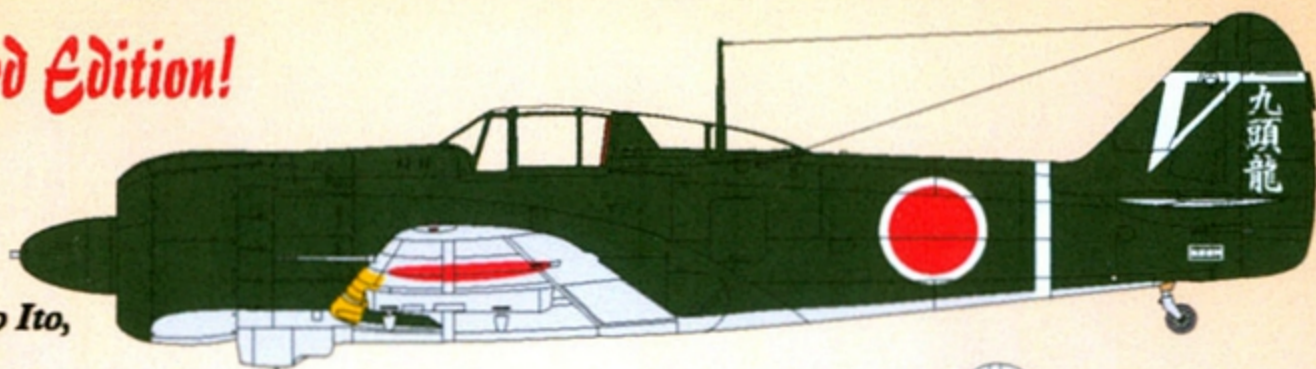
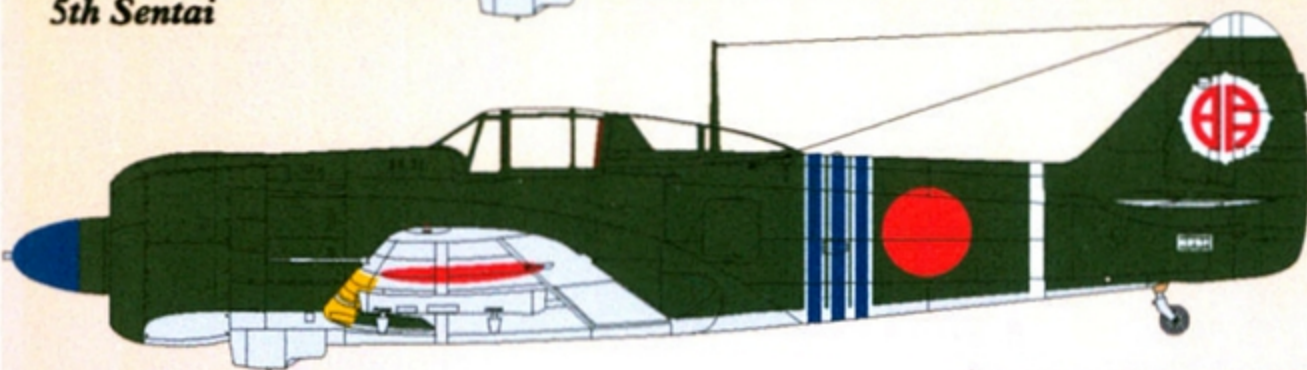


