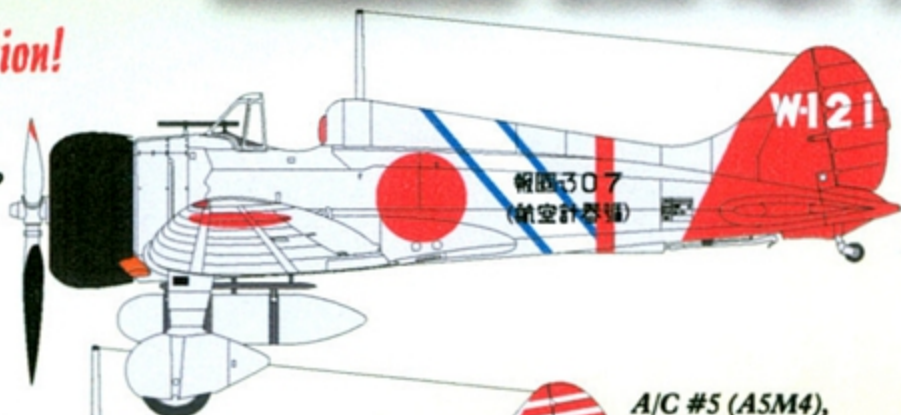


*Limited Edition!*

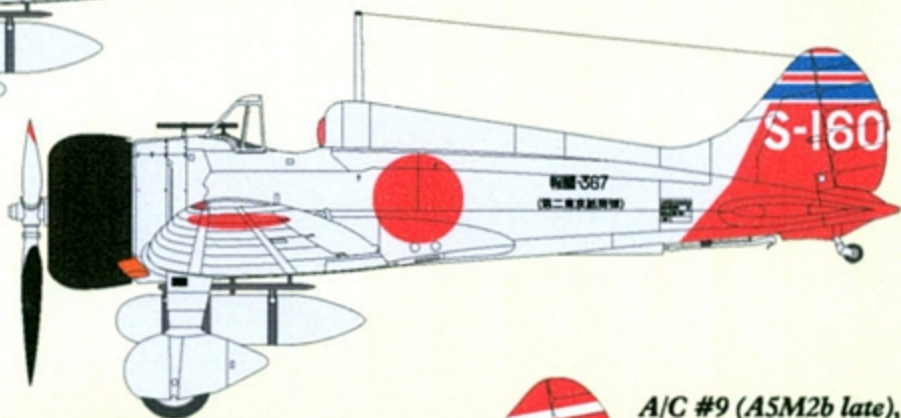
*A/C #4 (A5M4),  
Sohryu Fighter Group*



*A/C #5 (A5M4),  
14th Kokutai*



*A/C #7 (A5M4),  
Chitose Kokutai*



*A/C #9 (A5M2b late),  
14th Kokutai*



*A total 13 markings are featured herein.*

