

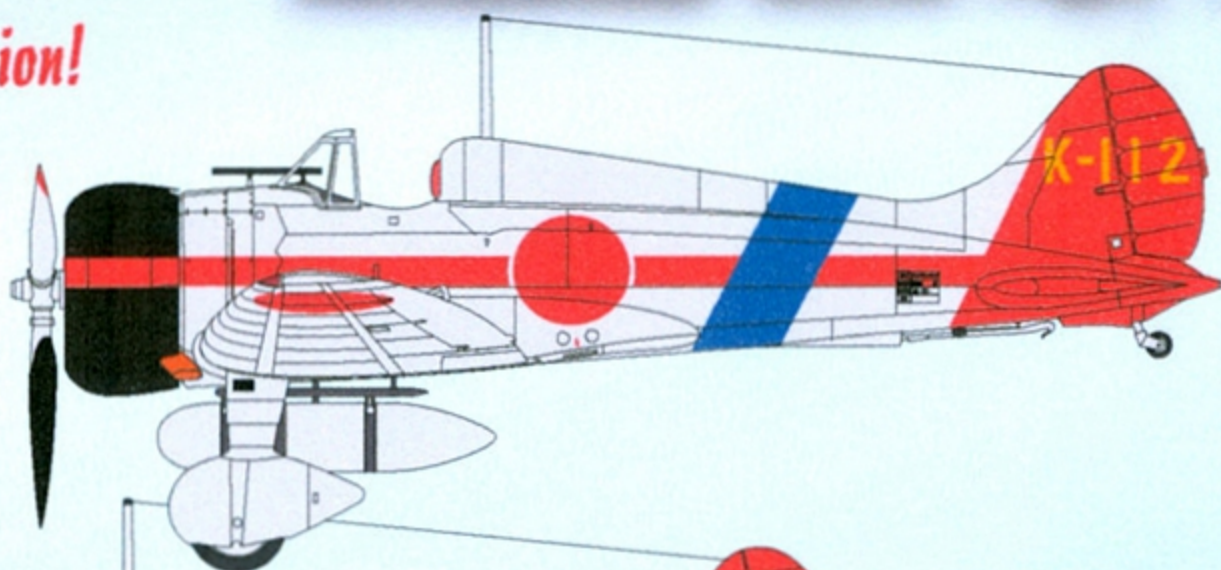
Lifelike Decals

48-053

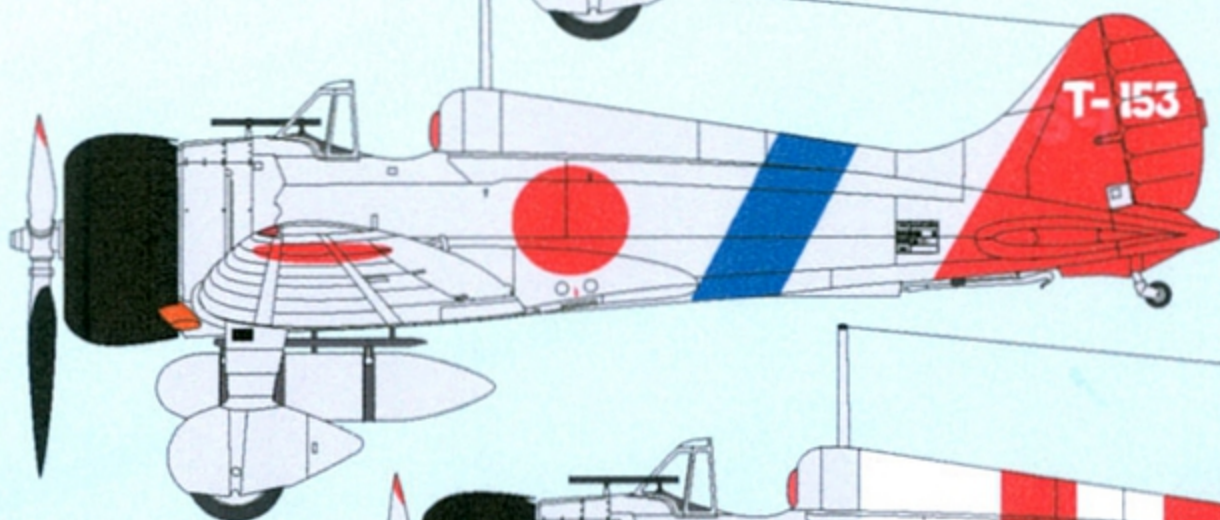
Mitsubishi A5M Part 1

Limited Edition!