*Limited Edition!*

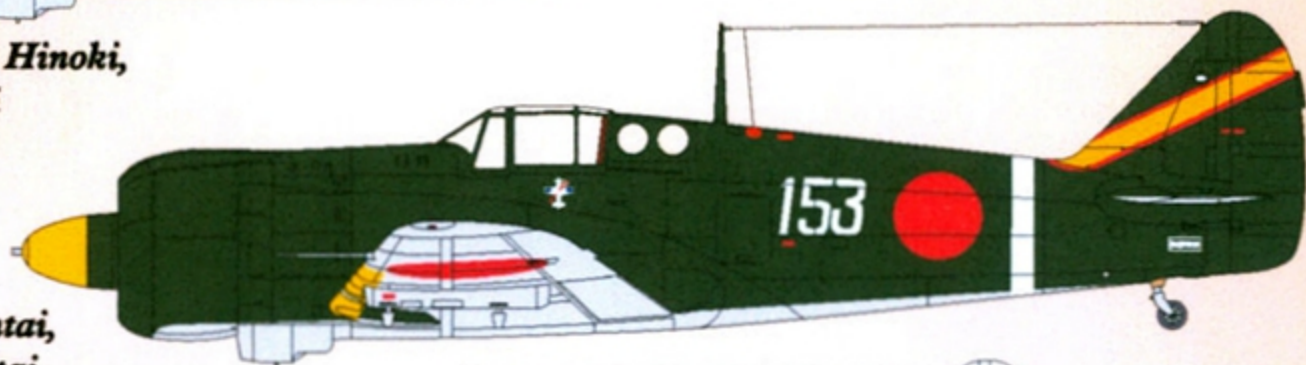
*Capt. Totaro Ito,  
5th Sentai*



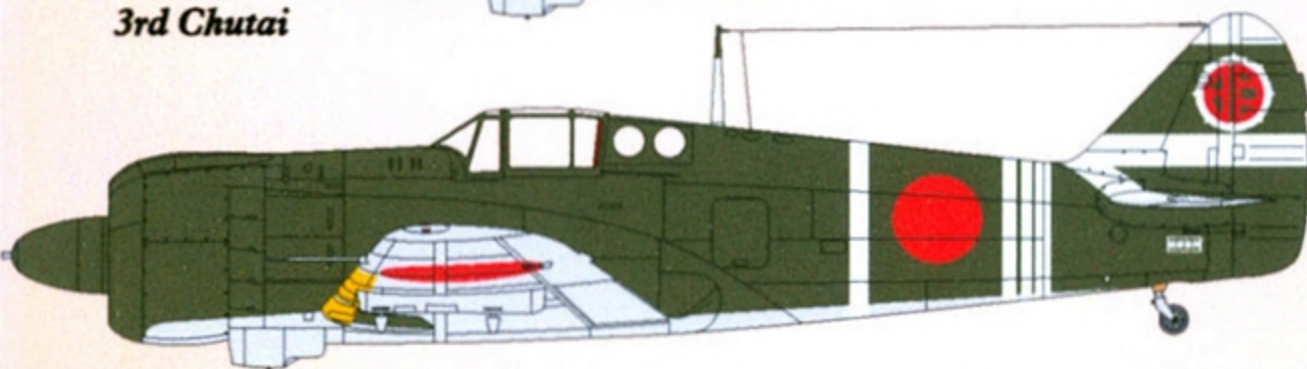
*Major Yohei Hinoki,  
111th Sentai*



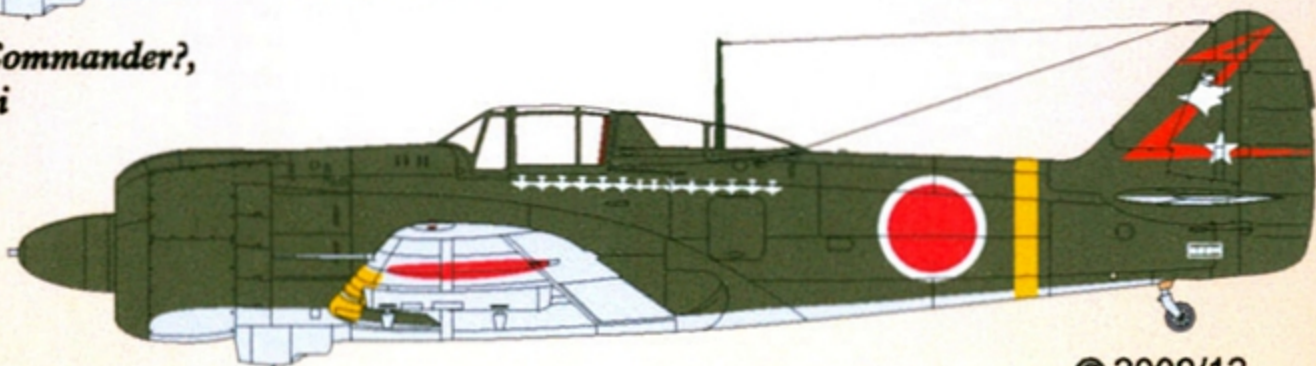
*59th Sentai,  
3rd Chutai*



*1st Daitai Commander?,  
111th Sentai*



*Maj. Teruhiko Kobayashi,  
244th Sentai*



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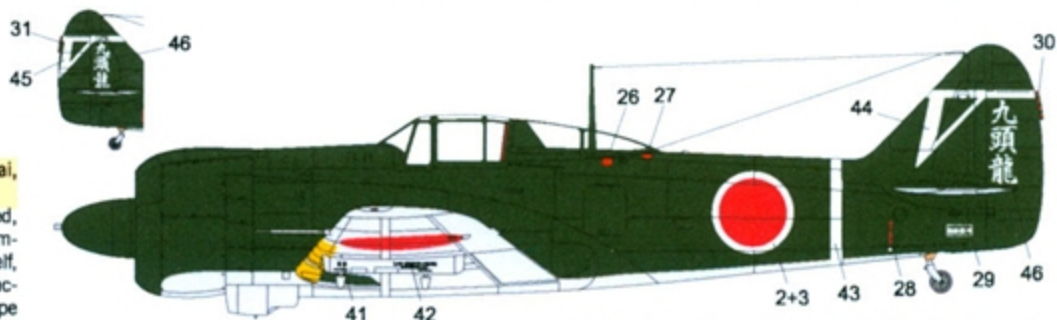
Recommended kits: Hasegawa Ki-100

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# 48-030 Kawasaki Ki-100 Part 1



**A/C #1** Ki-100 Otsu flown by Capt. Totaro Ito, 5th Sentai, 1st Chutai, Kiyosu AB, early summer 1945.

The marking of this A/C is not photographically evidenced, but similar illustration adorned the cover of the pilot's memoir book (ref. 2). Though we could not get this book itself, we think this marking is very probable (probably painted according to the pilot's comment), as it is known that his Type 97 fighter (Nate) and Toryu also carried the same "九頭龍" mark on their rudder (ref. 3 & 4). "九頭龍" mark in the book cover illustration was slightly bigger and a bit too big for the rudder and tail, so we made it smaller to fit these better.

