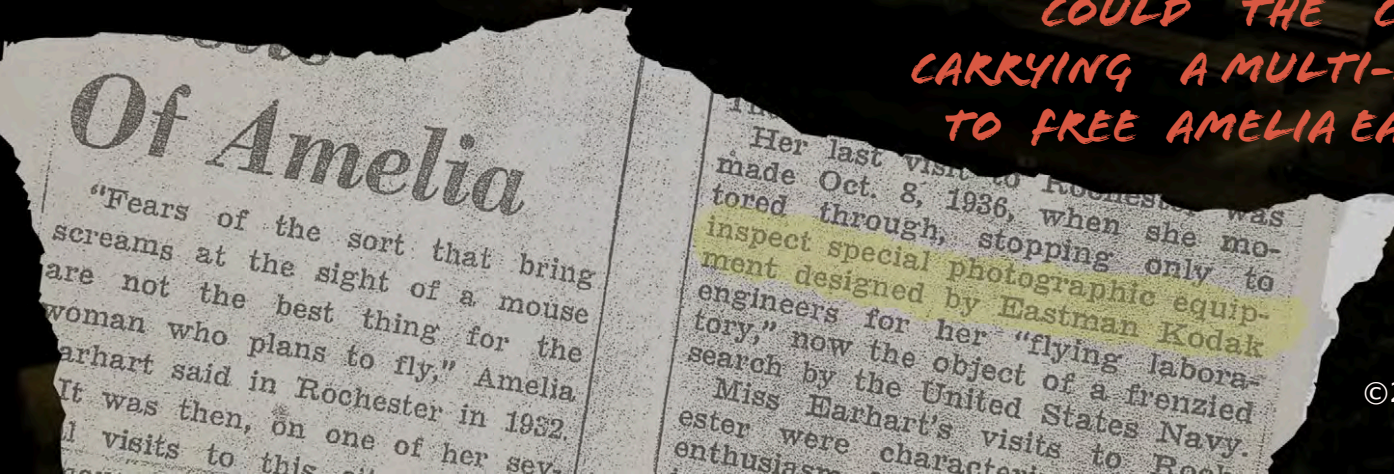
A few years ago, Guy called on his friends, investigators and former DEA agents Steve Murphy and Javier Peña, both of **Netflix Narcos** fame, to join him in his search for the truth. Together, they have uncovered a wealth of evidence about secret government activity brewing prior to World War II - with American citizens acting as spies on behalf of FDR.

WAS AMELIA EARHART SPYING ON THE JAPANESE FOR THE PRESIDENT?

Amelia Earhart's own role in espionage is revealed in several key pieces of evidence, including her visit to Kodak to examine cameras meant for her plane and a Clipper pilot's testimony about personally training her on spying techniques.

As for the Hawaii Clipper, countless official documents confirm that there were \$3 million in gold banknotes on board, worth more than \$63 million dollars today. Relatives of the victims - once sworn to secrecy - have broken their silence, telling Guy that the plane was on a classified government assignment relating to "A.E. - that woman flyer."

COULD THE CLIPPER HAVE BEEN CARRYING A MULTI-MILLION DOLLAR RANSOM TO FREE AMELIA EARHART FROM CAPTIVITY?



Of Amelia

"Fears of the sort that bring screams at the sight of a mouse are not the best thing for the woman who plans to fly," Amelia Earhart said in Rochester in 1932. It was then, on one of her several visits to this

Her last visit to Rochester was made Oct. 8, 1936, when she motored through, stopping only to inspect special photographic equipment designed by Eastman Kodak engineers for her "flying laboratory," now the object of a frenzied search by the United States Navy. Miss Earhart's visits to Rochester were characteristic of her enthusiasm


Thanks to the evidence they've gathered, Guy, Steve, and Javier – along with the help of the former director of the NSA – are piecing together what really happened on Amelia's fateful last flight. After surveying Japanese bases, they believe that Amelia was meant to crash land on an island, to be effectively "rescued" by the Navy – a well-planned, covert operation that would allow U.S. ships to further scout Japan's stronghold on the region.

