

HEADQUARTERS  
U. S. STRATEGIC BOMBING SURVEY RESTRICTED  
(Pacific)  
C/O POSTMASTER, SAN FRANCISCO

INTERROGATION NO. 346

Place: Regional Off #1, Nagoya  
Date: 5 November 1945

Division of Origin: Military Analysis Division Team #3.

Subject: Japanese Army Air Forces - Fuel.

Personnel interrogated and background of each:

Maj CHIBA Toshio - Present Assignment: Executive Officer of 47 Air Sector Hq (KCS). A graduate of the military academy, Maj CHIBA served with various ground organizations until March 1944 when he was sent to the Sendai Air School. Upon completion of a course there, he was assigned to 47 KCS which was just being activated then. He served as executive officer of this organization until the end of the war.

Where interviewed: Komaki A/F, Nagoya, Honshu.

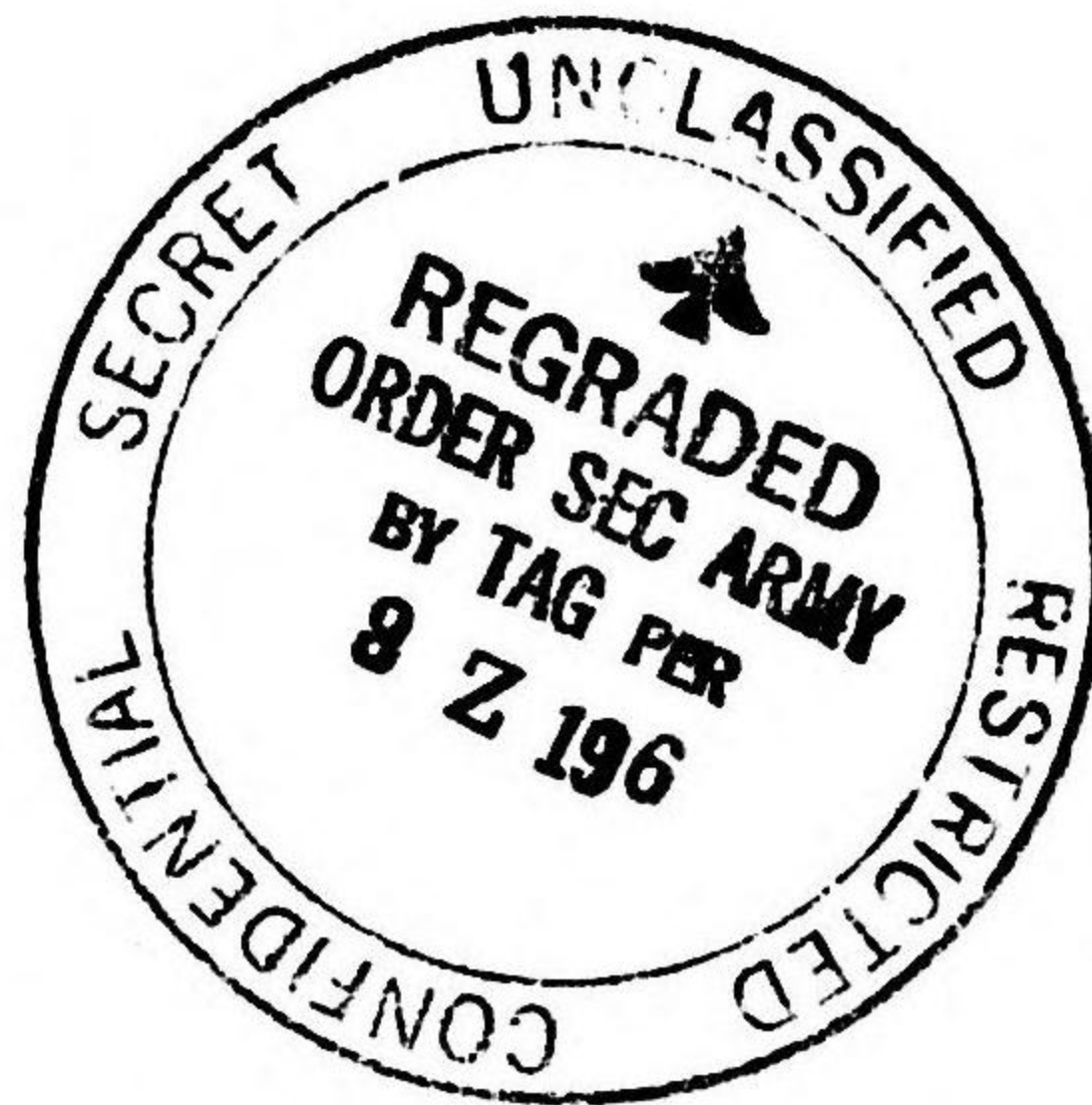
Interrogator: Capt John C. West

Interpreter: 1st Lt Richard Sneider

Allied Officers Present: Capt Charles A. Haskins  
1st Lt John G. Palfrey

SUMMARY:

Maj Chiba's organization was the administrative Hq of approximately 12 airfields in this area. As such he was responsible for the maintenance of records, etc., but had little knowledge of tactical plans, etc. He was able to give what appeared to be fairly accurate information about the fuel shortage as it effected the units at the a/f's controlled by his organization.





Interrogation

Q. Major, what airfields did your organization (47 Air Sector Hq) control?

A. We controlled twelve airfields in this area. They were Komaki, Akeno, Kiyosu, Hamamatsu (Tenryu a/f), Kitaiyuse (Nof Akeno), Yokaichi, Suzuka, Komono, Kameyama, Seki, Ogaki, and Moriyama.

Q. Just what were your duties with respect to these airfields?

A. We were the administrative Hq. We controlled the airfield battalions and companies at the fields and did all the "housekeeping" services for them.

Q. What type of supplies furnished the airfields did you maintain records of?

A. All classes of military supplies including ammunition, fuel, food and clothing.

Q. Do you have your records concerning these supplies?

A. No, we burned most of them before the end of the war; the rest we sent to the 1st Air Army at Tokyo.

Q. Can you tell us about the fuel supply at your various airfields. When did you first feel the shortage?