Recommended kits: Fine Molds or Wingsy Kits

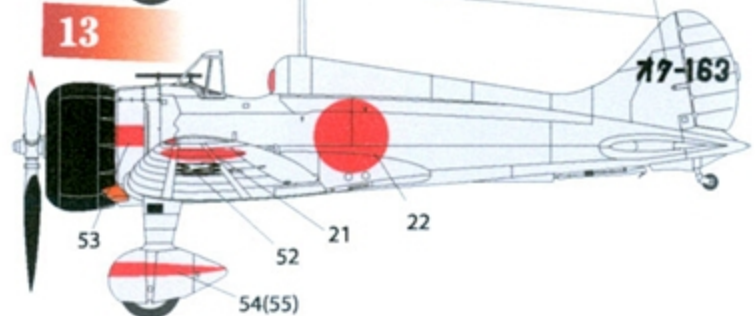
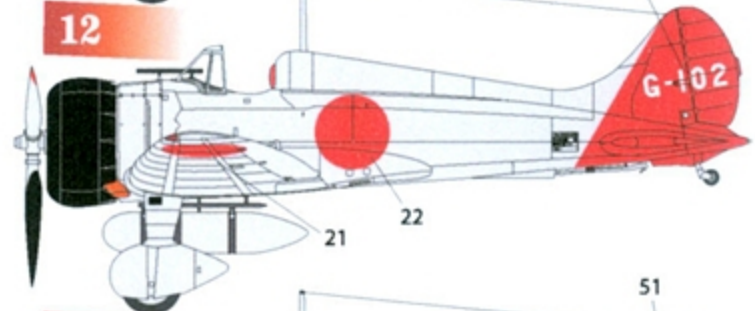
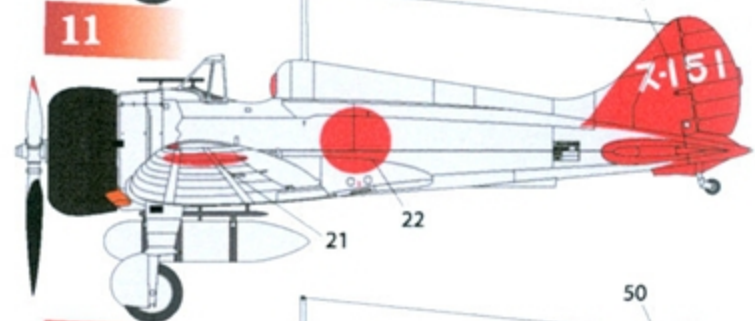
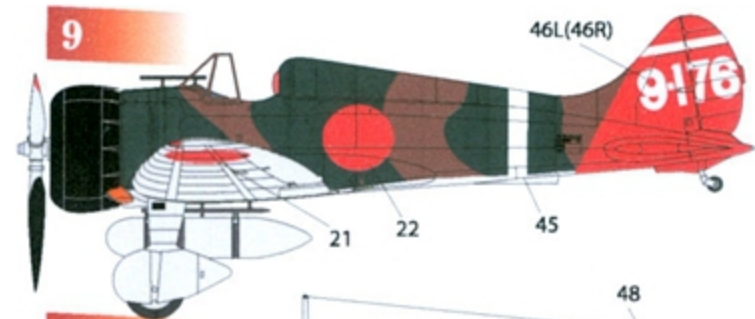
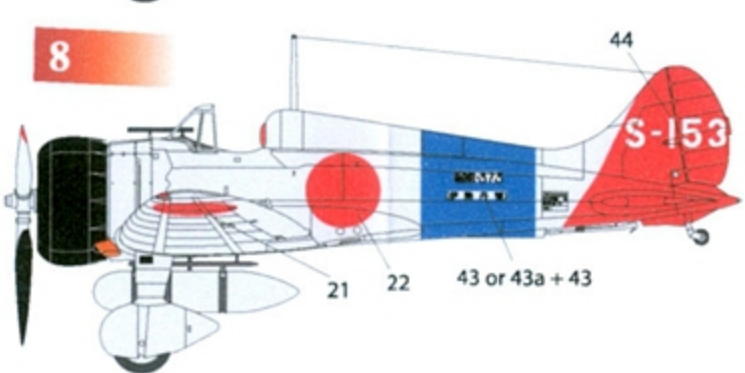
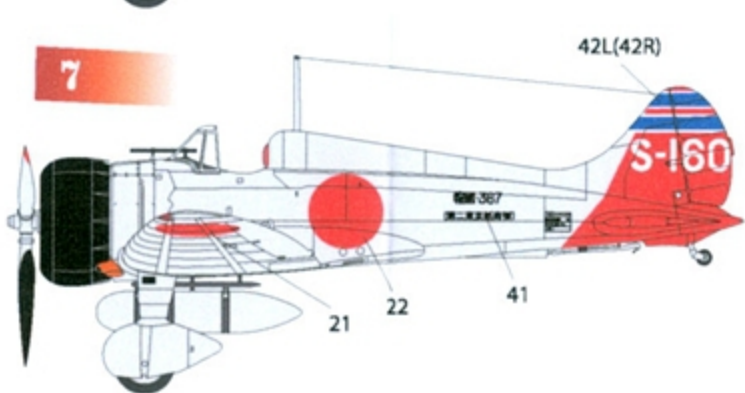
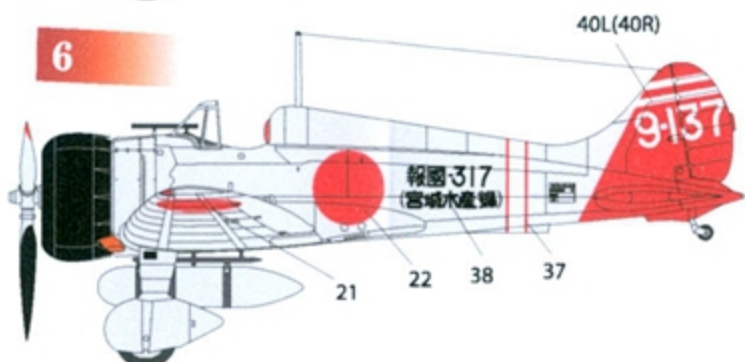
