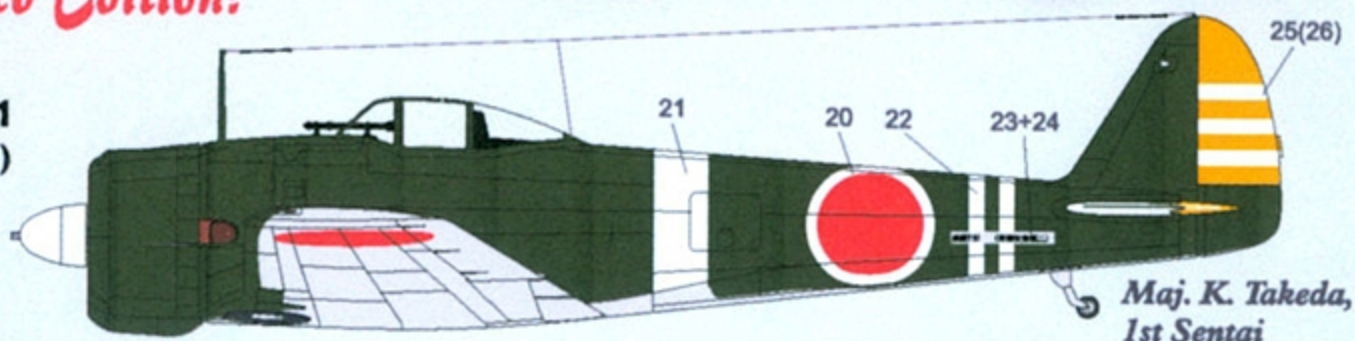
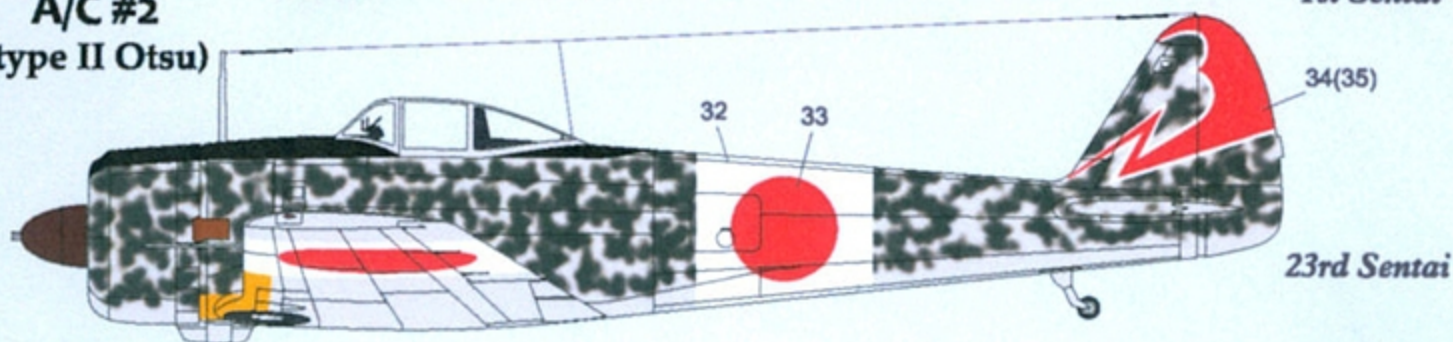


