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By Authority of
The Commanding General
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JOINT TARGET GROUP

File Special Reports
JTG

POSSIBLE TARGETS FOR ATTACK ON SUICIDE ROCKET PLANE PRODUCTION

Summary of Conclusions

1. Fuji Aircraft, Ofuna Plant, Target 90.17-2033 is almost certainly assembling or making important parts for the Rocket Suicide Aircraft.
2. Japan International Aircraft, Hiratsuka Plant, Target 90.17-2015 is probably making Rocket Suicide Aircraft or components.
3. Other targets possibly contributing to their production are Japan International Aircraft, Okubo Plant, Target 90.23-1167 and an unidentified installation NE of Fujisawa Airfield at 35°21'N, 139°29'E.
4. Even if the plants mentioned above are not engaged in the manufacturing rocket aircraft, attacks on them will not be entirely wasted, since all are either now engaged in production for the JAF or are likely to be producers under the dispersal program now believed under way.

Intelligence Concerning Production of Japanese Suicide Rocket Aircraft

Twelve suicide rocket aircraft were very recently captured on Okinawa. One of these has been received and examined by the Anacostia TAIC. A stenciled wing marking shows that the aircraft, or at least the wing, was made by Fuji Aircraft Company. Cables indicate that some of the recovered planes were made by Japan International Aircraft at the so called Chigasaki

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plant near Hiratsuka. It is not clear at present what the basis for this cable is, and additional information has been requested. As indicated below, photography has identified at least one of these plants.

Fuji Aircraft Company Plants

There are two known Fuji Aircraft plants, one in Kamata-ku, Tokyo and the other at Ofuna SW of Yokohama (Target 90.17-2033). The Ofuna plant is considered much more likely to be the manufacturer of the rocket aircraft since;

- a. Small fuselages having approximately the dimensions of the rocket aircraft had been identified at the Ofuna plant even before the existence of the rocket plane had been established (they were thought to be robot bomb fuselages); and
- b. The Tokyo plant is too small to permit substantial production of this plane. It is possible, however, that this plant makes parts which are assembled at the Ofuna plant.

Japan International Aircraft Plants

Japan International Aircraft is known to have several plants, only two of which (at Hiratsuka and Okubo) are large. The Hiratsuka plant, Target 90.17-2015 is located at Hiratsuka, SW of Yokohama. Photographs of this plant show substantial piles of fuselages as well as unidentified stores (possibly wood piles) in storage yards surrounding the plant. The

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presence of the wood stores suggests plywood manufacture. Since the wings of the rocket plane are plywood and the plant is close to the Fuji Aircraft Ofuna Plant, it is not unlikely that the Hiratsuka plant is making the wings, and may be making fuselages as well.

Cables from the field report that rocket planes bearing name plates indicating construction at Japan International Aircraft Company, Chigasaki plant near Hiratsuka were recovered at Okinawa. The only known Japan International plant in this vicinity is the one referred to above (Target 90.17-2015). It is in Hiratsuka-machi on the outskirts of Hiratsuka City. A river approximately one-half mile east of the plant is the boundary between Hiratsuka-machi and Chigasaki-machi. It is not impossible, therefore, that Target 2015 is the Chigasaki Plant referred to in the name plate although it is not in Chigasaki-machi. It is also possible that there is another Japan International plant in Chigasaki-machi.

Photo-cover of the ten mile coastal strip between Hiratsuka and Ofuna (which includes Chigasaki-machi) has been carefully examined. There are a number of plants which might be connected with rocket plane production in the area but all important plants except one have been identified as not owned by Japan International Aircraft prior to the war. It is possible, of course, that Japan International Aircraft has recently taken over any one of them, but photography gives no indication of construction of rocket planes or parts at any of these plants.

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In addition to the important plants in this area there is a group of unidentified buildings on a hill NE of the Fujisawa Airfield. These look more like shops used for research and experiment than buildings used in the manufacture of aircraft. Although they are on a hill across a valley from the airfield and there is no apparent connection between the airfield and these shops, there are a number of unidentified aircraft and some fus^elages around the buildings. These planes and fuselages could have been brought there for experimental use. Since this plant is not in Chigasaki-machi it is not likely to be the Japan International Aircraft Chigasaki plant, but its location near the apparent center of production of rocket planes may possibly be significant.

The other plants of Japan International Aircraft are not likely to be connected with rocket plane manufacture since they are not near either Hiratsuka or Chigasaki. The Okubo Plant (Target 90.23-1167) is south of Kyoto and is believed to be making gliders and training planes. It is small and suitable for low level attack. The other Japan International plants are in converted spinning mills in Osaka, Kyoto and Fukui, and can probably be best attacked with incendiary bombs. The plants in Osaka and Kyoto can be located on photography now available. No cover of Fukui (in north central Honshu) has been taken.

Effect of Attack on Plants of Japan International
Aircraft and Fuji Aircraft

As pointed out above, an attack on the Fuji Aircraft Ofuna Plant (Target 90.17-2033) is reasonably certain to reach rocket plane produc-

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tion and intelligence is considered sufficiently firm to warrant attack on this basis only. It is rather small and is a good target for low level attack but not too small for high level attack. The other Fuji Aircraft plant is located in Kamata-ku in Tokyo. Since the plant is small and in a congested industrial section, area incendiary attack is indicated. The plant is in Urban Area 2 in south Tokyo, Target 90.17-3601, which contains more small aircraft component plants than any other section of Tokyo. Some 75 aircraft component plants alone are within the target boundaries. Therefore, even if this plant does not manufacture parts for the rocket plane, the effect on the aircraft industry in general might be severe.

Both of the main plants of Japan International Aircraft Company are important targets in the aircraft industry even if they do not manufacture rocket planes. The Hiratsuka Plant, Target 90.17-2015 is believed to be one of the three most important propeller plants in Japan, making the propeller for the Army SEF Frank and perhaps other aircraft. Destruction of propeller manufacture will delay recovery of Frank production already seriously reduced by the attacks on the Nakajima Ota airframe plant and the Nakajima Musashino-Tawa Engine plant. In addition to propeller manufacture, the Hiratsuka plant is making fuselages for conventional aircraft, probably the transport Thalia and some trainers. It is also a possible site for dispersal of production of combat aircraft. The plant is large and intelligence is not sufficiently good to allow selection of small critical areas. Consequently high level attack with substantial bomb load is indicated.

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The Okubo Plant of Japan International Aircraft, Target 90.23-1167 is probably less important than the Hiratsuka plant and is thought to be assembling trainer planes and gliders. It is a potential location for dispersal of bombed out aircraft assembly plants. Since the plant is small it is a suitable target for low level attack but not too small for high level attack.

The results to be expected from attack on the unidentified group of buildings near the Fujisawa Airfield is less certain. If they constitute an experimental station the results are not likely to be important, but there is an outside chance that important research might be interrupted. Since the area is small, low level attack is indicated.

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