九頭龍 (literally translated as "nine head dragon") is the name of the temples in various area in Japan, and there is one near his birthplace (Fukui Prefecture). Maybe he

used this name to get his warrior's luck, and he indeed lived through the war with more than 13 victories with Toryu, Hien and Type 5 fighter, all of which are heavy bombers and includes more than 9 B-29.

**A/C #2** Ki-100 Otsu, flown by Major Yohei Hinoki, Commander of 2nd Daitai, 111th Sentai, Akeno AB, July 1945.

Major Hinoki was born in Tokushima Prefecture in 1919, and the marking of his Ki-100 was clarified by the model club members in Tokushima (ref. 5). They were so kind as to give us copy of the letter from Major Hinoki himself. Major Hinoki's Ki-100 is illustrated on the cover of ref. 6, but this is based on Mr. Osuo's research.

Major Hinoki's letter clearly indicates that (1) 3 cobalt blue fuselage bands outlined in white in front of Hinomaru, (2) one white fuselage band only aft of Hinomaru, (3) one dark blue diagonal band (white outline) on each wing (in memory of his former leader, Major General Tateo Kato of 64th Sentai), and (4) cobalt blue spinner. He faintly remembered Sentai mark on the rudder in red and white and some A/C number on lower rudder (and landing gear cover also), but could