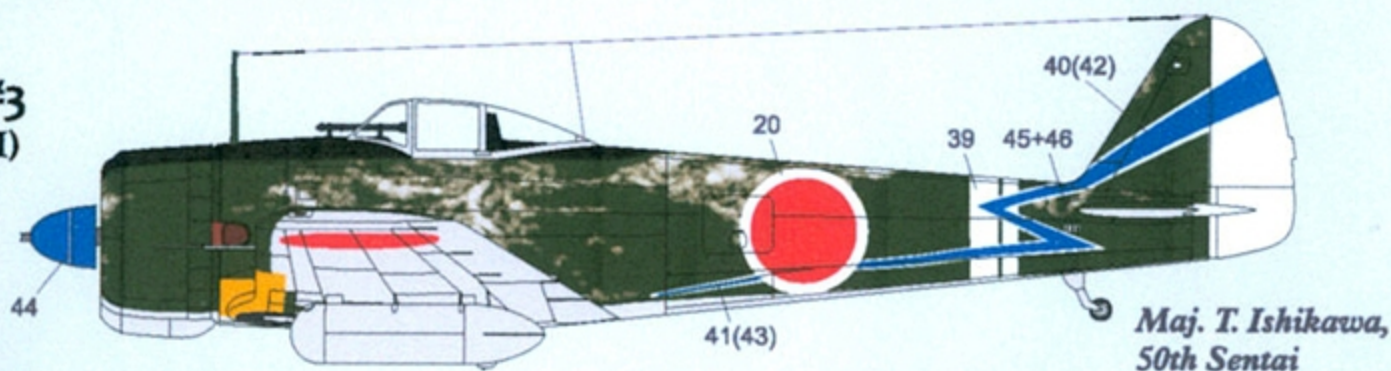
**A/C #1**  
 (type I)



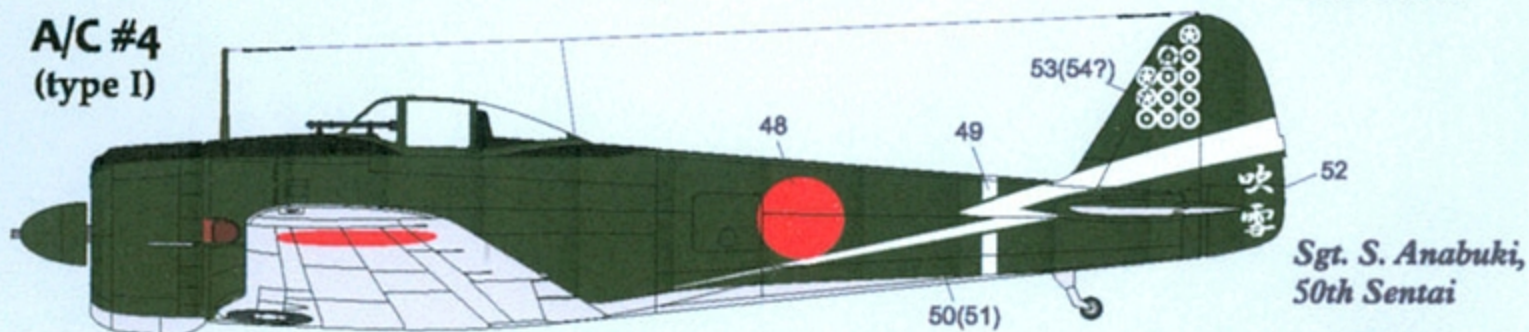
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 (type II Otsu)



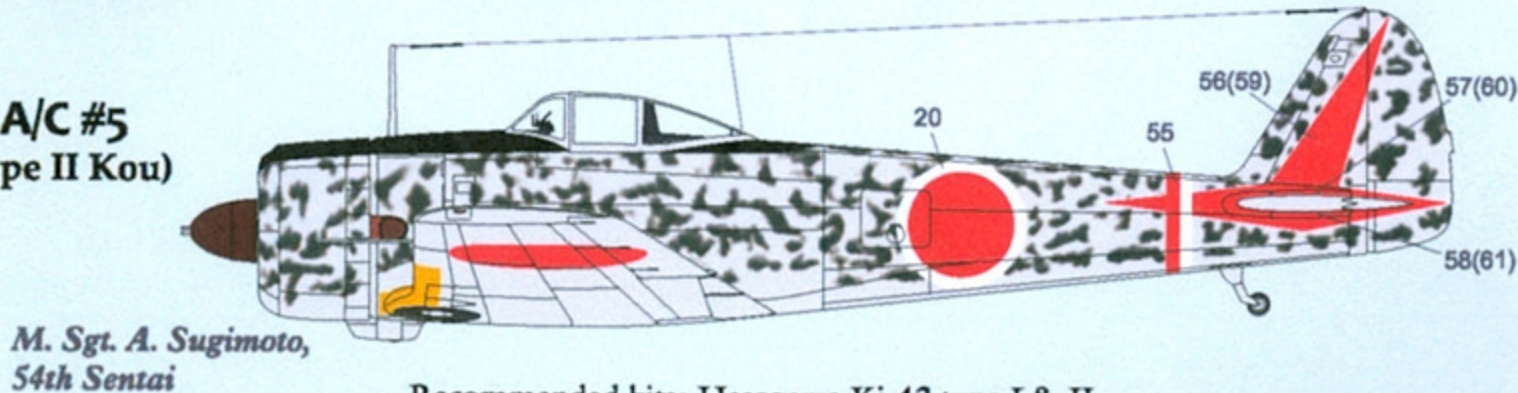
**A/C #3**  
 (type I)



