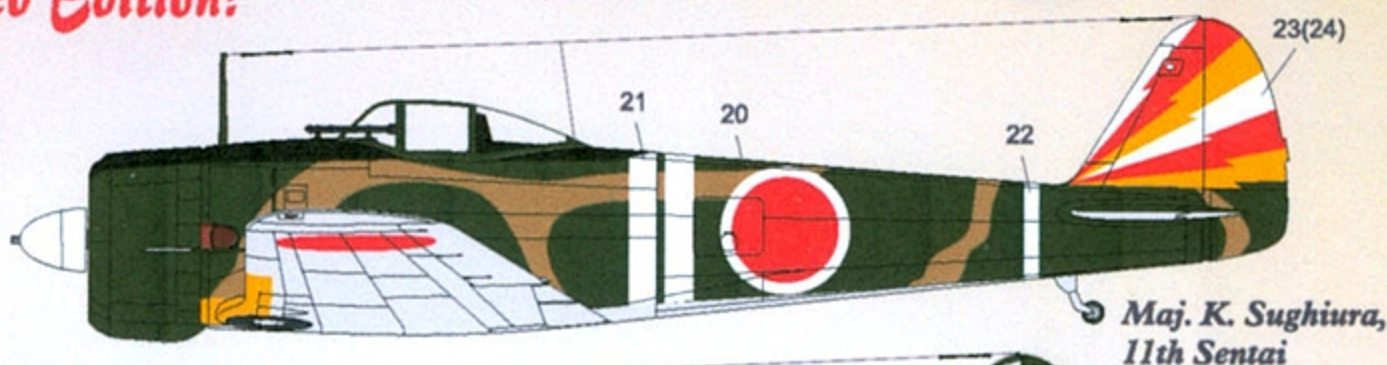


Lifelike Decals
Limited Edition!

48-042

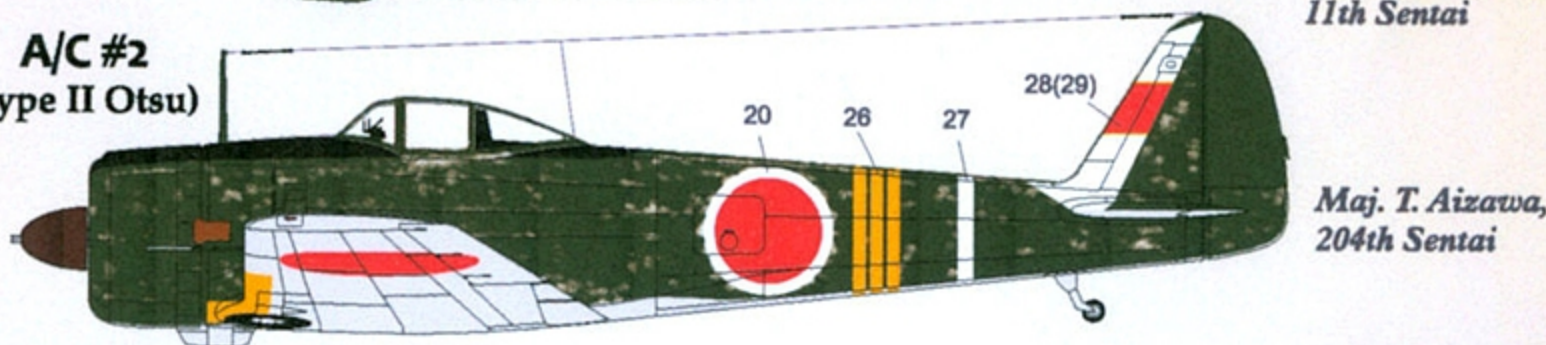
Nakajima Ki-43 Part 2

A/C #1
(type I)