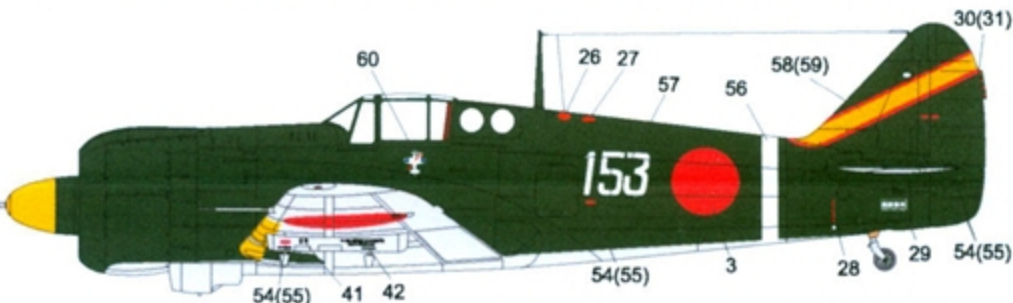
not remember its number exactly. He did not remember the tail tip white marking, but several existing photos of this Sentai A/C show such marking. As he did not comment on the non-existence of white outline on fuselage Hinomaru, we did not apply this outline.

Major Hinoki scored more than 10 victories (including one

P-51) with Hayabusa in Burma, but on November 27, 1943 he was shot in and lost his left leg during combat with another P-51. He continued to fly with one leg in Japanese homeland, and scored another P-51 on July 16, 1945 over Ise Bay. He finished the war with 12 victories, and passed away in January 1991 at the age of 71.

**A/C #3** Ki-100 Kou of former 59th Sentai 3rd Chutai, Ashiya AB, October 1945.

The marking of this ex-59th Sentai Ki-100 is well documented by the three photos on p22 of ref. 7, but a much clearer close-up photo of the kill mark is recently published in ref. 8. These photos show that (1) no white outline on Hinomaru on wings and fuselage, (2) one white fuselage band aft of Hinomaru and (3) kill mark is arrow-pierced P-51 with national insignia on wings! We agree to Mr. Sakurai's (244th Sentai Association) view that this kill mark was applied by the advancing American troops, and not the score of 1st Lt. Naoyuki Ogata (ref. 4), as it is too elaborate and detailed for Japanese crew members to paint, and in 1945 Japanese pilots/crews were quite reluctant to paint kill marks on their A/C in fear of the brutal punishment by Allies after the war. Its A/C number "153" is partially visible behind the propeller



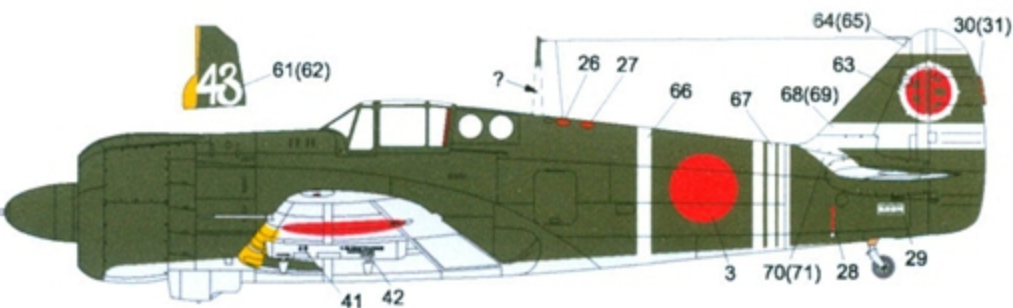
of #022 in the photo of ref. 7, p52. It clearly shows that all numbers are tilted, and the space between 5 and 3 is much narrower than that between 1 and 5. Whether it had 53 on

its landing gear cover is not clear from all photos. When photographed (after the war), all guns were removed, and gun opening on wings is covered with red tapes. Only one drop tank is hanging below the right wing.

**A/C #4** Ki-100 Kou, possibly flown by Commander of 1st Daitai 111th Sentai, Akeno AB, July 1945.

The photo and illustration of this gaudy marked Ki-100 is shown in ref. 6, and thought to be the A/C of commander of 1st Daitai, the 111th Sentai. The photo caption says it was taken in front of the main hanger of the Akeno AB, which implies that this photo was taken soon after the formation of the 111th Sentai before it moved to Sano AB, which indicates that this would be the A/C of Major Toyoki Eto, who took this position in July-August 1945.

