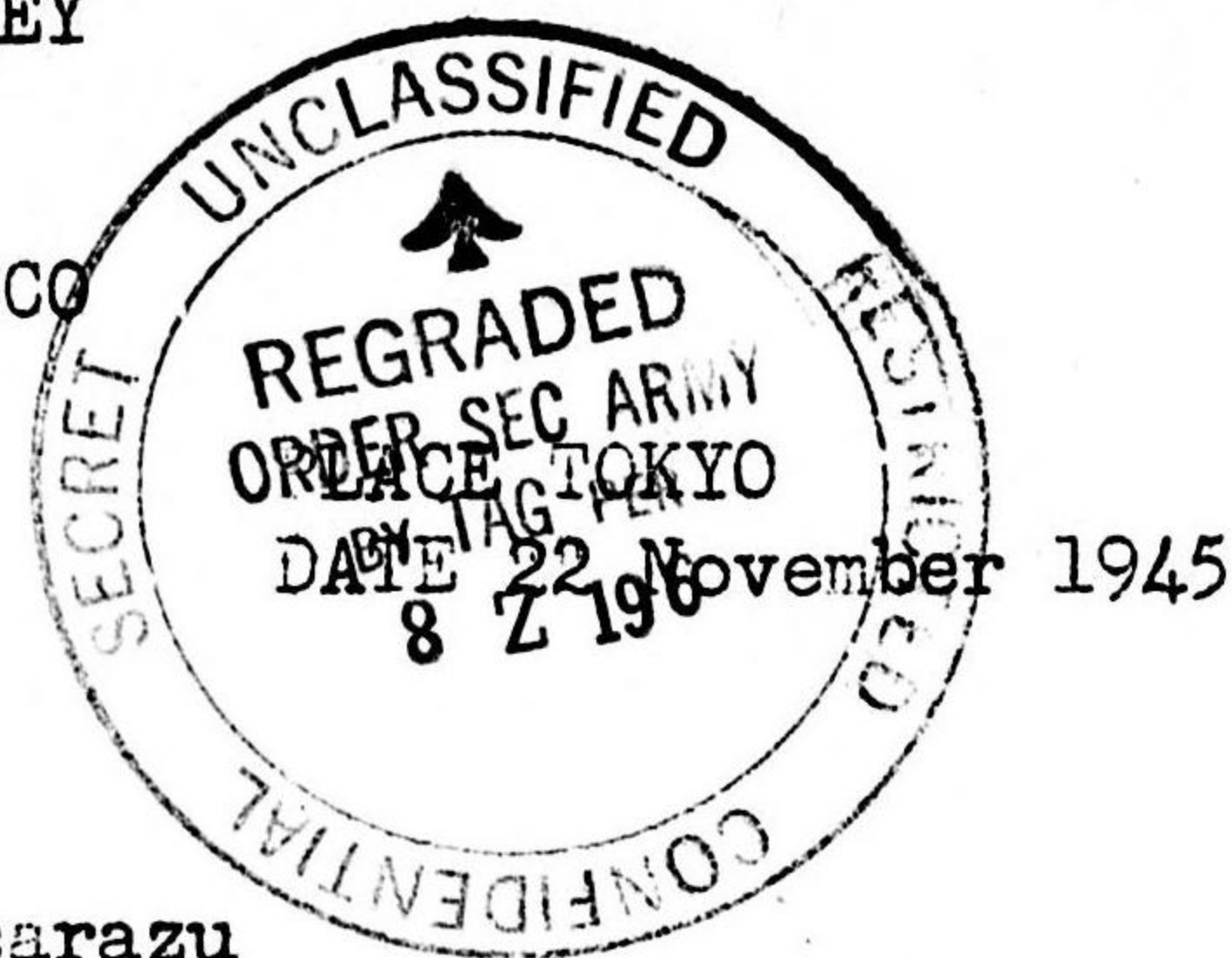


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R E S T R I C T E D

*Comdr. Coleman  
27 Nov 45*

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



INTER OGATION No. 404

Division of Origin-Military Analysis Division

Subject: Operations of No. 2 Naval Air Depot - Kisarazu

Personnel interrogated and background of each:  
Commander MURAMATSU, Tokiwo, IJN; graduated Naval Academy 1927; graduated Air Technical School, Kasumigaura Air Group, 1931; 1931-41 various assignments at sea; Oi Air Group, December 1941 to September 1942; Yokohama Air Group, September 1942 to 1943;\*\*

Where interviewed - Meiji Building

Interrogator-- Lt Palfrey

Interpreter - Lt Comdr Nichols

Allied Officers Present - Captain Logan  
Captain Haskins

SUMMARY:-

A discussion was held concerning the maintenance and supply problems of the Depot and the process of equipping aircraft received from the factory.