**A/C #4**  
 (type I)



**A/C #5**  
 (type II Kou)



Recommended kits: Hasegawa Ki-43 type I & II  
 Aii Ki-43 type II

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# 48-041 Nakajima Ki-43 Part 1

## A/C #1 Oscar type I flown by Major Kinshiro Takeda, Commander of 1st Sentai, Hanoi AB/Indo-China (now Vietnam), October 1942.

This is probably the most fabulous and colorful marking applied on Hayabusa. It is camouflaged in the standard dark green upper and NMF lower surface. There are 3 known photos, and its illustration is shown in many references like 1 to 7. The famous photo taken on the ground is shown in ref. 2, 3, 5 and 8, but regrettably strong reflection of sunlight made the white bands on yellow rudder quite difficult to observe. In addition to this photo, there are two more photos of this A/C taken from below in flight (ref. 9, now not viewable). From these 3 photos the following points can be observed;

(a) The lowest white band on rudder covers the lowest part of rudder trim tab, and the central band is positioned just above this trim tab.

(b) Top and lower surface of elevators are probably painted yellow, and on lower surface white diagonal bands are applied to the trailing edge of elevators (left side rather faintly).

(c) The broad white fuselage band just aft of the cockpit as well as two narrower fuselage bands on rear fuselage end on the dark green area, and not applied on lower NMF area.

(d) Donator's name is applied on the NMF rectangle (not white). Up to the end of WWII Japanese characters are applied from right and top, but magnification of the photo clearly and surprisingly shows that "生命第二" is applied from LEFT, and there are some space between "愛国710" and "帝國生命第二".

(e) Fuselage Hinomaru is applied in a non-standard position (probably applied after the donation ceremony), and has a rather broad white outline, almost touching on the fuselage top deck.

(f) Dark green color is also applied on the lower leading edge of wings and stabilizer, and yellow mark on the inner wing leading edge is not applied. Thus entire landing gear cover is painted dark green.

(g) Spinner and wing bands are white, and there is no blue outline.

All illustrations show white diagonal bands on top of horizontal stabilizers only, and not on the elevator. But as the diagonal bands on wings and lower stabilizers are applied to the trailing edges, and top surface of rudder/elevator is reflecting sunlight very strongly in the photo, we think that the white diagonal bands on top of stabilizers are also extended to the trailing edge of elevators, but are not discernible from the photo. Full chord-wise diagonal bands are provided in this decal, but if you do not agree on this assumption, please cut it off at the elevator.

Please also cut the two white bands on rear fuselage (mark 22) at the end of dark green area of your model.

Major Kinshiro Takeda served 1st Sentai as commander from September 1940 to March 1943, but no further information is available for his career. He is not listed in the major personnel casualties of WWII (ref. 8).

