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0035462

ALLIED TRANSLATOR AND INTERPRETER SECTION
SOUTH WEST PACIFIC AREA

SERIAL NO. 502
19 Jul 44

INTERROGATION REPORT NO. 357

1. Attached is a Report on information gained from Japanese PW JA (USA) 100050.
2. All information in this Report has been extracted from this PW source only. Its value should be assessed and its distribution restricted accordingly.

Examiner 41
GRA/TYB/AIF/LS/3

SIDNEY F. MASHBIR,
Colonel, S.C.,
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9916	PW estimates 1-2% crashes in take-offs.	10
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RLB / RLM / 2

BRIEF OF
INTERROGATION REPORT No 357
Serial No 502

PW JA (USA) 100050; 1st CI PO (Engr) 751 Naval Air Unit, 3 Maintenance; Volunteered Jun 38; Served in BB KYUGA, at USA (JAPAN) and KANDYA Naval Air Stations, SABANG Jun – Aug 42, KAVIENG Aug 42 – June 43, TINIAN Jun – Sep 43, RABAUL Sep 43 – Feb 44. Captured in sea off KAVIENG 22 Feb 44.

INTERESTING ITEMS

751 Naval Air Unit probably disbanded because of heavy losses.	3
702 Naval Air Unit was disbanded because of heavy losses.	4
Naval equivalent of JAP Army TOJO is faster than ZEKE or P-38.	
New Naval Air Bomber has longer range than BETTY carrying same bomb load.	4
Paratroops carried Navy in Type 96 2EB NELL, by Army in Type similar to MC20 Tpt TOPSY.	5
Tail Turret on BETTY improved Aug 43.	5
Weaknesses in BETTY are carburetor and brake linings.	6
Radar inspected on Type 1 2EB BETTY late 43.	7
Navy ZEKE carried two time-fused anti bomber bombs.	7
ALLIED Parachute Bombs had 600 duds out of 1,500 dropped at VUKANANAU 12 Oct. 43.	11

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INTERROGATION REPORT NO. 357

Rank: 1st CI PO (Maintenance, i/c Reserve Engine Squad (HOKI HAN CHO))

Br of Service: Naval Air Unit

Unit: 751 Naval Air Unit, 3rd Maintenance Unit

Where Captured: In sea off KAVIENG

When Captured: 22 Feb '44

By Whom Captured: Crew of US DD and Cruiser

How Captured: Rescued at sea

Height: 5' 8"

Weight: 130 lbs

Age: 24

Born: 5 May '20

Home Location: TOYOHASHI

Education: 6 yrs Primary School
2 yrs Higher Primary School

Civil Occupation: Assistant on Silk Cocoon and Silk Thread Producing Farm.

1. PREAMBLE

PW appeared to be of average intelligence and normally observant. His military knowledge appeared to be average for his rank. During the effective portion of his examinations, he answered questions freely.

The information contained herein, taking into consideration its source is considered to be fairly reliable.

2. CHRONOLOGYPre SWPA

Jun 38 Entered Navy as a Volunteer at KURE Naval Barracks
Six months elementary Seaman's training,

Dec 38 Assigned to BB HYUGA. Detailed to No. 5 Gun turret as powder carrier and as regular seaman.

Oct 39 Transferred to training Sec at YOKOSUKA Naval Base.

Mar 40 Transferred to USA (JAPAN) Naval Air Unit as groundsman. Had two years and one month experience in handling airplane engines.

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23 Apr 42 Transferred to KANOYA Naval Air Unit.
25 Apr 42 Sailed with Unit for SWPA in SHINSHO MARU.
28 Apr 42 Arrived TAKAO. Remained two days. Did not debark.
20 May 42 Arrived SABANG.
Aug 42 Left SABANG with Unit for KAVIENG in KATSURAGI MARU. Remained KAVIENG until Jun 43.

Voyage Out

End
Jun 43 Left for TINIAN on u/i AP.
Mid
Sep 43 Left TINIAN on u/i AP for RABAUL.

In SWPA

End
Sep 43 Arrived RABAUL. Stationed at VUNAKANAU airfield.
20 Feb 44 Left RABAUL with 300 ground personnel of 751 Naval Air Unit in KOWA MARU in company with KOKAI MARU. Intended to go to PALAU or TINIAN.
21 Feb 44 Both ships sunk by ALLIED bombs. PW and others were picked up by NAGAURA MARU.
22 Feb 44 NAGAURA MARU was sunk by gunfire from ALLIED DDs. PW was picked up and made prisoner.