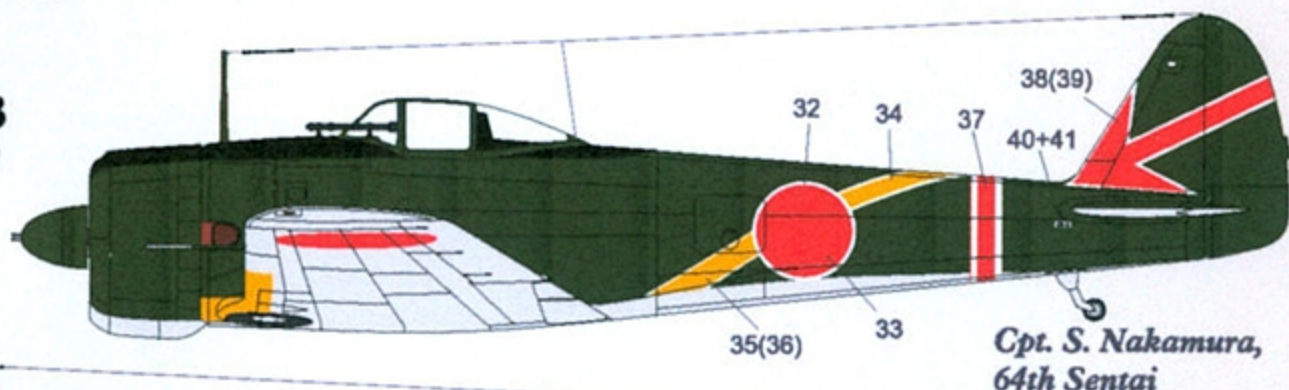
*Maj. K. Sughiura,
11th Sentai*

A/C #2
(type II Otsu)



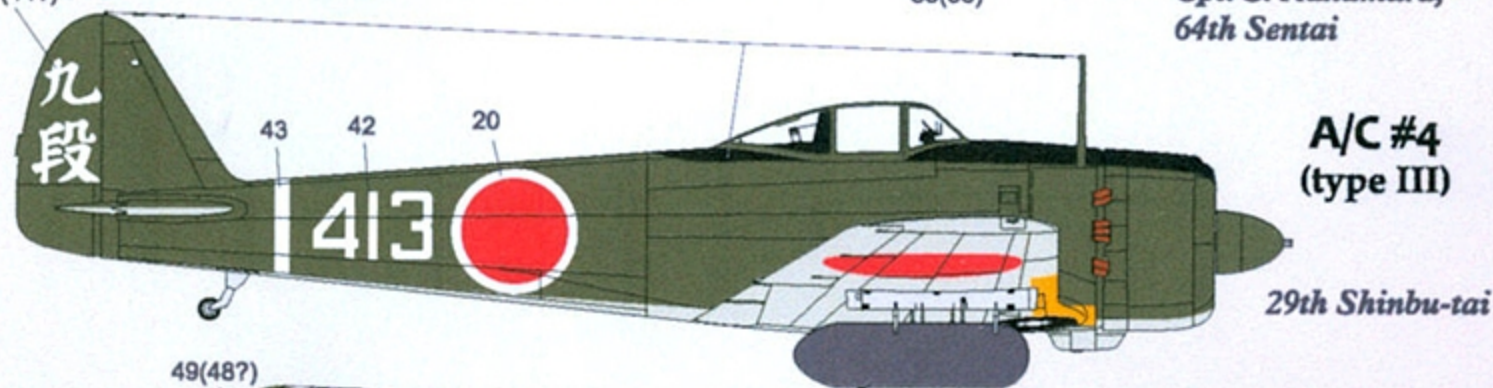
*Maj. T. Aizawa,
204th Sentai*

A/C #3
(type I)