## A/C #2 Oscar type II Otsu of 23rd Sentai 2nd Chutai, Inba AB/Chiba, 1945.

23rd Sentai was formed on October 11th 1944 at Ohta AB/Gunma, and moved to Inba AB on November 2nd to engage in the defense of the capital. Initially it was equipped with Hayabusa type II, but was soon mixed with Shoki (already finished production at that time) from other units. HQ and 1st Chutai (with white Sentai mark) were equipped with Shoki, while 2nd (red Sentai mark) and 3rd Chutai (yellow Sentai mark) were equipped with a mixture of Hayabusa (type II and III) and Shoki. But this Sentai did not score any victories due to rather low skill of pilots and obsolete Hayabusa against B-29 or modern US fighters.

The illustration of 2nd Chutai Hayabusa is shown in ref. 5, but in spite of extensive research on published references or internet websites we could not find any photo of 23rd Sentai Hayabusa, but only two photos of Shoki in ref. 8 and 10. So we generally followed the illustration shown in ref. 5, but changed the style of Sentai emblem to that of our decal 48-038 (leading edge at the root of tailplane). The white wing/fuselage bands are obscured by the pilots in the photo of 2nd Chutai Shoki (ref. 8), but judging from its role it is highly probable that the A/C wore these bands.

As no photo is available, it is quite difficult to judge on the camouflage colors on upper surface, dark green spots on NMF or solid color of dark green or yellow green #7. 23rd Sentai Shoki wore solid dark green color on the upper surface, but apparently this is the hand-over from another Sentai. For Hayabusa type II Otsu dark green spots on NMF would be more probable (as illustrated in ref. 5), and for Hayabusa type III solid color of yellow green #7 would be more probable.

## A/C #3 Oscar type I flown by Major Tadashi Ishikawa, Commander of 50th Sentai, Toungoo South AB/Burma, January 1943.

Two splendid photos of this A/C as well as its color illustration are shown in ref. 5, and is claimed to be flown by Sentai Commander Major Ishikawa. Serial number is said to be #700, and it is newly delivered from the production line, but already the dark green paint on the cowl front and lower cockpit area is peeling off. Its rudder and elevators are painted in white, and a broad white band is added to the fuselage to indicate Commander's machine. Inner leading edge of wings is painted in yellow, and dark green color is applied to the lower leading edge of outer wings and landing gear cover. Spinner and Sentai emblem (lightning bolt) is blue, but judging from its brightness against Hinomaru, this blue should not be "cobalt blue" but rather medium blue. What is unique is the style of Sentai emblem, i.e. rear upper bolt is standing rather upright on the tail, while lower forward bolt is situated much lower than other 50th Sentai Hayabusas (see A/C #4). In the center of spinner is applied a thin white ring, and such thin white line is also applied on the lower half of landing gear cover between yellow and dark green zone.

The illustration in ref. 5 shows drop tank in yellow, but according to Mr. Rikyu Watanabe (ref. 4, p16), the drop tank of this period of war was made of iron metal with tin coat, so

silver (when fresh) to dull aluminum color (when somewhat oxidized) but never yellow.

Major Ishikawa was a veteran and skilled pilot, and started combat career as Staffel Captain of 1st Chutai/33rd Sentai in China (December 1937 to March 1940). He became Commander of 50th Sentai in late February 1942, moved to Mingaladon AB in the middle of March, and scored 1 victory in the sortie to Pacada on March 31, 1943. He force-landed on April 28, 1943, but returned to his Sentai later. After leaving 50th Sentai in August 1943, he became Commander of 1st Flight Training Unit on February 1945, and then became Commander of 111th Sentai on July 1945 till the end of the war. Regrettably his score is not known, but is not listed in the ace list with more than 8 victories (ref. 8).

## A/C #4 Oscar type I flown by Sgt. Satoshi Anabuki of 50th Sentai 3rd Chutai, Toungoo South AB/Burma, January 16, 1943.

This is a very famous A/C with kill marks, and its illustration is published in ref. 2, 3, 5, 7 and 11, but up to now no photo is published. All these illustrations are based on the article of Dr. Izawa in reference 12 which was based on the (then) unpublished diary of Sgt. Anabuki.

