

HEADQUARTERS
U.S. STRATEGIC BOMBING SURVEY
(PACIFIC)
APO 234
C/O POSTMASTER, SAN FRANCISCO

INTERROGATION NO: 303

PLACE: NAGOYA
DATE: 3 Nov 45

Division of Origin: Military Analysis, Team #3.

Subject: Japanese Army Air Forces.

Personnel interrogated and background of each:

Colonel FUKAMI, Heikichi - Present assignment - Ord. Officer of Kagamigahara Kokusho. Graduated from Military Academy in 1923. After spending 4 years in Field Artillery and 4 years in Met Dept., became a pilot. Served in various capacities in air units until 1935 when he started to specialize in Air Ordnance.

Where interviewed: At HQ Kagamigahara Kokusho near Gifu, Honshu.

Interrogator: Captain JOHN C. WEST

Interpreter: None

Allied Officers Present: None

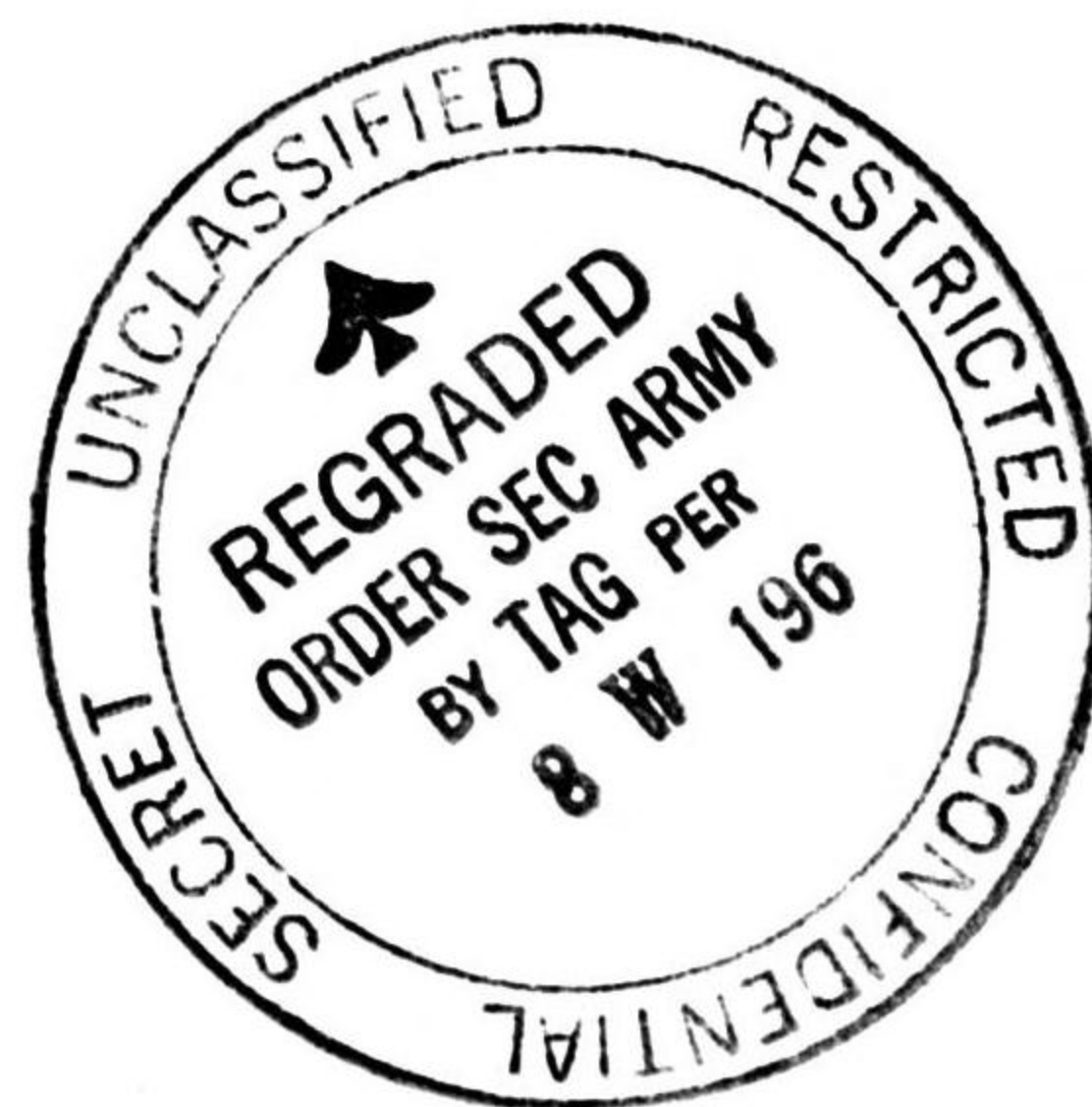
Summary:

Colonel FUKAMI'S knowledge was limited to his specialized field. He has been given a detailed questionnaire which will be forwarded and which should contain valuable information.