*Cpt. S. Nakamura,
64th Sentai*

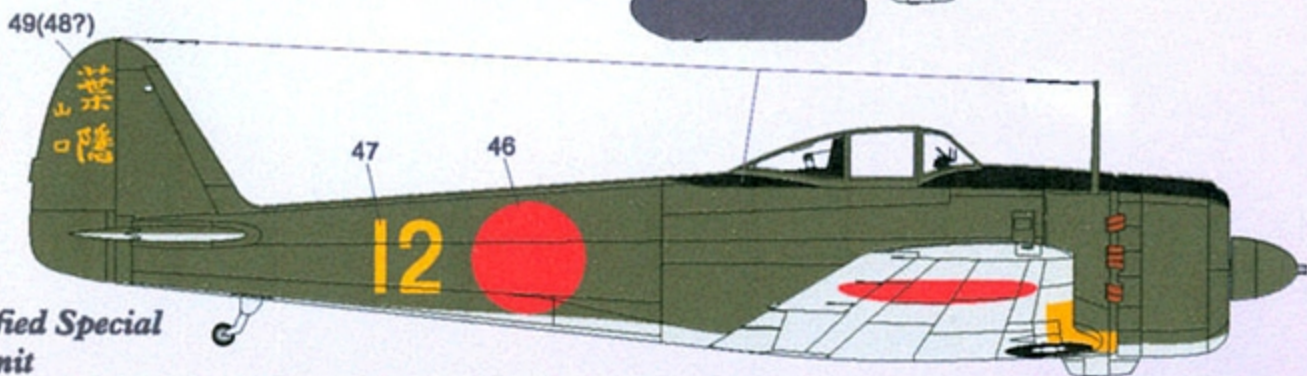
45(44?)



A/C #4
(type III)

29th Shinbu-tai

A/C #5
(type III)



*Unidentified Special
Attack Unit*

Recommended kits: Hasegawa Ki-43 type I & II

Arii Ki-43 type II

Fine Molds Ki-43 type III

© 2012/09

Lifelike Decals wants to hear from you and your input.

Fax: +81-743-73-5526, e-mail: lifelike_d@kcn.jp

<http://lifelikedecals.sakura.ne.jp>

Nakajima Ki-43 Part 2

A/C #1 Oscar type I flown by Major Katsuji Sugiura, Commander of 11th Sentai, Mingaladon AB/Burma, October 1942.

This is a well-known A/C with colorful Sentai marking on its tail, but up to now no photo is published. Its illustrations are shown in references 1 to 5, but the original document showing color illustration of this tail marking is ref. 6. As it was once interpreted that this A/C was type II Kou, the color illustrations in reference 7 (and also 1) were of type II Kou, but judging from the date (Oct. 1942) and location (Dutch-Indies) claimed in ref. 6, this A/C should be type I.

The camouflage pattern in the original color illustration is dark green spots on NMF, but available photos of 11th Sentai Hayabusa in Burma (ref. 3, 8 and 9) show that their upper surfaces are painted in a meandering pattern of brown over dark green rather than solid dark green color (as illustrated in ref. 2 to 5). Modelers can paint their models in either way. We aligned the heads of the lightning bolts to one point on the root of the tail.

As no photos of 11th Sentai Commander's A/C of any period is published, and nothing was indicated on the style of Commander's stripe in the original document in ref. 6, it is not 100% sure whether the Commander's stripe of this A/C is one broad band (like Takeda's A/C in 48-041) or two fuselage bands (as in the published illustrations).

Major Sugiura was a veteran and skilled pilot, and started combat career as Staffel Captain of 77th Sentai 1st Chutai (July 1937 to July 1938). He became Commander of 11th Sentai in March 1942, but was KIA on February 6, 1943.

A/C #2 Oscar type II Otsu (probably) flown by Major Torashiro Aizawa of 204th Sentai, Meiktila AB/Burma, August 1944.

The only photo of this A/C is shown in ref. 1, and its illustration is shown in ref. 1, 3, 10 and 11. The photo (owned by IWM) shows Commander's A/C (as denoted by 3 yellow fuselage bands) abandoned in Burma in August 1944, (when 204th Sentai moved to Domuan AB/Thailand), but whole nose section up to the cockpit is missing. The Sentai emblem is the large white band on the leading edge of vertical tail plane and root of the horizontal stabilizer, but its top is cut off. One red band is applied in its middle, but close scrutiny of the photo shows thin yellow outline on it.

On the upper wing white outline of Hinomaru is painted over in dark green color, while fuselage Hinomaru has white outline intact. Dark green color on upper wings (except aileron) and near cockpit area has extensive peel off. The s/n of this A/C is shown in a small NMF (or white) rectangle on the right rear fuselage, but it is not clear enough to read the four numbers.

Major Aizawa transferred from a light bomber unit to become the Commander of 204th Sentai on March 1944 in Burma.