4. UNIT OR FORCE

751 Naval Air Unit PW believed 751 Naval Air Unit would have been disbanded by now because of severe losses. When unit arrived at RABAUL, Sep 43, it had about 40 airplanes. Owing to ALLIED raids, Unit had only 20/25 airplanes in Jan 44, and by Feb 44 only 15 were left. On 19 Feb 44, he heard all remaining airplanes were sent on a special suicide mission against ALLIED Naval forces then attacking either TINIAN or TRUK. PW doubted that any survived.

Change in Tail Markings of 751 Naval Air Unit

At KANOYA - Apr 42 Tail marking was K-300 series in white numbers on dark green background. Thought the K stood for KANOYA.

At KAVIENG - Aug 42 Unit name was changed from KANOYA Naval Air Unit to 751 Naval Air Unit and marking was changed simply to the 300 series, the K being dropped. Numbers were painted in white.

At TINIAN - Jun 43 The marking was changed to read Z2 followed by 300 series in white.

At RABAUL - til Nov 43 The marking was changed back to simply the 300 series painted in white, Z2 being dropped.

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At RABAUL - from Dec 43 on The marking was altered to 51 followed by 300 series. Thought 51 possibly referred to the last two digits of 751. Thought tail marking was changed on Units' arrival at each new base.

Unit Losses (See Sec 7, "Modification of BETTY Tail Turret")

5. IDENTIFICATIONS

Ships

BB HYUGA (See Sec 2)

SHINSHO MARU (See Sec 2)

KATSURAGI MARU (See Secs 2, 13)

KOWA MARU (See Sec 2)

KOKAI MARU (See Sec 2)

NAGAURA MARU (See Sec 2)

702 Naval Air Unit This unit suffered severe damage from bombing at RABAUL about Nov 43 and as a result was disbanded. About 200 Maintenance men and some junior ofrs were transferred to 751 Naval Air Unit. Senior ofrs returned to JAPAN. PW thought it would not be reformed.

6. PERSONALITIES

KONDO Capt, CO 751 Naval Air Unit at SABANG (SUMATRA), and KAVIENG 20 May - Dec 42.

OZAWAKA Capt, CO 751 Naval Air Unit at KAVIENG Dec 42 - abt May 43.

SATA Comdr, CO 751 Naval Air Unit at KAVIENG. Replaced OZAWARA. PW heard SATA had been promoted to Capt.

7. SHIPS AND AIRPLANES

Super Fighter (KYOKUCHI SEN) (#1) (See Appendix "A"). PW had not seen it but another maintenance man who arrived at RABAUL from JAPAN (Feb 44) told him about this airplane and drew him a sketch. PW thought KYOKUCHI SEN was only a factory name and that Navy might already have given airplane another name.

Following are particulars he heard:

Type Fighter pursuit ship (TSUI GEKI KI) said to be much faster than the ZEKE or the P-38 and thought it was the Navy equivalent of the Army TOJO because he recognized similarities when shown a photo of the TOJO.

Construction Slightly larger in all dimensions than the ZEKE and silhouette from side was "fatter". Cockpit was set well back (about middle of fuselage).

Engine KASEI, of about 1300 HP.

Performance Could climb very fast and maintain a steady climb at an angle of about 40°. It required as much runway to take off as did the ZEKE. Not capable of more than four or five hours' continuous flight.

Armament 13 mm MGs and 20mm machine cannon.

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Propellers Either 3 or 4 blade.

Manufacturer Possibly KAWANISHI. It was originally produced as a float airplane fighter and when tested showed excellent speed, manoeuvrability and climb. Better results were obtained in tests with undercarriage changed to ordinary ground landing gear. It was then decided to make slight modifications and produce it as a regular Navy pursuit ship.

General When first produced in quantity and delivered to Naval Air Units in JAPAN it was used in training. However, because of its frail construction it many times disintegrated in the air, so was temporarily banned from Service about end 43 or beginning of 44, but after it had been reinforced it was used again.

Y20 While at RABAUL PW heard of a new Naval Bomber called Y20 or Land Bomber (RIKU BAKU) which was a cross between Type 96 2EB NELL Mk 2 and Type 1 2EB BETTY. It was said to be smaller and much faster than BETTY, carrying a crew of only three or four. It could carry the same bomb load but fly a greater distance than BETTY and was equipped with 13mm MGs. Heard it was made by MITSUBISHI and used by some Naval Air Units.