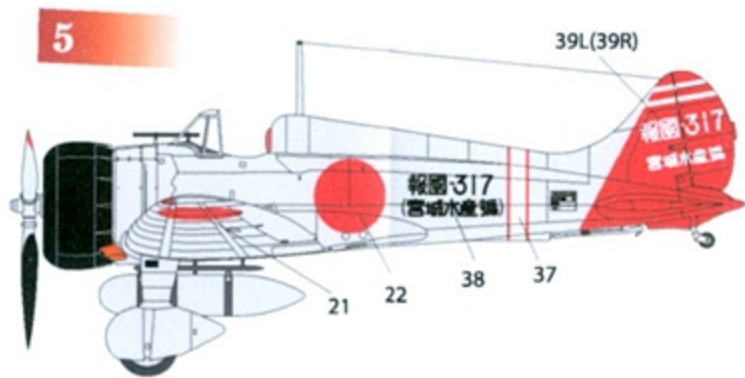
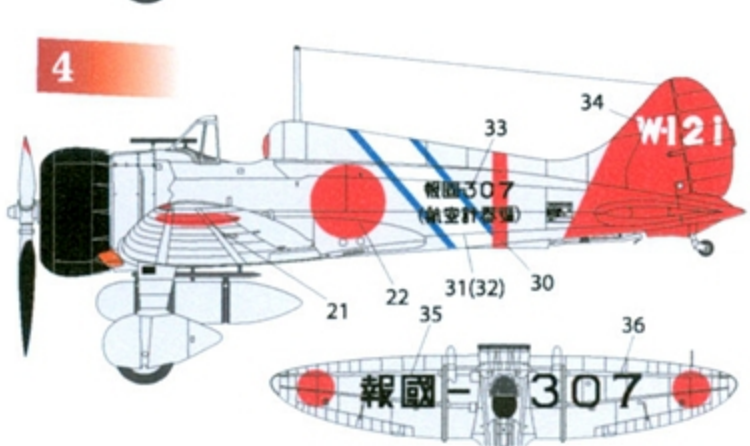
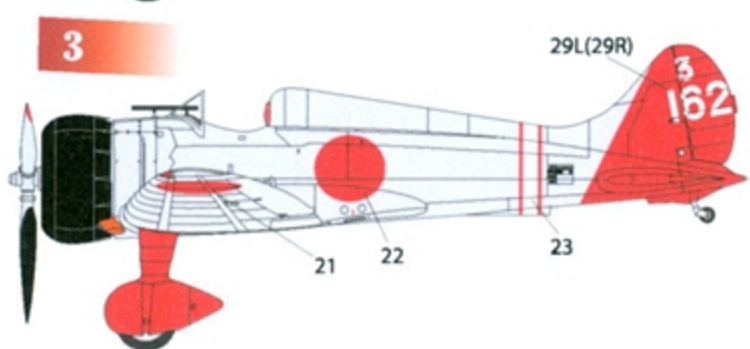
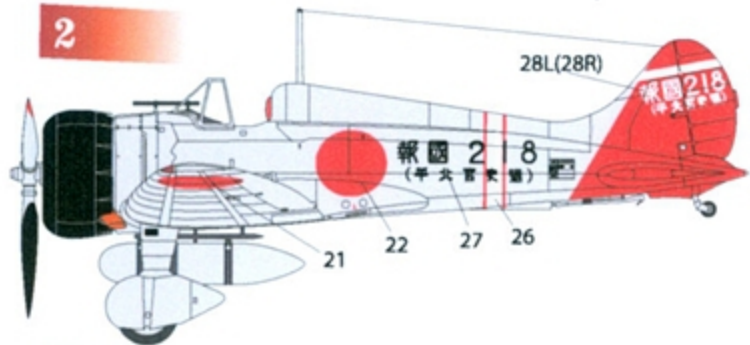
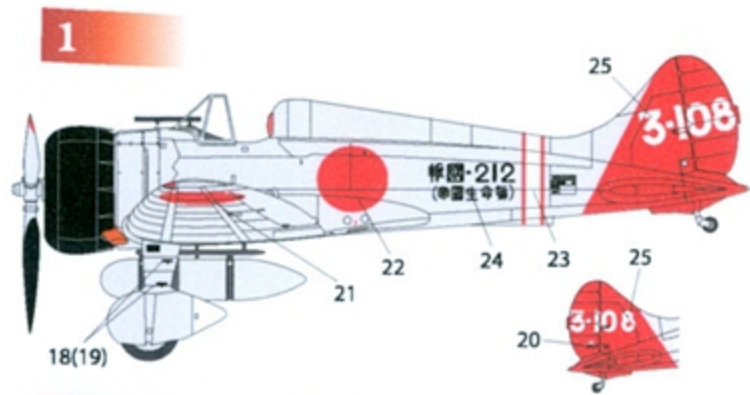
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<http://lifelikedecals.sakura.ne.jp>