According to this article Sgt. Anabuki changed his A/C from type 97 fighter to Hayabusa in April 1942 in Japan. He used three "吹雪" (*Fubuki*) and one "君風" (*Kimikaze*) during his combat career in Burma from late October 1942 to February 1944, and the A/C featured here is his first "吹雪" (donated by the Agricultural Society of Saitama Prefecture). He scored 14 victories (from a P-40 on Oct. 25, 1942 to two Hurricanes on January 19, 1943) with this A/C, but it was lost by Lt. Nakazaki when he smashed into a freighter after combat damage on January 23, 1943. His second "吹雪" (also type I) scored 3 victories (Wellington, B-24 and B-25) during the rest of January. He then changed to his third "吹雪" (Type II Kou), and scored another 9 victories by the end of April, and further 7 victories by June 1943. This "吹雪" flew more than 220 flying hours, and was handed to 16th Field Air Depot. His fourth A/C "君風" (type II Kou) was named after his fiancée, and got the military citation on his accomplishment of October 8, 1943 when he shot down 2 B-24, 2 P-38 and force-landed another B-24 by body attacking its tail section.

As no photo is available, we have to believe the illustration in reference 12 is correct. The Sentai emblem is quite standard, and a narrow white fuselage band is applied on the rear fuselage. As with other Hayabusa of this Sentai in Burma, rather small Hinomaru (without white outline) is applied behind fuselage compartment door.

Sgt. Anabuki was a brave and skilled pilot, and was 19 years old when the Pacific War broke out. He was promoted M. Sgt in October 1943, and by the time he left Burma in February 1944, he scored 30 official (and 48 unofficial) victories. After returning to homeland to become assistant teacher of Akeno Flying School, he sometime engaged in combat with Hayate and Ki-100, and recorded further 6 victories against B-29 and F6Fs. After the war he entered JASDF to become a helicopter pilot, and retired at the rank of Lt. Col.

## A/C #5 Oscar type II Kou flown by M. Sgt. Akira Sugimoto, 54th Sentai 3rd Chutai, Kitano AB/Paramushiru Island/northern Chishima, end of 1943.

The only photo of this A/C is shown in ref. 10, and its illustration is shown in ref. 5 and 7. In this photo M. Sgt. Sugimoto is standing behind the rear fuselage, and red/white fuselage band as well as red Sentai emblem (with white outline) is shown in good advantage. Though nose section is out of photo, it is known that 54th Sentai deployed its Hayabusa type II Kou to Paramushiru Island on July 20, 1943, and ref. 4 and 10 show another photo of 1st Chutai type II Kou Hayabusa making taxing accident in Kitano AB.

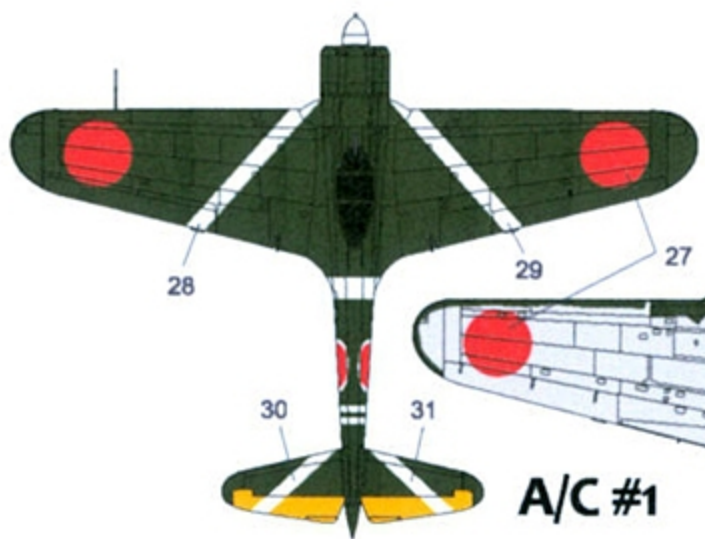
The illustration of this A/C in ref. 5 (p102) shows Sentai emblem to terminate in the middle of the rudder, but many photos of Hayabusa of this Sentai show the emblem reaching to the trailing edge and top of rudder. The red fuselage band in front of the white one might indicate Flight leader, as Chutai leader of 3rd Chutai, Capt. Koshiishi, had different fuselage band (ref. 5 & 8).