PW thought Y20 was the factory number, and had never heard of its official name.

Type 2 2EF NICK Was used at RABAUL as a night fighter. Was originally made as a two engine fighter but as it did not prove successful, 751 Naval Air Unit started using them as night fighters or HQ recce airplanes. This was the only type night fighter PR had seen or heard of.

ZEKE Fighters In Mar 40 while at USA (JAPAN) PW saw a ZEKE Fighter being tested, disintegrate in the air and the pilot bail out. However, due to faulty parachute harness the pilot was able to hang on only by hand and after a few seconds fell to the ground and was killed.

It was rumoured that other ZEKES had disintegrated in the air about this time and as a result about six months elapsed before this type airplane appeared in CHINA,

Naval Transport Airplanes PW saw the following types:

At USA (JAPAN) Type MC20 Transport TOPSY.

At KANOYA Type DC - 2 Transport TESS.
(converted) - Type 96 2EB NELL
(converted) - Type 1 2EB BETTY

Transport Airplanes used by Paratroops PW heard from a maintenance man of his unit that Type 96 2EB NELL was used by Navy to carry Paratroops and that the airplane could carry about 12/14 fully equipped troops in addition to crew.

Had seen a photograph in ASAHI Air Magazine (KOKU ASAHI) while at SABANG, of the transport used by Army to carry Paratroops. These airplanes were said to carry about 10-12 men (from silhouettes PW thought airplane in the magazine looked like Type MC20 Transport TOPSY, with the possible exception that TOPSY had a slightly less pointed nose).

Airplane Engines PW's experience was limited to three types of airplane engines:

HIKAKI Model three 700 HP installed in Type 97 TB KATE.
KASEI Model 11
KASEI Model 15

Engine-cylinder exhaust Manifold Originally, BETTY engines were equipped with two port exhaust manifolds, muffled to reduce the concentrated flash during night operations.

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About Apr 43 he noticed a few replacement BETTYs arriving for 751 Naval Air Unit with a new type of exhaust manifold, which consisted of 14 independent exhaust ports, one for each cylinder. He heard it could be mass produced much easier than the old type, and that it increased airplane's speed about one or two knots. Also, because of the number of individual cylinder exhaust ports the flash was much less.

Modification of BETTY Tail Turret About Jan 43 while 751 Naval Air Unit was at KAVIENG twenty BETTYs went on a bombing mission to GUADALCANAL, and only six returned. Airmen who returned complained that revolving tail turret of BETTY was so sluggish and difficult to operate that they were unable to cope with ALLIED fighters, which concentrated their attack on their tail.

Unit therefore effected an immediate improvement by cutting away part of the tail turret to allow freer action of tail gun, although such modification made the airplane at least two or three knots slower. They simply cut the section right off and did not add any supporting brackets, or covering shield. The tail was left entirely open, allowing the gunners full traverse of the rear gun. (See Sketch 1 Appendix "B").

While at TINIAN, Aug 43, about ten new BETTYs arrived for the Unit and they all had improved tail turrets allowing freer action of the rear gun. The modifications had been effected at the factory in JAPAN, and observed from the top, the tail turret had a "V" shaped section cut away. This type of turret was also entirely open. (See Sketch 2, Appendix "B").

At RABAU (End 43) the Unit had about ten of its airplanes with the new V type turret and the balance of about 25 to 30 airplanes with the makeshift straight cut away job.

Fuel Tanks Primer tank was rarely used now. A small amount of fuel was pumped by hand pump from main tank to the carburettor, whose the accelerator pump forced fuel to supercharger chamber.

Total capacity of the eight tanks of BETTY was 4,500 litres. No auxiliary tanks were carried. Capacity fuel load was put in for all seaward patrols and other long range missions.

Self-sealing fuel tanks were not separately supplied or stored at VUNAKANAU They were already installed when airplanes arrived, and when they returned with damaged tanks, they were flown to the Air Depot (KOKU SHO) where the entire wing section containing the damaged tank was replaced. Small holes might be patched.

Carburettors PW was attached to the Fitting Sec (HOKI HAN) which repaired and adjusted propellers, carburettors, electrical wiring, etc. His job was to service carburettors. Most frequent carburettor trouble was severe strain due to prolonged flying which caused incorrect fuel mixture. Usually only minor adjustment and thorough cleaning of carburettor were required. PW thought that normally about 10% of the carburettors were in need of adjustment.