\*\* USA Air Group, September 1943 to December 1943; No.2 Naval Air Depot, Kisarazu, December 1943 to August 1945.

R E S T R I C T E D



- Q. Did the Depot receive new planes from the factory to be equipped?
- A. The work of the Depot was threefold:  
1) Equipping new planes  
2) Repairing old planes  
3) Modifying old planes
- Q. What types of new planes were handled by the Depot?
- A. (Commander MURAMATSU proceeded to list some 20 types of Naval aircraft.) In general the Depot serviced planes produced in the Tokyo area and some from the Nagoya area.
- Q. What is the comparative size of the Depot?
- A. I should say that the 11th Air Depot at Hiro (which manufactured planes as well) was the largest. The 2nd Naval Air Depot was the next largest.
- Q. What tests were performed on a new aircraft prior to its delivery to the tactical unit?
- A. Factory flight tests were conducted by civilian pilots at the factory, but ordinarily only 1 out of every 5 planes was thus tested. If there were fundamental defects of design or structure that applied to all planes of a given type, a technical representative from Yokosuka would be called upon to confer with the factory. Otherwise the plane would be accepted by the Navy Inspector at the factory and once he had implanted his seal of approval upon the aircraft, the factory's responsibility was at an end. Such repairs as might subsequently be necessary would be made either by the transport command or by the Depot. The transport command would theoretically flight test the plane and ferry it to the Depot, although this ferry trip was often considered as the test flight. The plane was only rarely flight tested at the Depot and the flight to Kanoya, for example, would be considered a test. The total time involved in these tests I should estimate at from 2 to 5 hours, up to the time the plane left the Depot.
- Q. At what time were these tests cut to this schedule?
- A. There was no change in the schedule; these same times prevailed more or less throughout the war.
- Q. Whose responsibility was it to repair the plane after it was approved at the factory?
- A. The transport command repaired the plane till it arrived at the Depot and enroute out of the Depot. The Depot was responsible for it while at the Depot.
- Q. Do you consider these tests adequate?
- A. Only for planes being ferried to units within Japan; not for overseas units.
- Q. Was there any change in the length of the flight tests during the war?
- A. Not much change. Despite the fuel shortage the Navy felt that because of the deterioration of material and construction and of ground crew efficiency, the flight tests could not be reduced.
- Q. What kind of equipping was done at the Depot and how long did it take?



A. Installation of guns, bombs, bombsights, navigational equipment, radios, etc. It took about five hours, although the plane usually stayed in the Depot for several days.

Q. Was there any reserve of aircraft on hand at the Depot to meet urgent operational needs?

A. No, because every plane produced was consigned to operating units by Naval Headquarters in accordance with their monthly schedules.

Q. What if certain air commands suffered heavy combat losses?

A. The Headquarters merely reallocated more planes to that area.

Q. How many new planes did you service a month?

A. An average of about 200 a month.

Q. How many of each type?

A. Taking each type I can give the following estimate for the period December 1941 to August 1945:

Zeke	100 to 150 per month
Frances	40 to 50 per month after August 1943
Myrt	30 per month
Jill	20 per month
Irving	400 up to the time of its discontinuance in June 1944
Jack	300 total for the period
George	200 " " " "
Judy	10 to 20 per month
Grace	500 total for the period

Q. Did you have a shortage of armament and similar equipment?

A. No.

Q. Did you have a shortage of repair parts?

A. Occasionally.

Q. Did new aircraft production result in shortage of spare parts for older types?

A. No.

Q. What was the average length of time for major repairs?

A. About 500 man-hours.

Q. Where did the planes repaired by the Depot come from?

A. From all over Japan and occasionally from outside Japan as, for instance, from Saipan.

Q. Did Allied bombing interfere with your work?

A. Of course, but the Depot facilities themselves did not have to be dispersed.

Q. What type of aircraft had the highest repair priority?

A. Zeke. (Note: George was repaired principally at the 11th Air Depot at Hiro.)



- Q. What determined the type of aircraft you repaired?
- A. It was determined principally by what types the factories in the area produced.
- Q. What modifications did you perform for Special Attack purposes?
- A. (1) Converting 2-seaters to 1-seaters  
(2) Installing bomb racks  
(3) Installing rocket-assisted take-off for Judy