He led the Sentai through the very tough aerial battle over Burma and Philippines against overwhelming US forces, and returned to homeland with loss of most A/C and 17 of 30 pilots. He had privilege of meeting Emperor, and then was released of the Commander role.

A/C #3 Oscar type I flown by 1st Lt. Saburo Nakamura, 64th Sentai 2nd Chutai acting leader, Mingaladon AB/Burma, November, 1942.

A photo of this A/C with Lt. Nakamura standing in front of the right elevator (thus hiding the rear fuselage area) was published long time ago in ref. 8, and several illustrations are shown in ref. 3, 5 and 11 based on this photo. But recently another photo was published in ref. 12 (and 5), which clearly shows (1) left upper wing Hinomaru without white outline and (2) fuselage vertical band is a red band with white and red outline (not a simple white band). This A/C had fuselage Hinomaru with white outline, which was quite exceptional for type I Hayabusa of 64th Sentai at this time.

In the photo upper left wing is uniformly lighter than the fuselage and tail section, though there is no great difference in the sunlight strength. It is known that some of 50th Sentai Hayabusa was camouflaged in the meandering pattern of brown over dark green on upper surface, but no case is known where most of the upper wing is painted in solid brown color. Dark green color was chosen here, but brown color applied in a wide area of wings cannot be excluded.

The date of the application of this marking differs among references 3, 5 and 11, but the latest research by Mr. Umemoto (ref. 12) clearly shows Lt. Nakamura applied this marking soon after he was nominated as "acting" leader of 2nd Chutai following the missing of Capt. Hanuyasu Maruo on November 10, 1942 (until Capt. Jiro Seki was nominated as 2nd Chutai leader in January 1943). 54th Sentai moved to Mingaladon AB on 19th, but this A/C (s/n 663) was burned on the ground by RAF attack on November 26th. As the new photo was taken on Mingaladon AB, it should have been taken some day between November 19th and 26th.

Lt. Nakamura started combat career with 1st Sentai in July 1941, and transferred to 64th Sentai in April 1942. His first combat mission was on May 5th, and shot down an enemy A/C chasing Chutai leader. He returned to Japan to enter Ake-no Flying School in November 1943, but returned to original Sentai in early February 1944 due to shortage of veteran leader pilots. On October 6, 1944 he shot down one Beaufighter and one B-25, but was shot down while attacking the second B-25, and his A/C disintegrated in the air. He was thrown out and his parachute opened automatically, but he was already dead with a bullet piercing his head. He was awarded the military citation (only the second example following Commander Tateo Kato), and was promoted to Lt. Col. posthumously. By the time of his death Capt. Nakamura made 154 sorties, and was officially credited with about 15 victories.

64th Sentai fought the very severe aerial combat in SWPA for over 4 years, and received severe losses. The Sentai lost a total of 73 pilots after arrival of Lt. Nakamura, and among the pilots assigned to 64th Sentai before Lt. Nakamura's arrival no flying officer was alive at the time of his death except

Lt. Yohei Hinoki (returned to homeland from combat injury) and Capt. Yasuho Kuroe (who transferred to Army Test Flight Center). Also all non-commissioned pilots were dead except M. Sgt. Yasuhiro Tsubone (ref.12).

A/C #4 Oscar type III of 29th Shinbu-tai (Special Attack unit), Chiran AB/Kagoshima, end of April 1945

A photo of this A/C is shown in ref. 3, 11 and 13 along with another Hayabusa type II Otsu with 19th Shinbu-tai emblem on the tail. Due to the existence of this A/C, ref. 3 and 11 claimed this A/C belonged 19th Shinbu-tai, but later reference 13 showed it to be 29th Shinbu-tai, which was also called "九段塚" (*Kudan-tai*). (*Kudan* stands for Yasukuni Shrine.)

The A/C is said to be fresh from the factory, so no white band should be on the wings. It was equipped with one bomb and one drop tank on lower wings. Numerical "413" and letter on rudder "九段" (*Kudan*) seems to be painted in white. The drop tank of this period of war was made of wood (or bamboo) and cloth, and was painted in either grey surface only or painted in light gray green color (very often skipped) according to Mr. Rikyu Watanabe (ref. 4, p16).