# Lifelike decals 48-054 Mitsubishi A5M Part 2





# Lifelike decals 48-054 Mitsubishi A5M Part 2

**A/C #1 A5M2b late, 3-108, Houkoku-212 (Teikoku Seimei Go) flown by NAP 1/C Kyosaku Aoki of 12th Kokutai, Anqing AB/China, end of 1938.**

Photo/ ref. 1, 4, 9. Illustration/ ref. 1, 4, 8.

\*Houkoku-212 was donated on October 15, 1938 (location unknown).

\*Two photos of this A/C are shown in ref. 1, 4 and 9, and its illustration in ref. 1, 4 and 8. In both photos NAP 1/C Aoki is standing by this A/C, and this A/C is thought to be his personal mount.

\*A white band (with red trim) is applied on the fuselage and arrestor hook cover, and tail code "3" is of an angular shape. Tail code is applied horizontally to the ground. Rear end of its landing gear spats is painted white (might be taken from another A/C, when mud accumulated in the rear cover).

\*NAP 1/C Aoki graduated pilot training course in March 1934, shot down two SB bombers with type 95 carrier fighter when with Soryu Fighter Group, and lived through the Pacific War, but other detail of his wartime career is not known.

**A/C #2 A5M2b late, Houkoku 218 (Heihoku Kanri Go), probably 14th Kokutai, Sanzao Dao (small island south of Macau), December 1938 to early 1939,**

Photo/ ref. 1. Illustration/ ref. 13.

\*Houkoku 218 was donated by the bureaucrats of Phyonganbukto/North Korea on November 19, 1938, and "驍" was used for the Houkoku mark. But the mark does not have hyphen between "報国" and "218".

\*Gun sight was not fitted during the ferry flight, but was installed at the frontline unit (presumed to be 14th Kokutai, as it carries a white band on tail). There is a dark band-like area in front of red tail during ferry flight, but such dark area is not observed in the frontline photo.

\*Frontline photo does not show tail unit code, so it is presumed that the photo was taken soon after it was donated and delivered to frontline. If it is indeed 14th Kokutai, its location should be Sanzao Dao (a small

island south of Macau).

**A/C #3 A5M2b late, 3-162 flown by NAP 1/C Kazuo Tsunoda of 12th Kokutai, Anqing AB/China, August 1938.**

Photo/ ref. 1, 5, 6. Illustration/ ref. 5, 8.

\*This A/C is a very early production of type 2-2 late with the angular small windscreen of type 2-2 early.

\*Its landing gear spats is painted in red, and white fuselage band has red trim. Pilot of this A/C is said to be NAP 1/C Kazuo Tsunoda, who reached the ace status with 9 victories in the Pacific War, and was promoted to Lt. (J.G.).

**A/C #4 A5M4, W-121, Houkoku-307 (Koku Keiki Go) of Soryu Fighter Group, probably Japanese mainland, probably November 21, 1939.**

Photo/ ref. 1, 12. Illustration/ ref. 1, 3, 4, 8, 11.