EVIDENCE SUGGESTS THE JAPANESE GOT TO AMELIA FIRST.

What's more, the investigative team has unearthed evidence which suggests that the Hawaii Clipper was hijacked by Japanese agents who snuck aboard in Guam. Were they after the ransom? Or something else entirely? Eyewitnesses claim that the American passengers were subsequently murdered and buried on a remote island.



FINDING THE CLIPPER COULD MEAN FINDING THE TRUTH – ABOUT THAT FAILED FLIGHT AND ABOUT AMELIA EARHART.

A map of the Hawaiian Islands, showing various islands and atolls. Labels include 'North Island', 'South Island', 'Fiji', 'WENO', 'TRUK ISLANDS', 'LN MN', and 'KUOP ATOLL'. The map is overlaid on a dark background with a grid.

The 'Lost Clipper' team is using its investigative prowess to get to the truth. If Japan did indeed hijack an American passenger plane, it would constitute an act of war and effectively change the start date of World War II, making the murdered crew and passengers the war's first casualties.

**THE TEAM KNOWS WHERE THE BODIES
FROM THE HAWAII CLIPPER ARE ALLEGEDLY BURIED.**



The missing Americans are on an isolated island in Micronesia where many have claimed Amelia and her co-pilot, Fred Noonan, were stranded before ultimately being brought to Saipan by the Japanese.

Four trips over ten years have earned the team the trust of the locals. They have already begun to excavate the area, unearthing many artifacts from the period, including Western clothing and what appears to be the back of a Pan Am pin. Together, the team is on a mission to uncover the almost 80 year old truth about the Hawaii Clipper and bring innocent Americans back home to their waiting families where they belong.



THE RANSOM FOR AMELIA TEAM HAS DISCOVERED COUNTLESS SHOCKING PIECES OF EVIDENCE, INCLUDING:

✗ Personal accounts from relatives of the Clipper crew admitting they were on a secret government mission to get "A.E. - the woman flyer"

✗ Proof that Amelia Earhart had a specially designed aerial camera on her aircraft and that a Clipper pilot taught her espionage photography

✗ Documents proving FDR's government was secretly funding private citizens to spy for America.

✗ Revelations that the U.S. Navy and Pan Am were working together before the war to build bases near Japan, in recorded testimony from the head of Pan Am

✗ Eyewitness accounts that Earhart was captured and held captive by the Japanese government and access to the very blindfold she was seen wearing when she was executed which they plan to test for DNA

✗ Evidence that the Japanese copied the engine technology of the Hawaii Clipper for their Zero fighters, and recorded testimony from the head of Pan Am that the Japanese hijacked the Hawaii Clipper

✗ Eyewitness accounts and archaeological finds that point to the Clipper passengers and crew being killed and buried on a remote island in Micronesia



RANSOM FOR AMELIA

OUR TEAM: THE NAVY INTELLIGENCE OFFICER

Lead investigator, Guy Noffsinger, is a former Naval Intelligence officer who was dispatched to conduct various photographic intelligence collections out of Pearl Harbor, Hawaii. He went on to become a fleet analyst for the Pacific and Middle East theaters, was deployed twice for both Gulf Wars, and eventually received his diploma in the postgraduate intelligence program at the Defense Intelligence Agency in Washington, D.C. It was there that he learned about the U.S. Navy's search for Amelia Earhart.

He has spent the last two+ decades investigating the mystery of the vanished Hawaii Clipper. Guy has traveled frequently to Truk, earning the trust of locals and securing exclusive access to dig on the island. With his military connections and intelligence-gathering skills, Guy has located and analyzed classified government documents and reports. He's able to analyze radio transmissions and position reports, and has personally spent countless hours questioning family members of Clipper victims, eyewitnesses, military and aviation experts, and government officials.