RESTRICTED

DISTRIBUTION: All Divisions.

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Q. How long have you been in the army, Colonel?

A. I entered the military academy in 1919 and graduated in 1923. I have served continuously from that time.

Q. Please give us a summary of your military assignments since your graduation from the military academy?

A. Well, I spent four years in the Field Artillery immediately after graduation. The next four years I spent in the army Meteorological Dept. Then in about 1931 I decided to become a pilot. I spent a year at the Tokorozawa Air School. After completing my flight training there, I was assigned to the 8th Flying Division in Formosa. My specific assignment was as a squadron commander in the 8th Hikorentai. I spent three years in Formosa and then went to the Shimoshizu Air School as chief of materials. After a year and 10 months in this assignment I was assigned to Air HQ in Tokyo in the supply dept. After a year and a half here, I went to the Heijo Kokusho in Korea (this was in 1935). Here I spent another year and a half, and in December 1937 I was assigned to the North China Air Division as chief of the Ord. Dept there. I stayed one year in this assignment and then went to the Kumagaya Air school as chief of the Materiel Dept. After two years there, I was sent back to China, this time as head of the propoganda branch of an organization designed to teach the Chinese Japanese ways. Then in 1943 I was assigned to the 51st Kyoiku Hikoshidan at Gifu. I stayed there until the summer of 1945. Two and a half months before the end of the war I was assigned as Commanding Officer of the 9th Koku Kyoikutai at Matsue, Honshu. Then 20 days before the war ended, I was brought to the Kagamigahara Kokusho as Chief of the supply department.

Q. What type unit was your squadron in 8 Hikorentai?

A. We were a searching (reconnaissance) squadron.

Q. You say you were assigned to the Heijo Kokusho in 1935. How long had this Air Depot been in existance at that time?

A. I was the first officer assigned to the Kokusho. It was activated in 1935 and I was the first one there.

Q. Just what sort of a unit were you first assigned to in China?

A. It was the aviation branch of the China expeditionary army.

Q. Did this have any relation to 3 Hikoshudan?

A. Yes, this later became 3 Hikoshudan.

Q. Were you in China at the time of the war?

A. Yes, I arrived there in December 1937 during the middle of the "incident".

Q. From your experience in the supply department of Koku Hombu, can you tell us how many planes the JAAF had in 1936?

A. Approximately 3,000.

Q. How many of these were training planes?

A. About half.

- Q. How many planes did the JAAF have in China when you arrived there in December 1937?
- A. Three hundred planes.
- Q. What was the highest number of planes in China during this period?
- A. Three hundred was the maximum number in use against the Chinese at this time.
- Q. Had the total strength of the JAAF increased by 1937?
- A. Yes, I think it had.
- Q. How much?
- A. By about the number of planes in China. I think we still had 3,000 planes in Japan in addition to those in China.
- Q. When you were assigned to the Heijo Kokusho in 1935, how many planes were there in Manchuria and Korea?
- A. I don't know. All Manchuria was controlled by the Kwantung Army.
- Q. Weren't there large numbers of planes in both Manchuria and Korea for protection against the Russians?
- A. There were none in Korea. I suppose there were some in Manchuria, but I don't know how many.
- Q. What was this "propoganda" assignment you held in China?
- A. This was only a sub-assignment as I spent most of my time on the aviation ordnance field. It was an organization designed to promote better relations between the Japanese and the Chinese.
- Q. Was it similar to the Greater East Asia Bureau?
- A. Yes, you might call it the China forerunner of the GEA.
- Q. What type training was given at Matsue?
- A. We trained privates and non-coms in basic Ord. work.
- Q. What subjects were they taught?
- A. Engines, Fuselage repair, aircraft machineguns, automobiles, and electricity.
- Q. How long was the instruction.
- A. Four months.
- Q. What happened to the graduates?
- A. They were sent to units (tactical) as repair and maintenance personnel and some were sent to airfield battalions and air depots.
- Q. How many aircraft did the JAAF have in 1943?
- A. I don't know.
- Q. Do you know how many they had at the end of the war?
- A. No, only with respect to my particular depot.

Q. How many did it have?

A. About 30 or 40 planes here (at Kagamigahara).

Q. Colonel, we have here a rather comprehensive set of questions on the various technical aspects of aircraft, etc. I would like you to scan it and see if you can answer these questions. If so, I wish you would write out the answers to as many of them as you can and give them to your Central Liaison Office for forwarding to us. Take your time and use any members of your staff to help.

A. I think I can answer most of them. It will take several days for the complete report to be finished.