29th Shinbu-tai was formed from 2nd Flight Training Unit, and received 12 new planes as well as some from other units. Commander was Lt. Minoru Nakamura, and was composed of 11 pilots. All pilots perished during the special attack on US forces on April 7, 8, 18 and May 25th.

A/C #5 Oscar type III of unidentified Special Attack Unit, location unknown, 1945

We got a copy (attached) of the original photo from Mr. Hirokazu Sugiyama, who is making research on IJAAF and IJ-NAF A/C, but regrettably its unit or location is not definitely identified.

Camouflage is probably yellow green #7 (olive drab) on up-

per surface, and light gray-green on lower surface. Japanese characters on the rudder, "葉隠" (*Hagakure*), stems from Japanese Bushido, and means "disappearing behind leaves (to become invisible)", i.e. "to die". "山田" (*Yamaguchi*) would be the name of the pilot, but not sure.

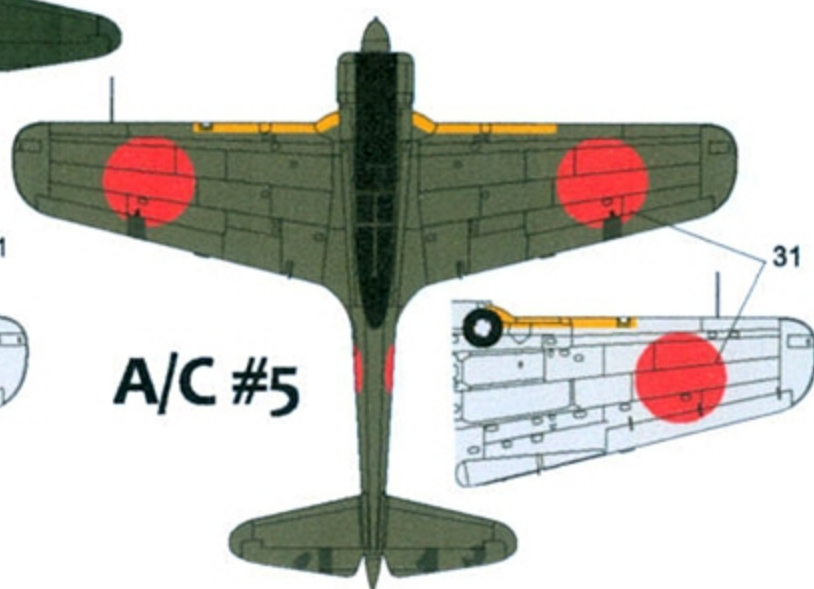
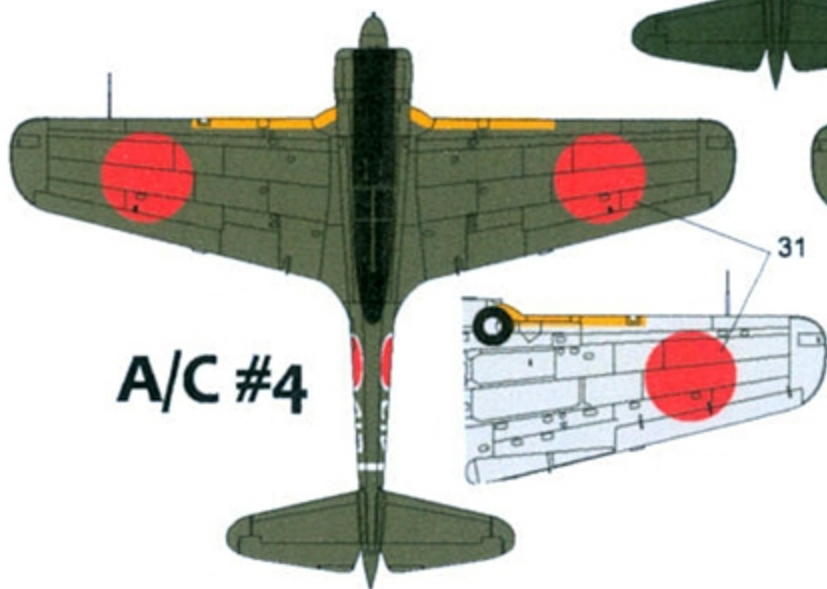
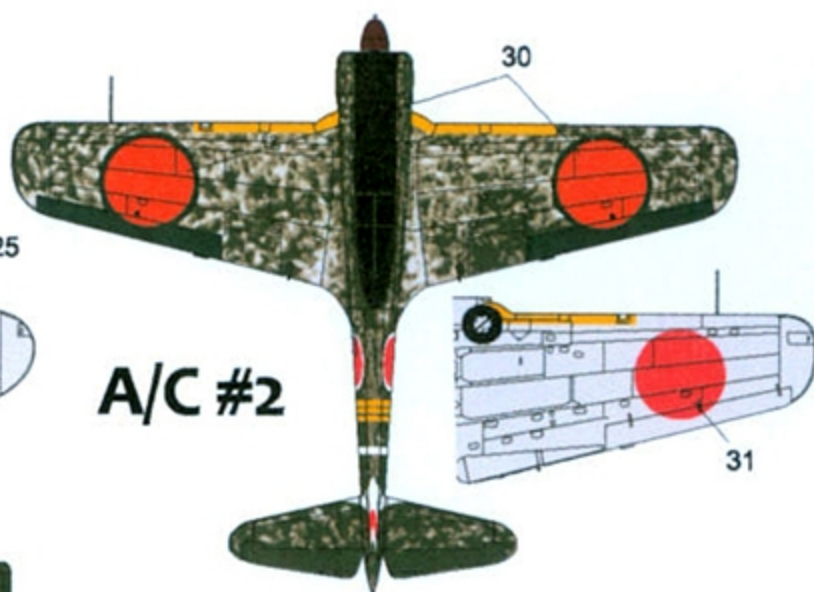
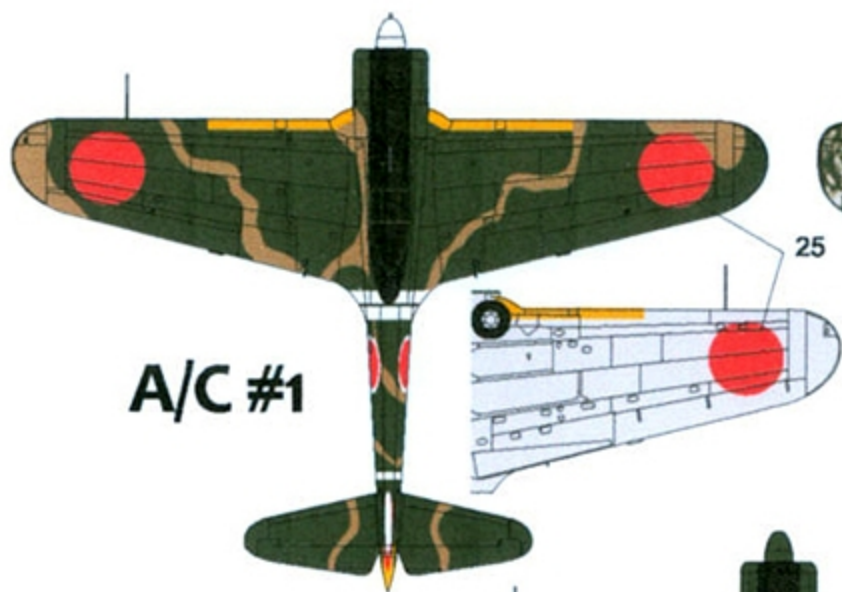
Though the photo has several scars and no definite white area (like white outline of Hinomaru), the letters and numerical "12" are probably painted in yellow, and there are some darker paints (some seems to be bands) on ailerons and elevators.