All engines were thoroughly overhauled after 250/300 flying hours,

JAP carburettors made by JAPAN Carburettor Co were good, but those of ENGLISH or AMERICAN make were better.

Spark Plugs Some of the boxes containing them, had markings such as:-

YOKOGAWA, RTF - 2

MITSUBISHI

These markings were in ROMAJI. There-were no JAP characters. He did not know the meaning of the lettering, nor was he certain that he had recalled it correctly. Plugs were not issued at regular intervals but were changed after every 30 hours flying.

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The assistant OC Div (BUNTAI SHI) kept a record of the changes, and of the hours flown by each airplane. Old spark plugs were decarbonised with sandpaper and those found to be useless were exchanged for new ones.

Brake Lining Heard that brake lining on BETTY was not vary satisfactory and soon burned out. At TINIAN, Jul. 43, some new BETTYs arrived with improved type of brake lining.

Tires PW never handled airplane tires, but had seen many of them which he estimated were about 1200 x 400. He had seen such tires being changed on Type 1 2EB BETTY. Believed JAPS had ample stocks at RABAUL. Markings indicated tires were made by FUJIKURA Tire Co and MEIJI Tire Co.

Crew Though crew was reduced PW did not believe that BETTY was flying on operational missions with fewer guns, nor was there any shortage of men.

Normal crew for a BETTY at KANOYA was 7 men:-

2	Pilots
2	Observers
1	W/T Operator
1	Gunner
1	Flying Mechanic

However, from Sep 43, at RABAUL this number was reduced to 5 men, one for each position, possibly because BETTY could be handled easily by this smaller crew. Thought five was the absolute minimum and had never seen any BETTYs go on operations with less than 5 men.

Airplane Piping Standard colours were as follows:-

Red	-	Fuel Pipes
Yellow	-	Oil Pipes
Green	-	Hydraulic Fluid
White	-	Air
Combination White/Blue	-	Oxygen

RADAR on BETTY About end 43 two Type 1 2EB BETTYs arrived at RABAUL from JAPAN for the 751 Naval Air Unit. On each side of the nose were four fixed antenna-like metal rods, possibly copper, each about 12" long and about the thickness of a pencil, which PW thought were Radar Antenna. (See Appendix "C").

Had heard from other ground staff that equipment could send out beams when the airplane was in flight to locate ships or other airplanes. For this reason he concluded that it was either Radar (DENTAN) or Radio Locator.

PW heard that equipment was not efficient and that improved types were to be made. Thought these two airplanes were to be used for recce, and were the only two so equipped in the entire 751 Naval Air Unit.

PW also recalled a BETTY belonging to 751 Naval Air Unit he had seen about to land at VUNAKANAU, Jan 44. He estimated this airplane was at approx 500 metres and he noticed antenna-like equipment on both sides of the fuselage close to the tail (See Appendix "D"). Two sets of rods and connecting side pieces, spaced slightly apart and placed side by side, protruded from the side of the fuselage near the tail plane. Each set formed a "double T" piece. PW thought the two sets were joined together by two cross rods. He assumed the rods were all of about the same thickness as the ones he had seen on the BETTY at RABAUL. His rough estimate of the size was that the rods protruding from the fuselage were about 20cm long and the side rods about 90cm long.

Equipment PW saw on BETTY was nothing like that illustrated in the Apr 44 issue of the Magazine RADAR, pages 28 and 29.

8. ENEMY EQUIPMENT

Aerial Burst Bomb PW heard it was a 30 kg bomb dropped by Navy ZEKE fighters on to ALLIED bombers. It was similar to ordinary bomb in shape and was time-fused to explode a few seconds after being dropped. Adjustment could be made in time-setting. Fighters, carried two such bombs at most. Thought it was capable of bringing down a bomber caught within 100 metres of explosion. Heard that in the early stages of its use at RABAUL bombers were brought down. ALLIED airplane altered their formations to counter such bombs.

JAPS first encountered these bombs in the early stages of the CHINA War when CHINESE Fighters had used them very effectively against JAP Bombers raiding CHUNGKING. JAPS had since been experimenting with such bombs,

9. ENEMY METHODS

RADAR Interference At RABAUL PW had seen members of the air crew coming out of the Control Room with sheets of silver paper about 6" to 8" square, pasted on white paper, which he heard were dropped from airplanes to cause interference to ALLIED Radar.

