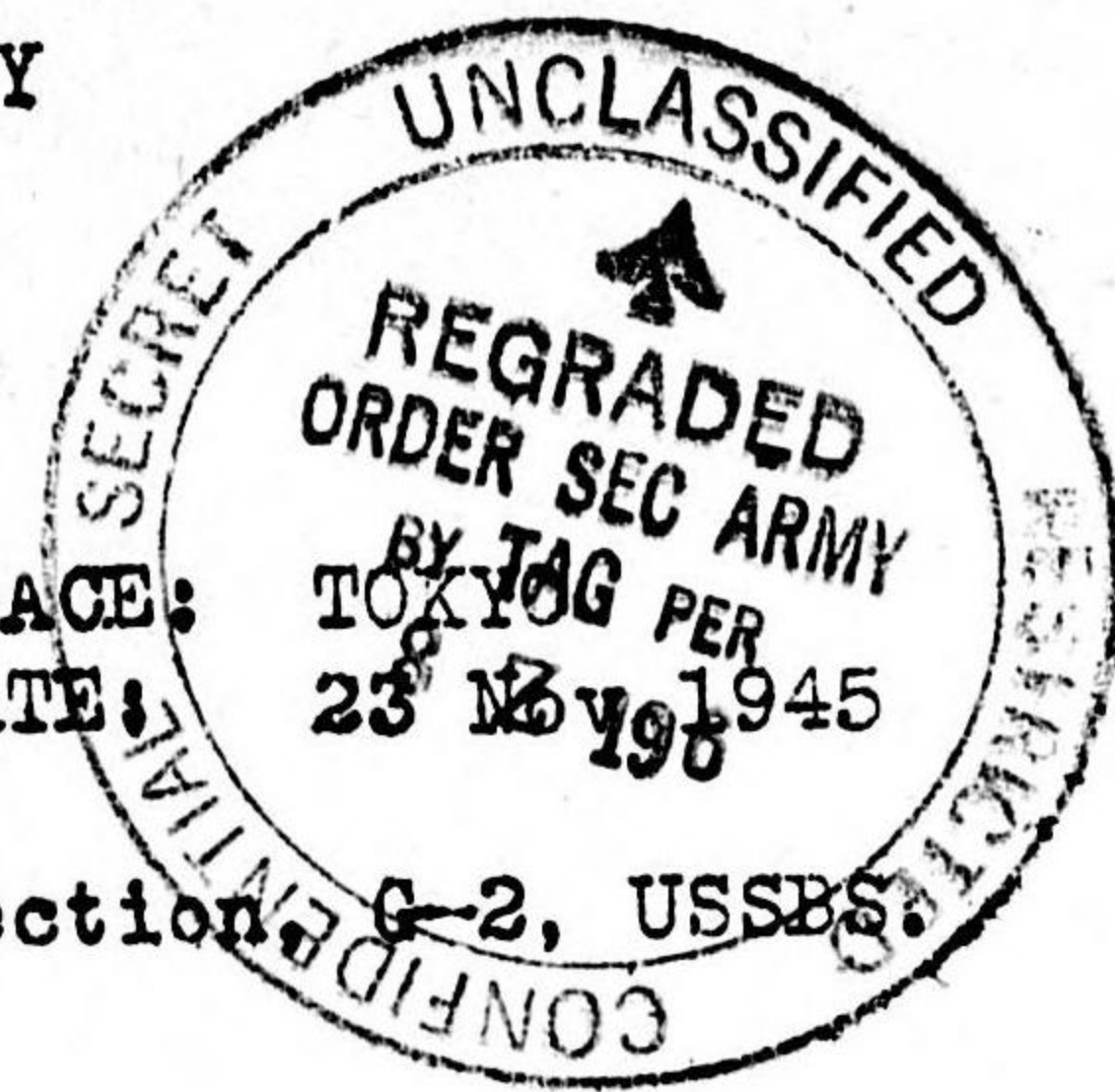


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HEADQUARTERS  
U. S. STRATEGIC BOMBING SURVEY  
(PACIFIC)  
APO 234  
C/O POSTMASTER SAN FRANCISCO

INTERROGATION NO: 425  
(Jap Intell No 42)

PLACE: TOKYO  
DATE: 23 May 1945



Division of Origin: Japanese Intelligence Section, C-2, USSBS.