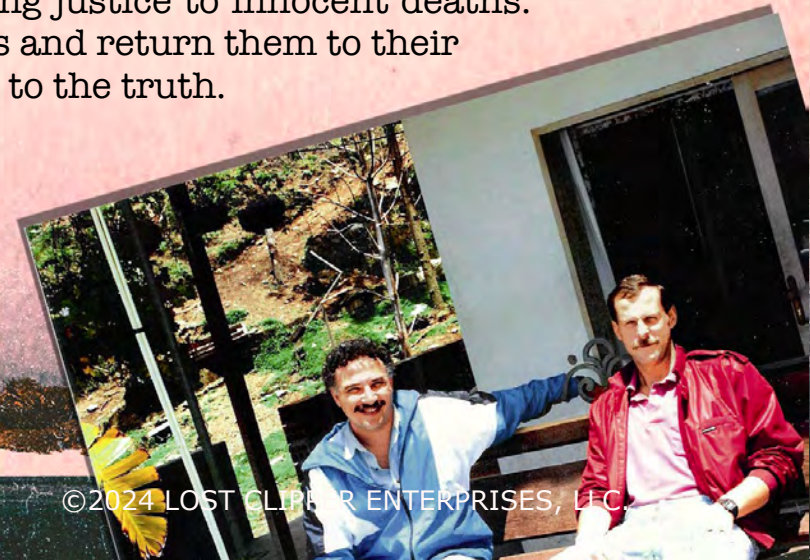
RANSOM FOR AMELIA

THE NARCOS INVESTIGATORS



Steve Murphy and Javier Peña are renowned ex-DEA agents, widely known as the duo who helped to bring down Central America's most infamous drug lord: Pablo Escobar. Their work on that investigation inspired the popular Netflix series *Narcos*. Javier was awarded Columbia's highest honor for his efforts in the Escobar case, and today he travels the world consulting on new investigations.

Steve is a close friend and colleague of Guy's, and long heard about Guy's independent Amelia/Clipper investigation. Personally intrigued by the mystery, he came on board with his investigative partner Javier. Steve has a reputation for being able to detect lies during interviews and Javier is passionate about bringing justice to innocent deaths. Together, they are determined to recover the Clipper victims' bodies and return them to their families in the States, but, most of all, Steve and Javier want to get to the truth.



RANSOM FOR AMELIA



THE AVIATION ENGINEER

Jim Janicki is a pilot; an accredited celestial navigator and skipper for sailboats up to 50 foot in length; a licensed amateur radio operator (Call sign WB3FMS); accredited for search & rescue and has his own trained search dog named Sadie; a registered Professional Engineer. The long and short of it is, Jim will be the most creditable expert on this program adding authenticity backed as a certified professional with documented years of experience in reenactment and reconstruction.

Jim holds a solid track record of results and functional leadership across Operations, Commercial, R&D, Services, and Sales in diagnostics, bio-tech., high-tech., chemical, pharmaceutical, plastic, and other industries. He's proficient with Lean, Six Sigma, Business Process Excellence, ISO 9000/ISO13485, cGMPs, cGLPs, FDA/MHRA/EMEA/S-FDA and other global regulatory requirements.

He's going to bring a lot to the table and offers a different view and opinions on a wide variety of subjects.