Supply There was an Air Depot HQ at RABAUL and branch Air Depots at all airfields, e.g., LAKUNAI and KOKOPO. Branch depot at VUNAKANAU was divided into the Warehouse Section where all serviceable parts (wings, engines, tires, wheels and equipment) of crashed airplanes were collected and stored for further use; and the Repair Section where minor repairs were made on salvage material. Also made minor repairs for 751 Naval Air Unit. Major repairs were usually made at the HQ Air Depot at RABAUL.

PW understood that the HQ Air Depot at RABAUL was divided into many sections, i.e. Fuel, Bombs, new parts, etc. There was also a special section which melted down damaged equipment into ingots and sent them back to JAPAN. Tires and tubes damaged beyond repair were shipped back to JAPAN.

PW understood damaged propellers were sent to JAPAN, as RABAUL Depot was equipped to make slight pitch adjustments only.

Each Air Unit usually carried about 10/15 spare propellers. Thought the Air Depot at RABAUL carried large stocks of spares.

Unserviceable parts were returned by units procuring new ones.

Fuel was handled by the HQ Air Depot at RABAUL and PW understood it was all brought from JAPAN in drums.

PW thought HQ Air Depot at RABAUL did not have much heavy equipment, though possibly they had small lathes, drills, etc. Branch Air Depots at VUNAKANAU had practically no equipment.

Heard that most spares for airplanes were brought from TRUK by ship, never by air. In some instances, due to shipping facilities, material would come by ship direct from JAPAN.

PW thought that there were main Air Depots at all large Air bases such as SAIPAN, TRUK and PALAU. Such depots drew on their original Units in JAPAN for supplies which were usually sent by ship. RABAUL came under jurisdiction of the TRUK Air Depot and drew on them for supplies. PW thought the RABAUL Air Depot HQ had branch Depots at WEWAK and HOLLANDIA. Such branch depots were usually established in crude buildings or in tents. Had a strength of not more than 40 men.

Airplane Salvage Air Depot Supply store recovered serviceable parts and salvaged usable material from crashed airplanes. The former were supplied to the nearest store requiring them and the latter were taken to RABAUL for shipment to JAPAN.

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An airplane damaged beyond repair was dismantled on the spot except those on runway, which were removed by trucks.

There were always one or two airplanes in reserve. In event of punctured tires or other minor damage just prior to take-off, crew would transfer to a reserve airplane.

Ambulances Were available at VUNAKANAU when airplanes were returning from missions. They were not usually present when airplanes took off but could be summoned by phone. There were usually no survivors of a crash on take-off.

Oil There was one grade only of engine oil in use. This was stocked in 200-litre drums having two painted green bands.

Gasoline PW had not soon 100 octane gasoline and thought it was not used except for experiments in JAPAN.

PW did not know of 92 octane being used. He carried 91 octane and supplied it to Type 1 2EB BETTY. It was sky-blue in colour.

PW had heard that 87 octane was being used in trainers. He had seen it in JAPAN. It was the same colour as 91.

PW had not seen any gasoline of any other colour.

PW knew nothing of tetra-ethyl lead. Nothing was mixed with fuel. Fuel was filtered through deer hide when poured into tank truck from drums. An improvised funnel made from a gasoline drum was used.

Gasoline Drums Were painted grey or black. PW had seen some with two white lines painted around thorn. Drums bore the numbers 201 and 91G, both in white. He had been taught that 201 was the number of a supply depot, and he believed that G stood for octane rating.

Capacity of drums was 200 litres, but owing to evaporation they usually contained 180 litres.

Airplane Numbering PW had been taught that JAP Naval Air Force usually allotted three-digit numbers to airplanes, though he had seen some with four. Numbers of 751 Naval Air Unit ran from 300 to 386 though Unit at most had about 35/40 airplanes. This airplane number was known as Airplane Ref No (HIKOKI KOSHO BANGO) (*1). PW was taught when he joined Naval Air Unit that the first digit of the airplane's numbers signified type, i.e.

1	referred to	Fighters
2	“ “	Dive Bombers
3	“ “	Torpedo and Ordinary Bombers
4	“ “	Recce Airplanes
9	“ “	Transport Airplanes

Numbers 5 to 8 were possibly allotted to trainer airplanes, experimental airplanes, etc.

PW could not recall having seen any Navy airplanes without some sort of number.