The photo does not show white outline on fuselage Hinomaru, and Sentai emblem on its tail seems to be red "明" applied directly on tail color with white surrounding. The illustration in ref. 7 shows black fuselage color, but the photo apparently shows middle tone fuselage color, and should be

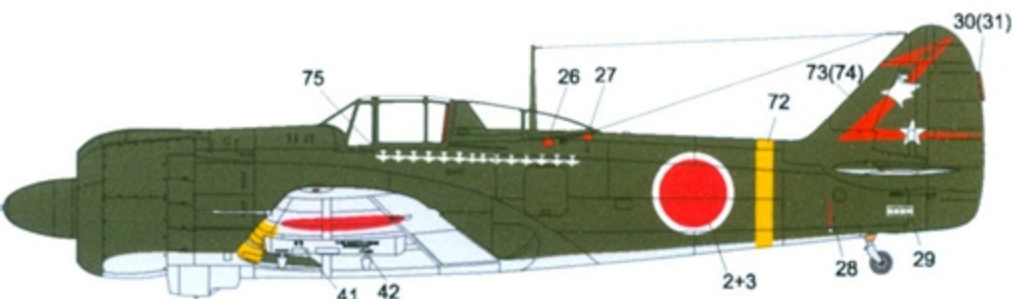


painted in yellow green #7. Magnification of the photo shows that "43" on landing gear cover is very unique style (different from that illustrated in ref. 7) with hand painting,

and no number on lower rudder. As A/C #80 had its antenna painted mostly in white, this A/C might also have had white painted antenna.