\*The only photo of this A/C is shown in ref. 1 and 12. Caption of ref. 12 (1976) says the fuselage band is red, but more recent ref. 1 says it is blue. This trim is apparently lighter than the red paint of Hinomaru, tail marking or fuselage band (indicating 1st Carrier of 2nd Carrier Division), so blue color (rather light color) would be correct. (Claude of Soryu Fighter Group very often uses blue color as with their Zero fighters.) This diagonal band is attributed to Shotai-cho. Its Houkoku Go mark uses "驍".

\*Houkoku-307 was donated at Haneda AB on August 7, 1939 (ref. 15). This photo was said to be taken on December 6, 1938 at Amoi Port/Taiwan, but this date is contradictory to the donation date of this A/C. Carrier Soryu was stationed in Japanese mainland, and was engaged in carrier flight training from 1939 to 1940 (when the tail code was W-). This photo is more probably taken on November 21, 1939, when the famous photo of Lt. Tamotsu Yokoyama's W-101 (A/C #3 of 48-055) was taken on the deck of Soryu. Pilots are wearing a rather thick flight jacket.

\*Though upper surface of wing is not visible in this photograph, there should a large Houkoku Go mark on top of wings like W-101.

**A/C #5 A5M4, Houkoku-317 (Miyagi Suisan Go) of 14th Kokutai, Haikou AB/China, Autumn to early December 1939.**

Photo/ ref. 1, 4, 6. Illustration/ ref. 6, 8, 10, 13.

\*Houkoku-137 was donated at Sentai AB on August 20, 1939, and no Houkoku Go mark was applied on the upper wing.

\*The only photo of this marking is shown in ref. 1, 4 and 6, but its time and location are not known. Two white bands were already applied on tail, which indicates this photo was taken soon after it was delivered to 14th Kokutai. The caption of the photo (ref. 6) of A/C #6 (with 9-137 applied on its tail) indicates the photo was taken after 14th Kokutai moved to Haikou AB on January 20, 1940. But the Unit history (ref. 16) shows 14th Kokutai moved to Nanming AB in late December 1939. So probably the photo of this marking was taken in Haikou AB in autumn to early December 1939.

\*White fuselage band (indicating overseas operation) has red trim.

**A/C #6 A5M4, 9-137, Houkoku-317 (Miyagi Suisan Go) of 14th Kokutai, Nanning or Hankou AB/China, January to August 1940.**

Photo/ ref. 1, 4, 6. Illustration/ ref. 6, 8, 10, 13.

\*This is the later stage marking of A/C #5 with unit code 9-137 applied on its tail, and two photos of this stage are shown in ref. 1, 4 and 6. Ref. 6 shows this photo was taken at Haikou AB on January 20, 1940, but the Unit history (ref. 16) shows 14th Kokutai moved to Nanming AB in late December 1939. 14th Kokutai further moved to Hankou AB in May 1940 before transitioning to Zero in September 1940. So these photos should be taken during these periods.

\*As with other 14th Kokutai Claude, 9-137 and white bands are applied parallel to the ground, when the A/C is parking in the base.

**A/C #7 A5M4, S-160, Houkoku 367 (Daini-Tokyo-Kamisho Go), Chitose Kokutai, Roi Island (part of Marshall Islands), October to November 1941.**



**A/C #8 A5M4, S-153, Houkoku 373 (Isetan Go), Chitose Kokutai, Roi Island (part of Marshall Islands), October to November 1941.**

Photo/ ref. 7.

\*Photos of these A/C (under re-build from component parts) are shown in ref. 7, and the original photos are stored in the Library of National Institute of Defense Studies. These photos show S-153 is Houkoku-373 (Isetan Go) and S-160 is Houkoku-367 (Daini Tokyo Kamisho Go), and both Houkoku Go mark use "驍" Kanji. Houkoku-373 was donated at Haneda AB on July 15, 1940, and the ceremony photo is shown in ref. 6. Houkoku-367 was donated on September 15, 1940 (location unknown).

\*S-153 has its blue fuselage band applied with Houkoku Go mark neatly covered, but the photo of S-160 does not show any tonal difference on fuselage sides, so there should NOT be any blue fuselage band applied. Another photo in this sequence shows S-158 has red fuselage band, so it is difficult to say whether any fuselage band (either blue or red) is applied on S-160 later. If any fuselage band was applied later, Houkoku Go mark should have been masked neatly as with S-153.