Color of the Sentai emblem on 3rd Chutai Hayabusa was initially yellow, but was changed to red around the middle of the Pacific War.

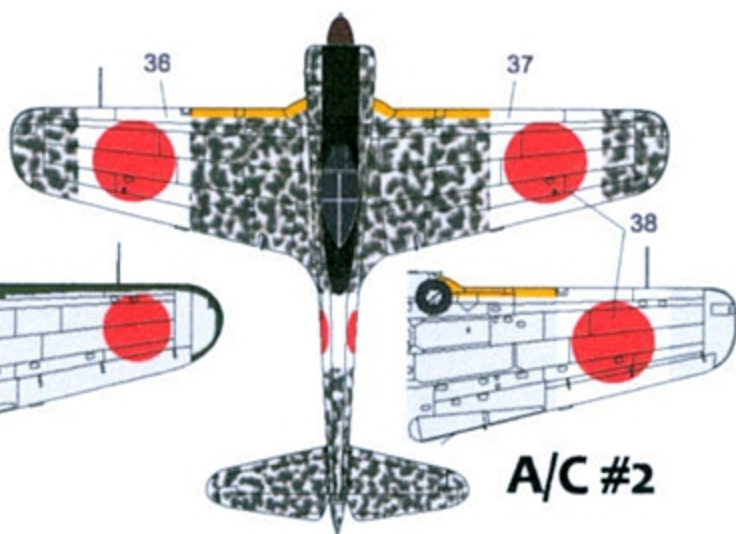
M. Sgt. Sugimoto lived through the aerial combat in the cold Aleutians, and was ordered to move to Philippines in October 1944. After transition to Hayabusa type III in Tokoroza, he reached to Sabran AB near Manila in November. He shot down Major Thomas McGuire Jr. (No. 2 ace of USAAF with 38 victories) on January 7th, 1945 (details are shown in ref. 13), but he himself was force-landed on the beach, and was shot to death by guerillas.

