

N-X-12 Tachikawa A/C Factory 90.17-792 This factory was still in production at the close of the war. Bombing had decreased production by at least 50%. All buildings seriously damaged were connected with sub assembly units. Final assembly buildings were comparatively undamaged. Three types of planes were produced at this factory, i.e., fighters type Ki 43, bombers Type Ki 74, transports type Ki 54. Estimated production at the close of the war was: 150 fighters 1 mo. 3 bombers 1 mo. 30 transports 1 mo. Bomber production was introduced to this plant only in the last few months of the war. Previously only fighters were produced. Buildings along the north and barracks in the southern part of the plant were part of a Japanese youth school. Graduates of which were trained for work in the factory. A total of 40,000 to 50,000 people were employed at this factory. Some units of the plant were still under construction at the close of the war. Completion was held up by lack of materials. A large percentage of all parts used were sent in from small dispersed factories (See N-X-3).

## Tachikawa A/C Factory 90.17-792

This factory was still in production at the close of the war.

Bombing had decreased production by at least 50%.

All buildings seriously damaged were connected with sub assembly units. Final assembly buildings were comparatively undamaged.

Three types of planes were produced at this factory, i.e., fighters type Ki 43, bombers Type Ki 74, transports type Ki 54.

Estimated production at the close of the war was:

150 fighters 1 mo.
3 bombers 1 mo.
30 transports 1 mo.

Bomber production was introduced to this plant only in the last few months of the war. Previously only fighters were produced.

Buildings along the north and barracks in the southern part of the plant were part of a Japanese youth school. Graduates of which were trained for work in the factory.

A total of 40,000 to 50,000 people were employed at this factory.

Some units of the plant were still under construction at the close of the war. Completion was held up by lack of materials.

A large percentage of all parts used were sent in from small dispersed factories (See N-X-3).