**A/C #5** Ki-100 Otsu flown by Major Teruhiko Kobayashi, Commander of 244th Sentai, Chofu AB, May 17, 1945.

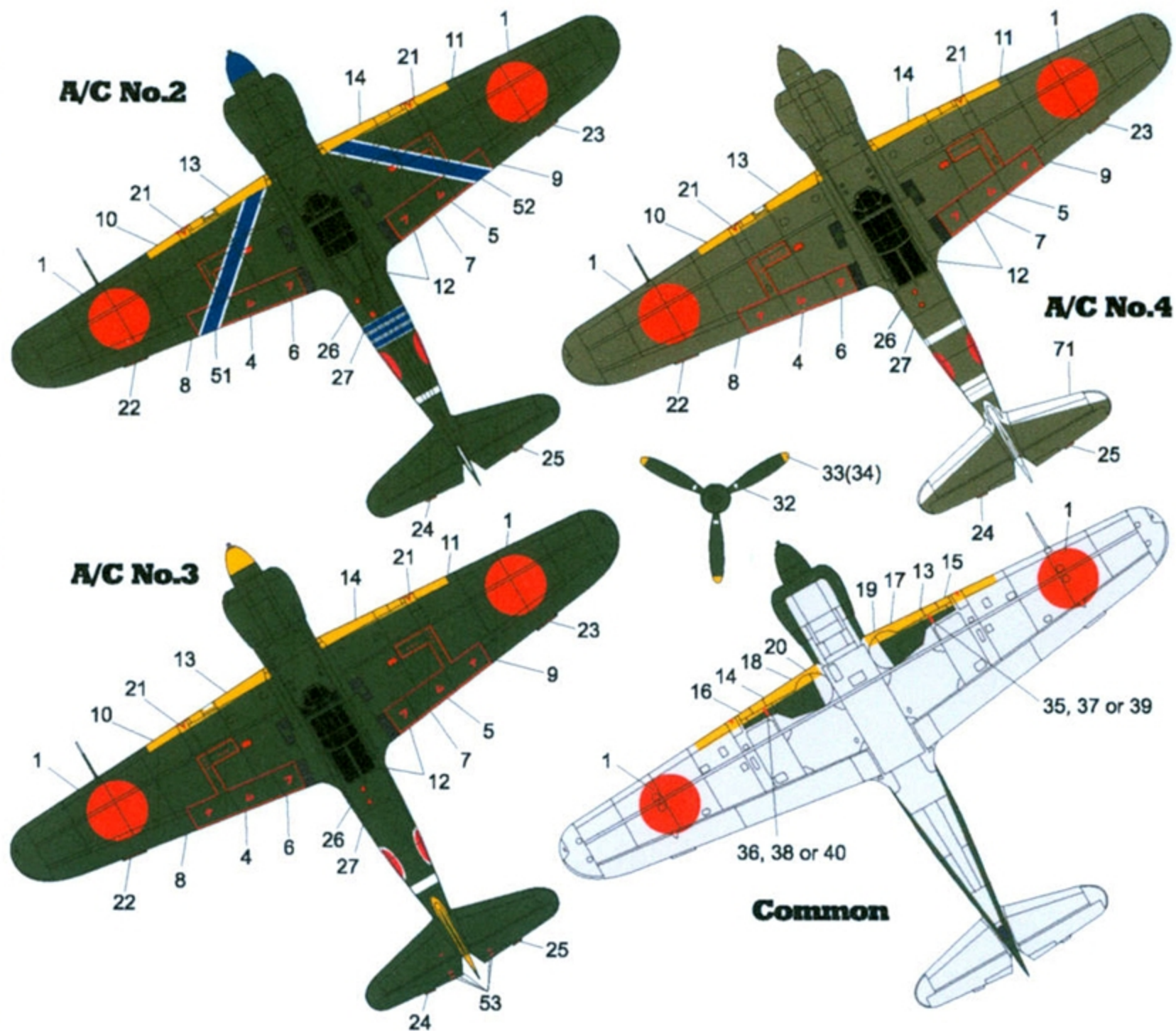
This marking was once covered in our decal 48-005, but deserves to be included here again, now in yellow-green #7. The only known photo of this A/C is shown in ref. 7, 9 & 10, and shows only a part of kill marks. Ref. 11 shows its whole tail section in red (as with his former Hien) with a blue band on the fuselage. But this is quite questionable. This photo was taken on May 17 1945 when the 244th Sentai started out for Chiran AB via Miyakonjo AB. At this time the unit was discharged from the Empire Capital Defense duties, so there was no need to show morale-boosting special markings. It was considered very risky to show the identity of the Commander's A/C in a long flight from Chofu to Chiran. The 30th Fighter Command would likely have ordered them to camouflage the planes in a more prudent manner. That said, we think there was no red tail or fuselage band on this A/C, but rather a yellow fuselage band and tail Sentai marking should be the same as the other Ki-100s



departing for Chiran AB as shown in ref. 7 & 9. This A/C was lost in a taxing accident soon after its arrival at Chiran AB. Ref. 11 shows its A/C number as "68" (it should be on the tail as well), but we do not have any information to confirm this.

The photo shows 6 B-29 kill markings. We think the se-

quence of these was true to history, since this was his personal A/C. If so, the 6 B-29 silhouettes should be either the first 6 or last 6 markings of the total of 14. If they are the former, then the end of the kill markings string should have overlapped the Hinomaru. Thus we think they were positioned as shown here, which is more reasonable from the practice of the unit.



Through the recent research by Mr. Katabuchi (ref. 1) it was found that all Type 5 fighters were finished in yellow-green #7 following the Army directive (summer 1944, after the fall of Marianas) to paint all the A/C in the production line in this color. This color was also applied on fuselage inner surface, propellers, wheel wells, both sides of landing gear cover and drop tanks, while the landing gear itself remained unpainted. The lower surface of the A/C was left unpainted. Yellow-green #7, when fresh, is a rather dark color, very close to American OD and darker than Hinomaru, but easily faded to light brown which is lighter than Hinomaru. This is a nitro-cellulose paint, and was more flammable than benzoin-cellulose paint. To make this difference clear "迷彩塗料" mark was painted on lower tail.

Special thanks to Tokushima Modelers Club for the information of Hinoki's A/C and a copy of his personal letter.

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