Unit Designation While at RABAUL, Feb 44, PW heard that all Naval Air Units were to discontinue their numerical designation (i.e. 751) and were to use instead the names of birds, such as Pigeon (HATO), Duck (KAMONE), etc.

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Promotions PW was promoted as follows:-

Jun 38	-	4th CI Seaman	KURE
Nov 38	-	3rd CI Seaman	KURE
Nov 39	-	2nd CI Seaman	YOKOSUKA
Mar 40	-	2nd CI Ground Hand	YOKOSUKA
Nov 40	-	1st CI Ground Hand	USA (JAPAN)
Nov 42	-	2nd CI PO Ground Staff	KAVIENG
Nov 43	-	1st CI PO Ground Staff	RABAUL

13. MORALE AND PROPAGANDA

JAP Prisoners of War PW had heard that at NOMONHAN, one complete SENDAI Unit, about 2,000 men, was captured by the RUSSIANS. When the truce was made, those men were returned to JAPAN. Unit CO committed suicide and it was arranged for the 2,000 men to be sent back to MANCHURIA, rather than to allow them to remain in JAPAN.

ALLIED PsW On Air Objective Folder No. 92.2 SINGAPORE, PW located an ALLIED PW camp holding thousands of prisoners, as being immediately North of Empire Dock Area. (Target 12). While on a six-hour leave (Apr 42), he had seen three large, two storey barracks, each capable of housing 500 to 600 men under JAP Army standards. White PsW could be seen at the windows and one stood guard at the front of the barracks. There was no fence or wall around camp.

Aug 42, while KATSURAGI MARU was docked at Target Area 11 for three days, PW saw white prisoners crossing by boat to BLAKANG MATI Island just off the Southern tip of SINGAPORE Island. They did not seem to be working. They wore light khaki clothing.

In Nov 43, a Fighter was shot down near a native village near VUNAKANAU airfield. Pilot was brought by natives to HQ 751 Naval Air Unit. As there was no interpreter present prisoner was sent to RABAUL. PW heard that prisoner was a Capt. He was about 5'7" tall and heavily built. He wore no rank badges but on the sleeve of his flying suit was yellow or gold badge on a black or blue background. The pilot was uninjured except for burns on the face.

He had seen ALLIED PsW working around RABAUL. It was not customary to guard them since they could be quickly identified if they attempted to escape.

15. WASTAGE AND CASUALTIES

At VUNAKANAU, PW saw a Bomber leaving on a night mission fail to attain sufficient height, and in attempting to turn, it stalled and crashed. None of the crew survived. PW had heard of two or three other similar crashes. PW estimated there were one or two crashes in 100 take-offs.

17. LOCALITIES

Dry Docks At SINGAPORE Harbour Board Area (Target 10 on Air Objective Folder No. 92.2 SINGAPORE), Aug or Sep 42. PW had seen two drydocks, with steamers in for repairs. Also saw a sunken dock which he believed was to the left of these two.

VUNAKANAU Airfield No special vehicles other than oil engine rollers were used for repair and maintenance of the airfield.

No chemical fire fighting equipment other than small hand apparatus was kept on airfield and as supply of water was inadequate the only means of combating fires in crashed airplanes was to throw sand upon them.

19. ALLIED FORCES

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Air Attacks On 12 Oct 43, at 0930 hrs, about 80 NORTH AMERICANS raided VUNAKANAU airfield. The airplanes came in five waves at low level, strafing with 13 mm MGs and dropping parachute bombs. Because of negligence of observation station or fault of the warning system, warning was not given and PW and men working at the airfield were caught unawares. All they could do was lie flat on the ground.

About 50 to 60 men were killed and 80 were wounded.

About 20 of 40-50 Type 1 2EB BETTYS belonging to 702 and 751 Naval Air Units, though all in revetments, were completely destroyed by fire. Five others had to be salvaged. Hardly an undamaged airplane remained.

Ships sunk by Bombs (See Sec 2, 21-22 Fob 44)

Disbanding of Unit due to Casualties (See Sec 5)

Parachute Bomb Duds In the 12 Oct 43 raid at VUNAKANAU approx 1500 parachute bombs were dropped. Of these, PW asserted about 600 were duds. When a parachute bomb landed at a slight angle from vertical it failed to go off. After PW had returned to his barracks, the Ordnance Dept. cleared the field of the duds. PW believed some had to be detonated by US fire. Heard two or three men had been killed in attempting to disarm duds. The field was cleared for operations that evening.