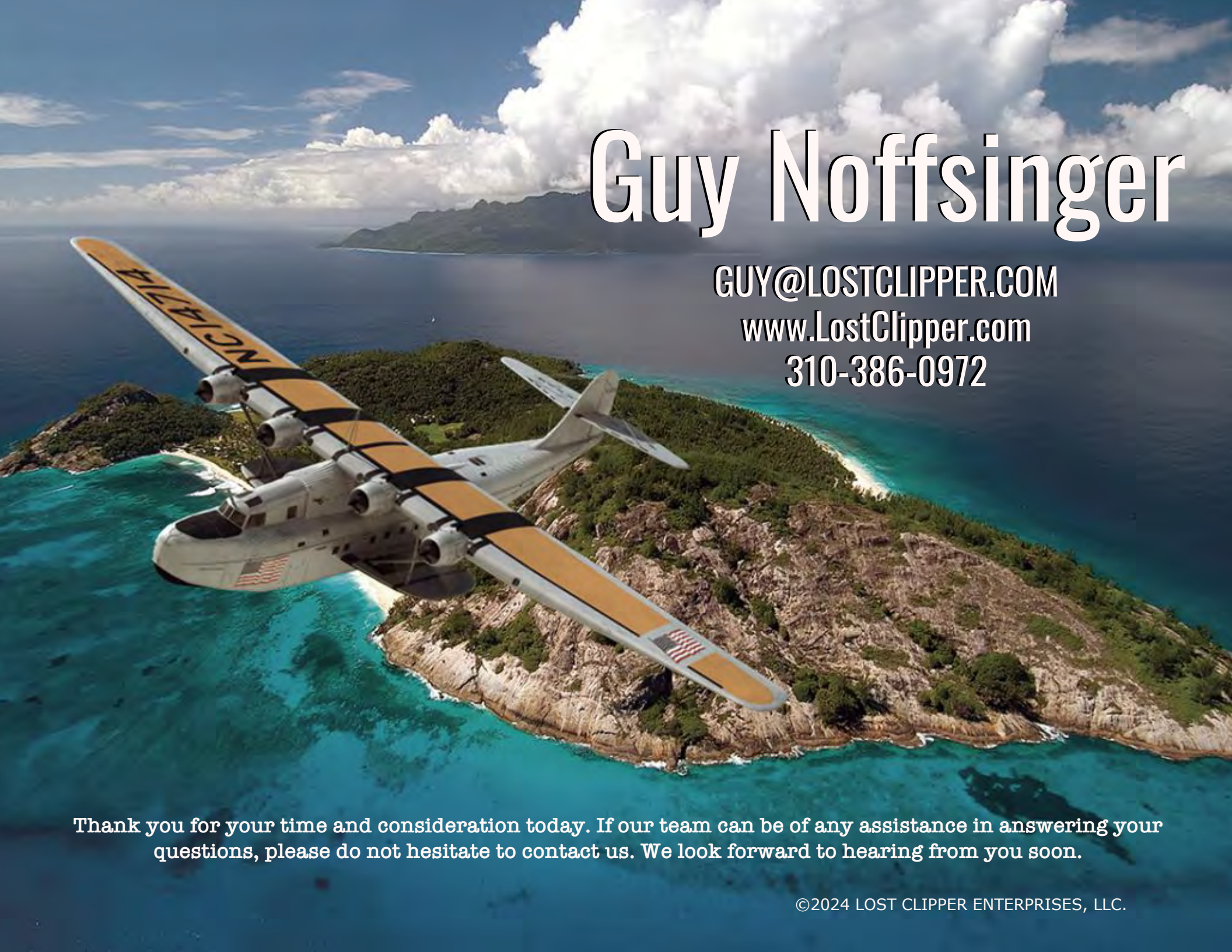


RANSOM FOR AMELIA

THE GOVERNMENT SOURCE

Admiral William “Bill” Studeman is the former Director of the NSA, the former Director of Naval Intelligence, and was a Deputy Director of the CIA, including two stints as Acting Director. He is currently a sitting board member of the Public Interest Declassification Board and heavily involved with the Pan Am Foundation.

A close associate of Guy and the Lost Clipper team, Studeman has scoured soon-to-be declassified government documents that may contain crucial clues about the disappearance of the Hawaii Clipper and what the U.S. really knew about Amelia Earhart’s fate.



Guy Noffsinger

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Thank you for your time and consideration today. If our team can be of any assistance in answering your questions, please do not hesitate to contact us. We look forward to hearing from you soon.