Subject: Aircraft and Ship Recognition.

Person Interrogated and Background:

Lt. Commander NAKAGAWA, Toshi, IJN

Commander NAKAGAWA bombed a cruiser in the attack on Pearl Harbor; he also compiled the books on recognition of Aircraft and Shipping. Then he was assistant to the Senior Staff Officer of Air Operations, but had no specific duties, and he did not continue with staff instruction. At the end of the war all copies of his recognition manuals were destroyed. He has altogether 1500 hours of flying time. A Japanese interpreter was present during the interrogation.

Where Interviewed: Meiji Building.

Interrogator: Lt. Comdr. T. M. CURTIS, USNR

CHRONOLOGY

- 1937 Graduated from Naval Academy
- 1938 (July) Training Air Group at KASUMIGAURA
- 1939 YOKOSUKA Air Group  
SAIKI, Kyushu Air Group  
14th Air Group in China (HAINAN)
- 1940 (November) HIRYU Carrier
- 1941 Participated in Pearl Harbor Attack
- 1942 YOKOSUKA Air Group Instructor
- 1944 Staff Officer, Combined Naval Force
- 1945 Bureau of Personnel Affairs

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Interrogation of Lt. Comdr. NAKAGAWA, Toshi, IJN  
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## SUMMARY:

In November of 1940, the Commander was assigned to the HIRYU Carrier. By the time of leaving HOKKAIDO, he knew a projected attack on Pearl Harbor. He was a Division Chief, and piloted the first of 9 planes. While at sea he received a navigation chart of Oahu. He knew Captain FUCHIDA who lead the Pearl Harbor attack, and learned the date and hour of the attack the night before it was to take place. The HIRYU was 170-180 miles from Oahu at this time. After leaving the carrier, he received instructions by radio to drop his single 250 kilogram bomb on a cruiser, which he did. After the attack he made an oral report to the Captain in charge of the HIRYU, but to his knowledge there was no written report made.

After Pearl Harbor, the Commander returned to Yokosuka, retired from active flying, and became an Air Group Instructor. He taught dive bombing, and the operation of flying boats, and after 1942 organized a course in recognition. When he came to Yokosuka, there were the following types of planes, about 100 of all types:

- Carrier Torpedo Planes
- Carrier Fighters
- Carrier Bombers
- Land-based Reconnaissance Planes
- Land-based 2-engine Torpedo Planes
- Flying Boat for Recon, 4-engine
- 3-seater 2-float Plane
- 2-seater 2-float Plane
- Single-float Fighter Plane

The course of recognition was organized as follows: The Commander assembled from non-classified magazines and newspapers, Janes registers of shipping and aircraft for 1941, and what files were on hand in the Navy Dept., the Gunnery School, and the Torpedo School, such pictures, silhouettes, and data necessary to teach his subject. Toward the end of the war, he also used wooden models in his classes. The pictures were presented as projected slides. There were no moving picture facilities available. The course lasted over a year and the students of the course were 40 EM, 15 Naval Academy officers, and 200 Reserve officers receiving from 1 to 2 hours' special instruction.

The following American Planes and Ships were taught:

F4F, F4U, P40, P38, P51, B17, B26, Grumman Torpedo Bomber, TBD, SBD, SB2C, OS2U, F6F, and B-29.  
 and, by the end of the war, F6F, and B-29.  
 Certain classes of DD, BB, CV, and others.

Early in 1943, the Commander began to assemble his two books of pictures. These included front, top, and distance views of planes and of ships; 5000 copies of each book were printed and distributed to lower echelons. Both Japanese and Allied planes and ships were listed: American, British, and such French ships as were turned over to the Allies; but there were no Russian ships included.

Navy recognition instruction of planes was difficult, but recognition of ships was somewhat easier to teach, and the results were more satisfactory. Altogether, the Navy plan was more successful than that of the Army, for the Army anti-aircraft school at Chiba taught plane recognition by sound only.

Late in 1944 the Commander finished his instruction, and as his books were published and distributed, no one succeeded him teaching recognition; subsequently, he was concerned with duties at the Combined Naval Force Staff Office and the Bureau of Personnel Affairs.