Duds over 500 Kg in size PW noticed these occasionally at VUNAKANAU Airfield Sep 43 - Feb 44. They were usually embedded about six or seven feet into the ground on the runway. Some of the holes were from a metre to a metre and a half in diameter. The duds were set off by smaller bombs or other explosives.

Bomb Craters on Airstrip at VUNAKANAU Airfield Largest PW saw Sep 43 - Feb 44, were about 8 metres in diameter and 5 metres in depth. No more than 20 craters were made in any one ALLIED raid. It required 100 men seven or eight hours to effect repairs,

ALLIED Airplanes In Jan 44 PW inspected an ALLIED airplane, said to be a Dive Bomber, which had crashed 2,000 metres Southeast of VUNAKANAU airfield. No prisoners were taken.

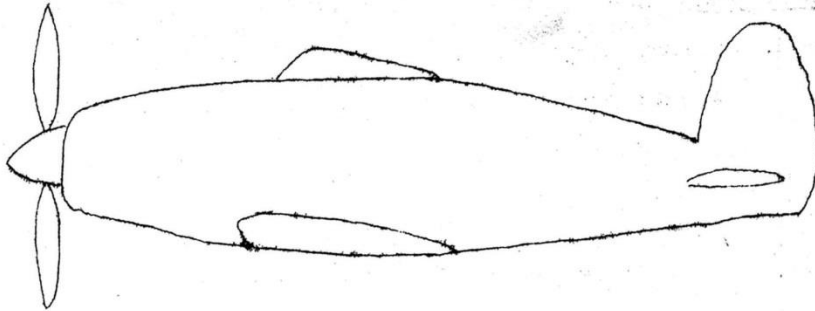
PW had never seen ALLIED aircraft being salvaged.

APPENDICES

- A - Sketch of Super Fighter (KIOKUCHI SEN)
- B - " Type 1 2EB BETTY Tail Turret
- C - " RADAR Antenna (possible)
- D - " (possible)

ATIS SWPA
SERIAL 502
Appendix "A"
See Sec 7

Super Fighter (KYOKUCHI SEN) or KYOKUSEN

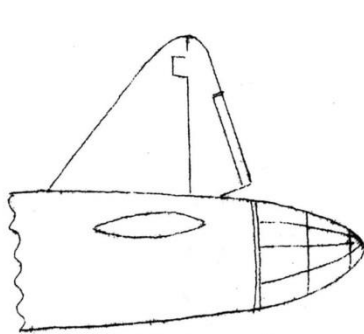


Tracing of Sketch by PW, who drew it from memory of a sketch he had seen drawn by a maintenance man for this type Fighter. To be assessed accordingly

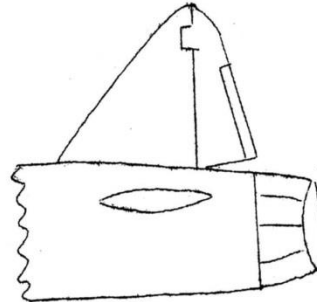
ATIS SWPA
SERIAL 502
Appendix "B"
See Sec 7

Tail of Type 1 2EB BETTY

SKETCH 1

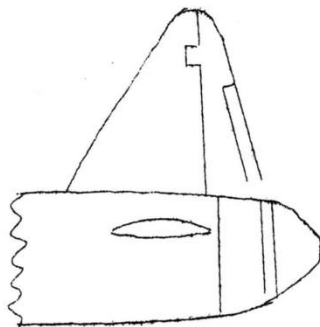


SIDE VIEW (BEFORE)

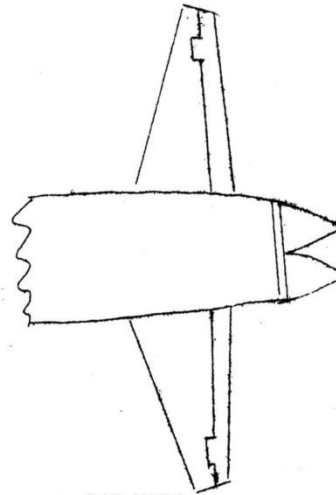


SIDE VIEW (AFTER CUTTING
AWAY SECTION)

SKETCH 2



SIDE VIEW
(SHOWING SHORTER TAIL)