\*The blue band on the fuselage of S-153 or on the tail of S-160 is much brighter than red paint of the tail, so relatively light blue color (similar to W-121 (A/C #4) ) should have been used.

\*it should be noted that the tail red paint is NOT straight from top to bottom, and has somewhat forwarded demarcation line on the fuselage.

\*The broad blue band on S-153 is not included in this decal. Modelers can paint this blue band by covering the Houkoku Go mark area with the attached mask, or apply silver mark 43a over the blue band and then Houkoku Go mark. Position of the template or silver mark can be fixed with reference to the fuselage panel line.

**A/C #9 A5M2b late, 9-176 of 14th Kokutai, Nanning AB/China, December 1939 to January 1940.**

Photo/ ref. 1, 9.

\*This is very unique marking of Claude with camouflage on fuselage and wings while red tail is retained. The only

photo of this A/C is shown in ref. 1 and 9, but the time and location in their captions are quite different. The two photos in ref. 1 (p54~55) is captioned as Sanzao Dao and summer 1938, but in ref. 9 these photos are captioned as Nanming AB in late December 1939 to middle of January 1940. Some camouflaged Claude is among the NMF Claude, so it would be reasonable to think the camouflage paint was applied on NMF Claude. Besides ground crews are wearing relatively thick long-sleeve shirt. Taking southern China location into consideration, these observations would indicate that the photo was taken, as ref. 9 says, at Nanming AB in late December 1939 to middle of January 1940.

\*The photo of ref. 9 is much clearer, but still the demarcation line of dark green and brown color is not easily discernible. The illustration here is our best guess. On the other hand, its landing gear spats and drop tank is shining under the sun-light. This indicates its under-surface is NMF.

**A/C #10 A5M4, U-114, Houkoku-170 (No. 32 Zennihon Go), Hyakurihara Kokutai, Hyakurihara AB, 1940~1941.**

Photo/ ref. 2.

\*Hyakurihara Kokutai was activated on December 1, 1939 from Tsukuba Kokutai Hyakurihara Detachment, and mainly engaged in the pilot training for bombers and attacker. After the war the AB was converted to farm land, but was refurbished to become modern AB. Now it is a JASDF AB.

\*The only photo of this A/C is shown in ref. 2, but when and where Houkoku-170 was donated is not known (probably in 1938 from ref. 15). There is some band-like dark area in the rear fuselage, indicating this A/C was once deployed for overseas duties.

**A/C #11, A-151 of Suzuka Kokutai, Suzuka AB, 1940~1941.**

Photo + illustration/ ref. 4.

\*Suzuka Kokutai was activated at Suzuka AB on October 1, 1939 as a training unit for reconnaissance pilots, but for a short while it was equipped with Claude. This Kokutai was disbanded and absorbed to Suzuka Daiichi Kokutai,

and prepared for the final battle in homeland.

\*The only photo and illustration of this A/C is shown in ref. 4. The non-standard tail red paint is quite unique.

**A/C #12, A5M4, G-102 of Genzan Kokutai, location unknown (probably Woosan AB/North Korea), November 15, 1940 to September 1941.**

Illustration/ ref. 14.

\*Genzan Kokutai was activated in Genzan/North Korea on November 15, 1940 with fighters and bombers, and moved to Hankou AB/China in April 1941. When this Kokutai returned to Genzan in September 1941, fighter group was not included.

\*Illustration of this A/C is shown in ref. 14, but we could not find the photo. Caption of this illustration says November 1940 to September 1941, and time/location could not be established.

**A/C #13, A5M4, オタ-163 of Oita Kokutai, Oita AB, 1943.**

Photo/ ref. 1 (see also 4 and 11 and illustrations therein).

\*Oita Kokutai was activated in Oita AB on December 15, 1938 as a training group for carrier fighters and attackers, and was disbanded on March 15, 1944 when its duties were transferred to Tsukuba Kokutai.

\*The only photo of this A/C is shown in ref. 1, and it clearly shows a red band aft of cowling and red flash on landing gear spats. This red flash on spats is often seen on Oita Kokutai's Claude.

