

EXHIBIT No. 3017

(9)

Translated by
Defense Language Branch

INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST
THE UNITED STATES OF AMERICA, et al
-vs-
ARAKI, Sadao, et al

Sworn Deposition (Translation)
Deponent: TERAJ, Kunizo

Having first duly sworn an oath as on attached sheet and in accordance with the procedure followed in my country I hereby depose as follows.

1. I was formerly a naval captain. From 20 November 1938 to 15 December of the same year I was air-group commander on board the Shinsen Maru, following which, till 1 November 1939 I was commander of an air unit of the 16th Air Group stationed at Tongking Bay and I took part in the South China operations.
2. The bombing incident of "Takkei" (Ph.) in French Indo China on 26 August 1939 was believed to have been caused by an airplane under my command when I was commander of the air-unit of the above mentioned 16th Air Group. And for that reason I know the circumstances in detail. However, a considerable length of time has elapsed since that time and as I have no records of that time in hand, I do not recall exact figures.
3. Around 28 August 1939 a telegram from the Navy Ministry, Chief of Naval Affairs Bureau, was sent to Headquarters 5th Air Corps and also to the 16th Air Group demanding a detailed investigation and a report on existing circumstances, because there was an incident of a seaplane dropping a bomb on "Takkei" in French Indo-China on 26 August 1939 with the possibility of involving an airplane of the 16th Air Group. The reason for ordering an investigation to the 16th Air Group was because it was the only seaplane unit operating in that area at that time. As I was commander of the air-unit of the 16th Air Group I took charge of the investigation.
4. At the time, summing up air-reconnaissance reports and informations from other units it was concluded that

transportation of war-supplies into China through French Indo China was being carried out in a brisk manner. The 16th Air Group received orders to check it and continued daily patrol activities in the French Indo-China and China border areas.

On the day of the incident, 26th August, three air-planes type-15 patrol seaplanes, conducted a reconnaissance mission in the border area. Each plane carried two bombs, 60 kilogram bombs for land purposes, with instructions to attack targets effective in disrupting supply communication lines and in case such targets were not observed, to bomb air-fields, bridges or military installations in the Tungchow vicinity.

From the reports submitted by the air crew members of the above three planes, after returning from the mission, I learned that one plane got astray due to poor weather conditions over the border area and took the following course.

The same plane continued to encounter unfavorable weather and was compelled to keep flying at low altitude. Finally it lost the position of the plane and wasted time in attempting to confirm its own position.

Getting worried about returning to the base and when it decided to jettison the bombs in order to extend its cruising range, it spotted a town below which appeared to be Fungchow, the designated target area. However, due to the fact that it was not sufficiently confident and as it was after the Panay Incident etc., was under strict orders to respect foreign interests paying special attention in this respect, it avoided bombing the city limits and dropped its bombs in the suburbs.

5. In compliance with the enquiry telegram mentioned above, a detailed investigation of that day's occurrence was made but as there were absolutely no other plane than the one already mentioned, I presumed the above mentioned airplane had crossed the border without knowing it and penetrated into French Indo China due to bad weather and the point which the airplane thought to be the Fungchow area was actually the "Takkei" (Ph.) vicinity and I made out a report to that effect. However, compared with the bombs which were carried, it was hard to understand why "casualties were extremely high" as reported by newspaper telegrams and radio broadcasts.

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Judging from the fact that aircrew members avoided bombing city limits, it is still doubtful to me to this day.

Furthermore, at the time of the incident I did not even dream that French Indo China territory was bombed and so I did not make a confirmation of the bombed locality.

6. The Japanese Government, based on the above mentioned report took up the case and through diplomatic channels expressed its regret to the French Indo China authorities and I learned from competent sources that reparations were made.

On this 25th day of May, 1947
at Tokyo.

Deponent: /S/ TERAI, Kunizo (seal)

I, YASUDA, Shigeo, hereby certify that the above statement was sworn by the Deponent, who affixed his signature and seal thereto in the presence of this witness.

On the same date
at the same place

Witness: /S/ YASUDA, Shigeo (seal)

OATH

In accordance with my conscience I swear to tell the whole truth withholding nothing and adding nothing.

/S/ TERAI, Kunizo (seal)