## References;

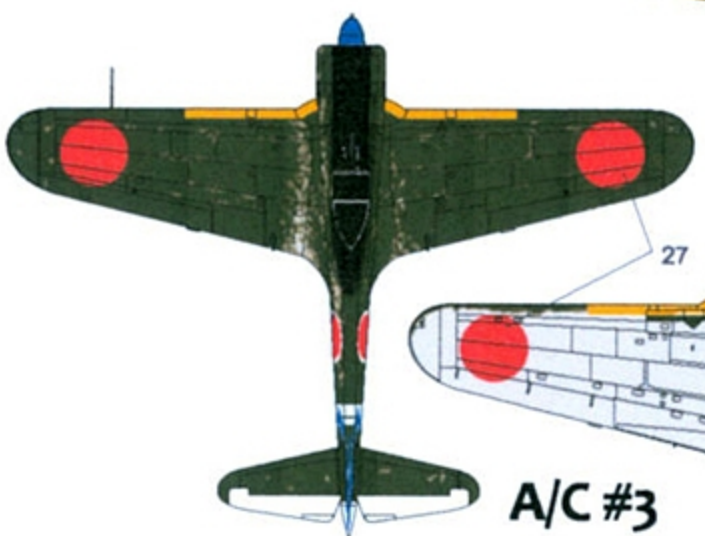
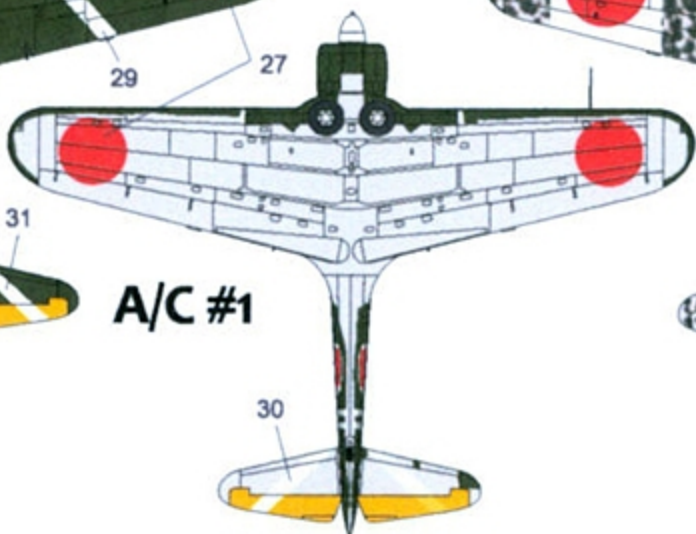
1. Koku-Fan Illustrated #42-Japanese Imperial Army & Navy Aircraft Color & Marking (Bunrin-do, 1988)
2. Model Art #329 Camouflage and Marking of Imperial Japanese Army Air Force-Fighters (Model Art, 1989)
3. Famous Aircraft of the World #13-Imperial Japanese Army type I fighter Hayabusa (Bunrindo, November 1988)