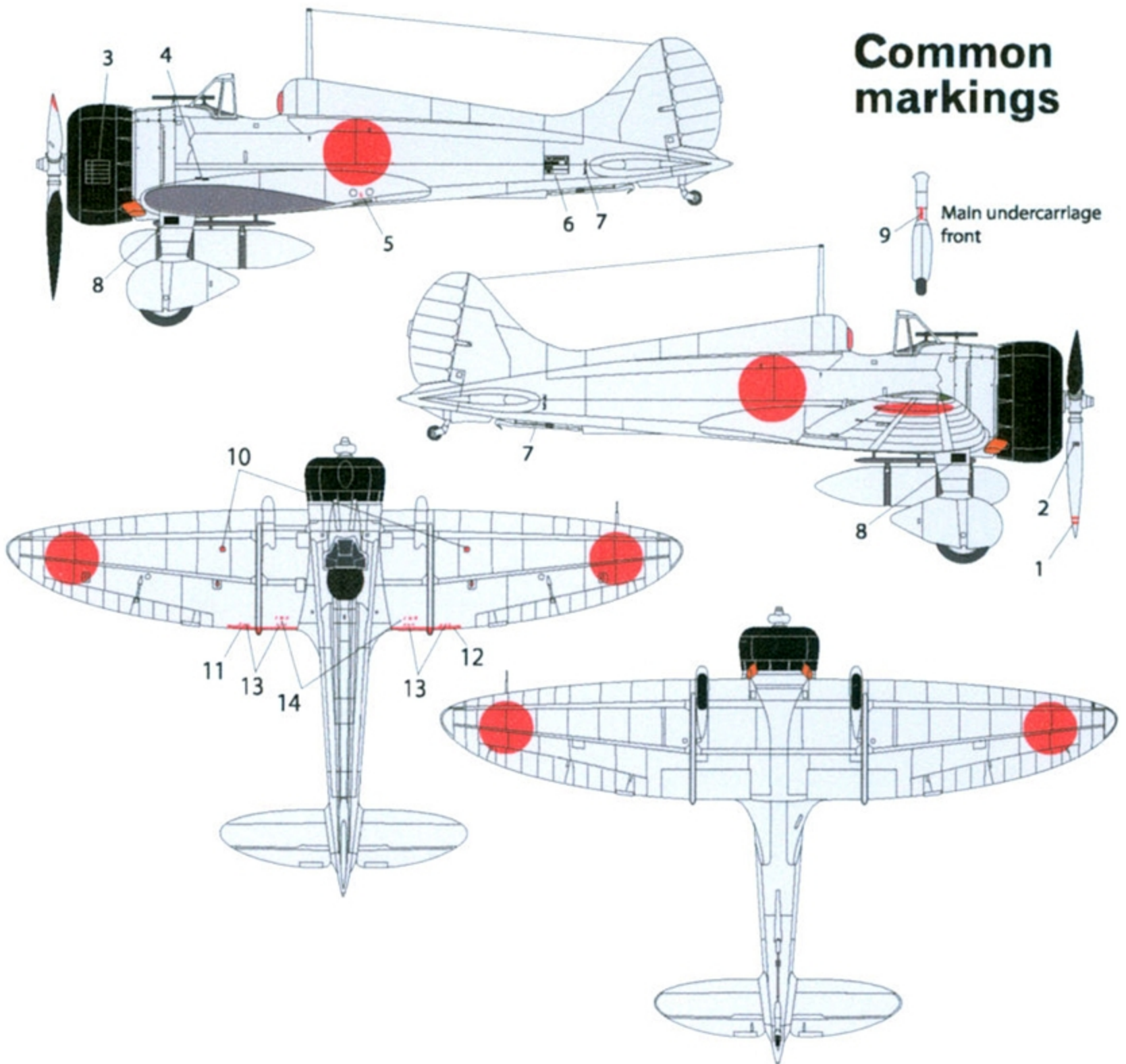
\*The illustration of "オタ-110" in ref. 4 and 11 shows black 110 on lower wings, but such number is not seen on the lower wing of "オタ-157". Lower wing area of "オタ-163" is not visible in the photo, and existence of such numbers on its lower wing is not confirmed.

(Note)

The letter "報 国" is not always of the same style, and two types of "Go" Kanji, "號" or "驍", were used, so which type of Houkoku Go mark is used should be checked with the photo.



# Common markings



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