A. We had enough fuel until November 1943. After that time it started to get short. In April 1945 the shortage was most acute.

Q. What steps were taken to conserve fuel?

A. Well, in late 1943 we started an education campaign to induce pilots to conserve fuel. We started imposing gradual limitations until in April 1945 we were limiting each pilot to 8 hours flying time each month.

Q. Does this mean that each plane only flew 8 hours per month?

A. No, each plane usually flew about 24 hours per month.

Q. Does that mean, then, that you had three times as many pilots as planes?

A. I suppose that's true, although I don't know exactly.

Q. Did you have a fuel reserve for the Ketsu operation?

A. No.

Q. Were you trying to build up such a reserve?

A. Yes, but the day to day operations consumed all available fuel.

Q. What operations were they?

A. Chiefly fighter interception in the Nagoya area.

Q. What units were involved?

A. Well, 20 Sento-Hikoshudan was the main Hq.

Q. Did these units participate in any fighter missions from these a/fs?

A. No, they only intercepted B-29's.



Q. How about naval carrier strikes?

A. We were under orders to ignore these and concentrate entirely on the B-29's.

Q. What was the last B-29 raid which you intercepted?

A. It was the 6 Aug 45 night attack on Ichinomiya.

Q. How many planes from what units were used?

A. Three KI 61's from 55 Flying Regiment (Hikosentai).

Q. Were they successful?

A. No. They shot down no bombers.

Q. Was it the normal practice to use the KI 61 as a night interceptor?

A. No, this was a little unusual as the KI 61 is basically a day fighter but it was used occasionally at night.

Q. Did it have any special equipment for night fighting.

A. No.

Q. Was its night interception limited to clear or moonlight nights?

A. No.

Q. What was your usual night fighter?

A. The KI 45. We had some of these a Kiyosu.

Q. Where were your fuel supplies stored?

A. They were stored within 6 kilometres of the airfields.

Q. Were they underground.

A. No, but they were camouflaged.

Q. Who supplied you with fuel?

A. We got most of it from the Osaka Air Depot and the rest from the Kagamigahara Air Depot....about 60% from the former and 40% from the latter.

Q. Did you receive the supply for each airfield and then distribute it?

A. No. Each a/f received it direct from the Air Depot. We simply kept the records.