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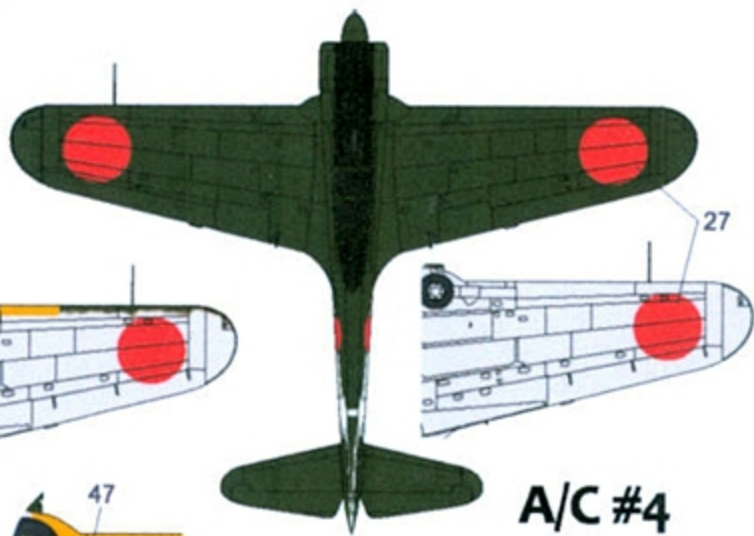
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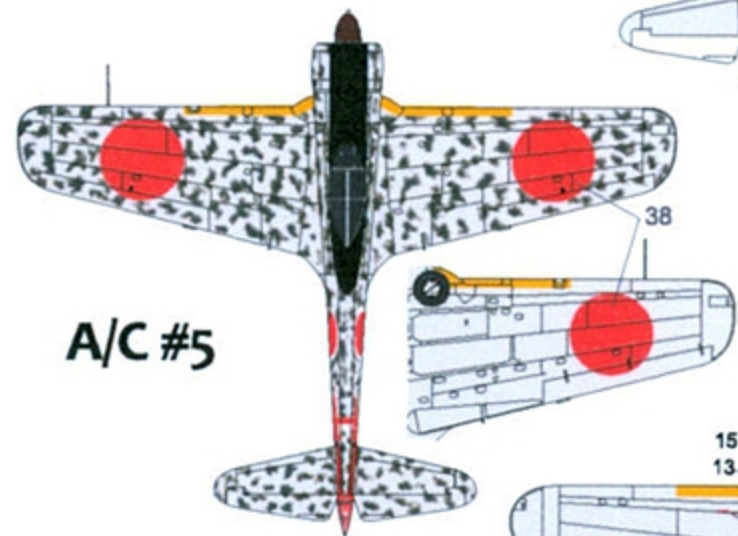
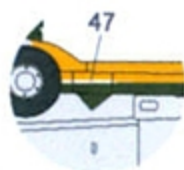
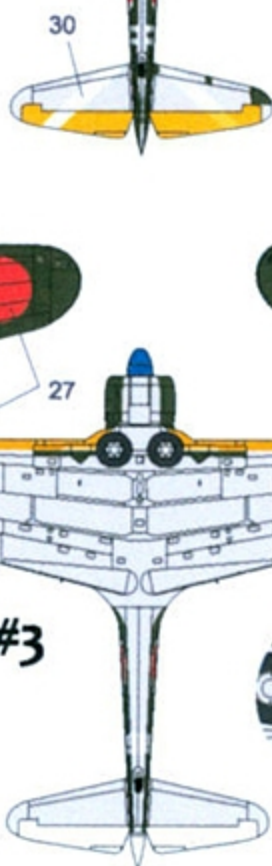
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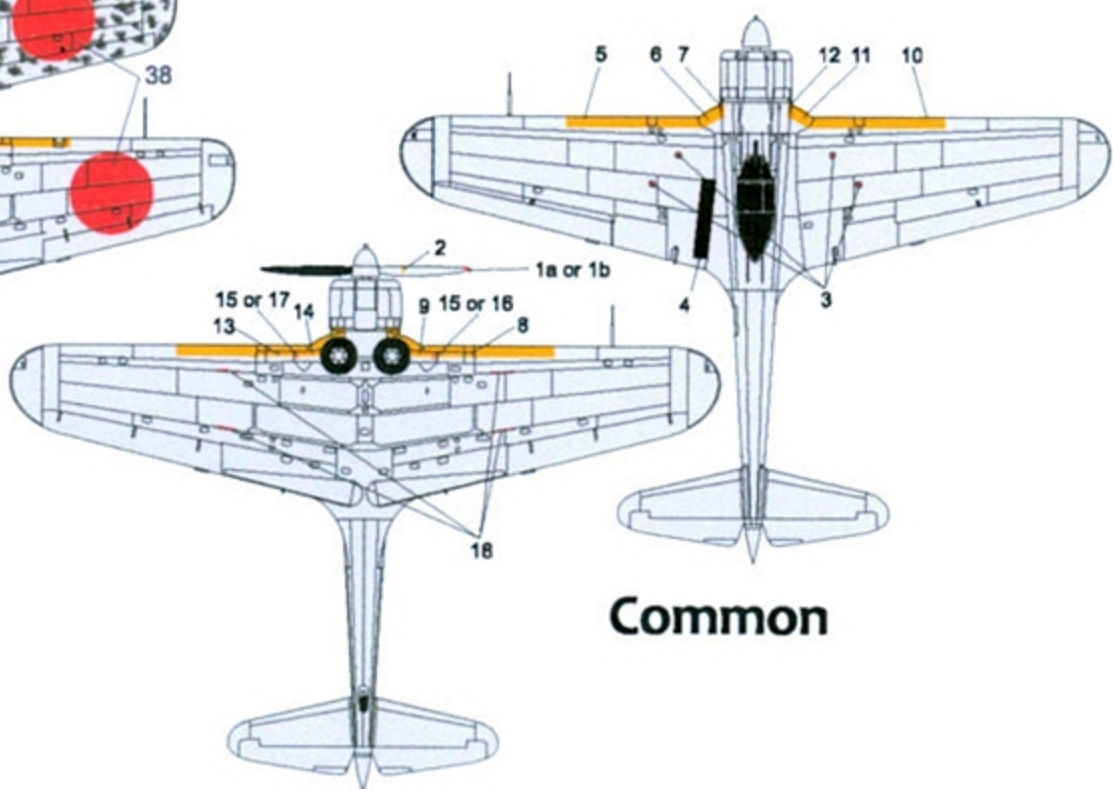
A/C #3



A/C #4



A/C #5



Common