References

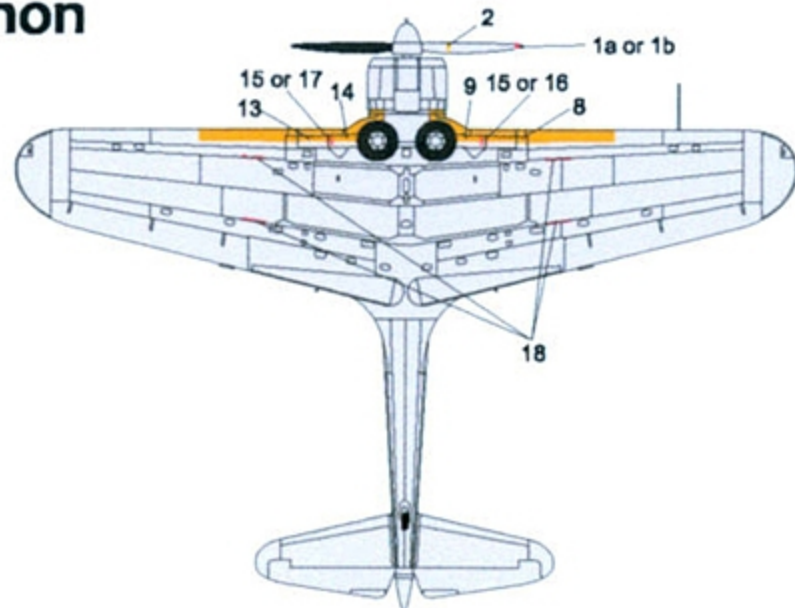
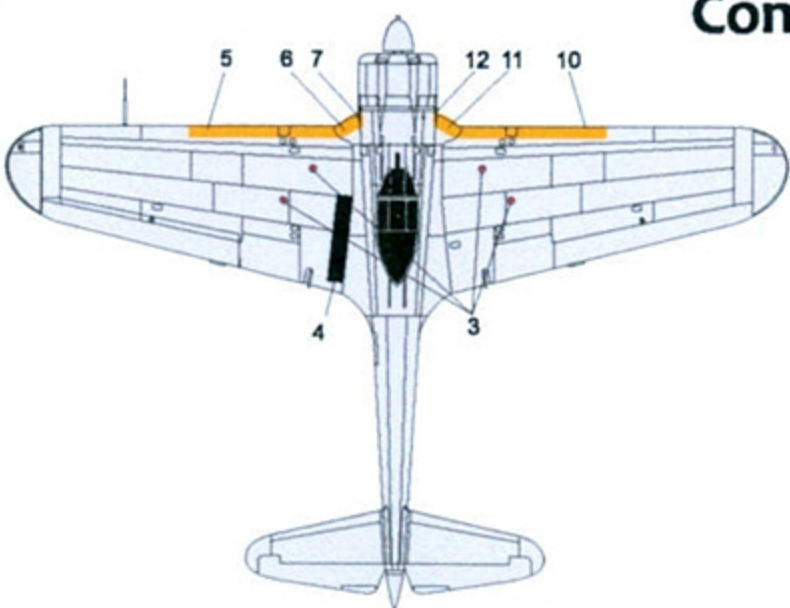
1. Aircam Aviation series #13 Nakajima Ki-43 Hayabusa I-III (Osprey Publications Ltd, 1970).
2. Maru Mechanic #12 Hayabusa-Shoki-Type 97 fighter (Kojin-sha, 1994).
3. Model Art #395 Camouflage and Marking of Army Type I Fighter Hayabusa (Model Art, 1992)
4. Aero Military Collection 6 Japanese Army Fighter (Koel Publishing, Sept. 2006)
5. Osprey Aircraft of the Aces #85-Ki-43 Oscar Aces of WWII (H. Ichimura, Osprey Publishing, 2009)
6. Koku Joho October 1964 (Kanto-sha)
7. Koku Fan Extra May 1972 (Bunrin-do)
8. Imperial Japanese Army Fighter Forces and Aces in WWII (I. Hata & Y. Izawa, Kanto-sha, 1984)
9. Famous Aircraft of The World #65 (Bunrindo, January 1997)
10. Model Art #329 Camouflage and Marking of Imperial Japanese Army Air Force (Model Art, 1989)
11. Famous Aircraft of The World #13 (Bunrindo, November 1988)
12. Shashin-hissatsu (H. Umemoto, Dainippon Kaiga, 2010).
13. Model Art #451 Imperial Japanese Army Special Attack Units (Model Art, 1995)



photo courtesy; Mr. Hirokazu Sugiyama



Common



Special thanks to Mr. Hirokazu Sugiyama for the photo of A/C #5.