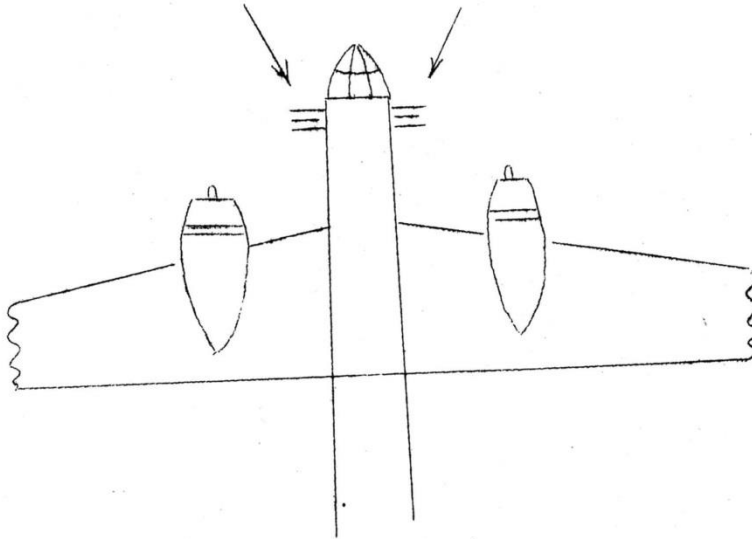
TOP VIEW
(SHOWING CUT AWAY "V" SECTION)

Above having been drawn from information supplied by a Prisoner of War who verified details, should be assessed accordingly

ATIS SWPA
SERIAL 502
Appendix "C"
See Sec 7

TYPE 1 2EB BETTY

Showing Antenna (Possibly Radar)



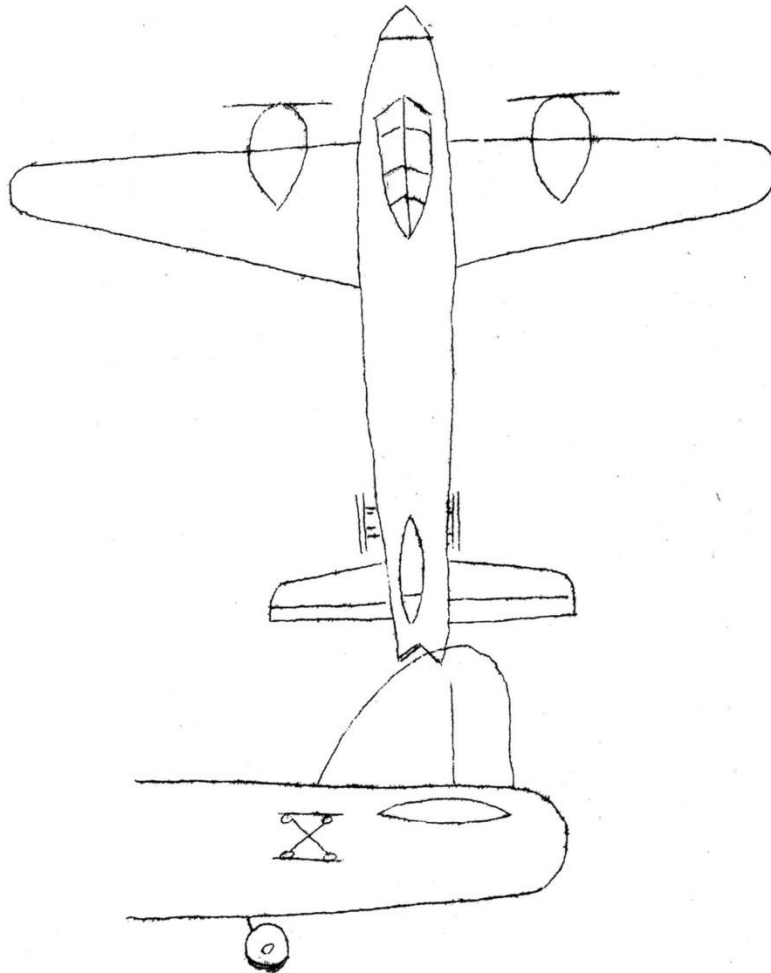
Above having been drawn from information
supplied by a Prisoner of War who verified
details, should be assessed accordingly

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ATIS SWPA
SERIAL 502
Appendix "D"
See Sec 7

TYPE 1 ZEB BETTY

Showing Fixtures (Possibly Radar Antennae)
near tail.



Tracing of a Sketch by a Prisoner
of War. To be assessed accordingly.

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