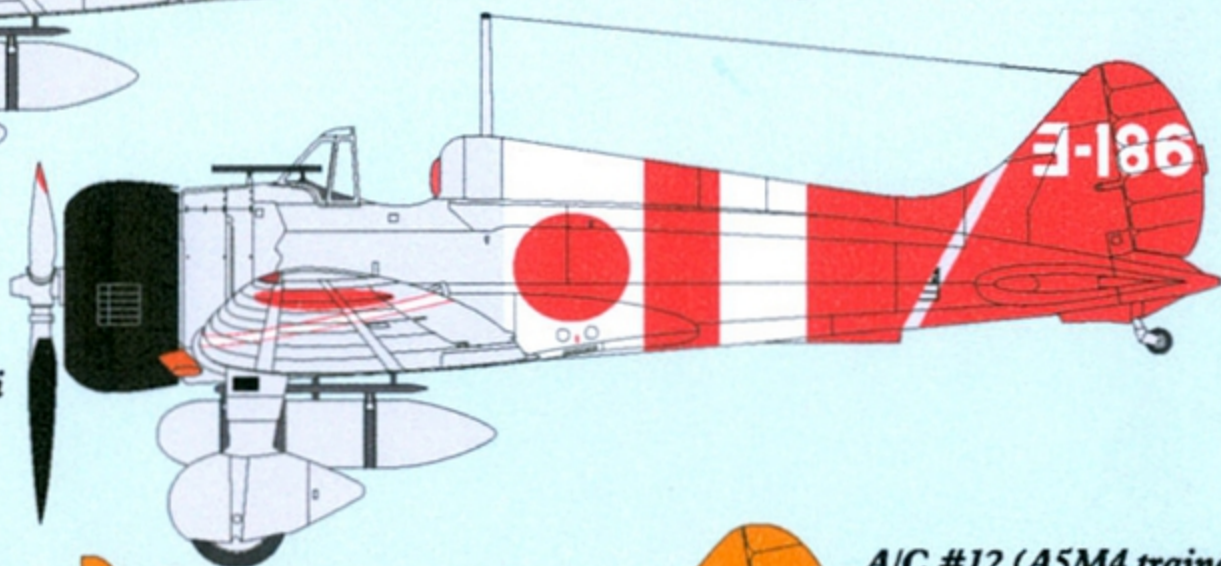
*A/C #5 (A5M4),
Kaga Fighter Group*



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



*A/C #10 (A5M4),
Yokosuka Kokutai,
NAP I/C Hideo Oishi*



*A/C #12 (A5M4 trainer),
Kasumigaura Kokutai,
Matshushima
Detachment*



A total 12 markings are featured herein.

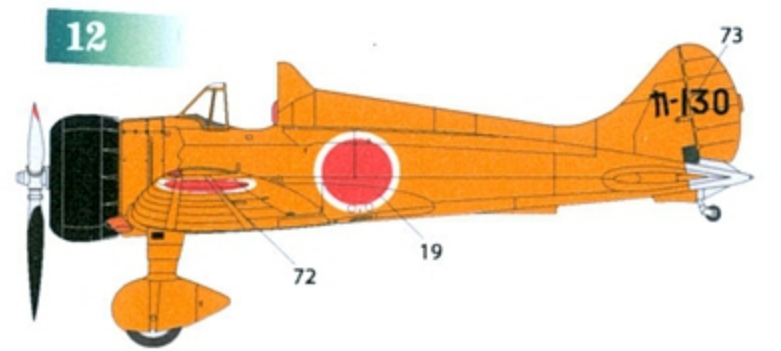
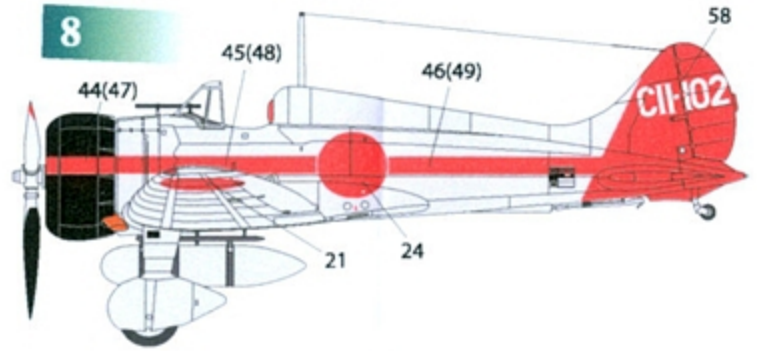
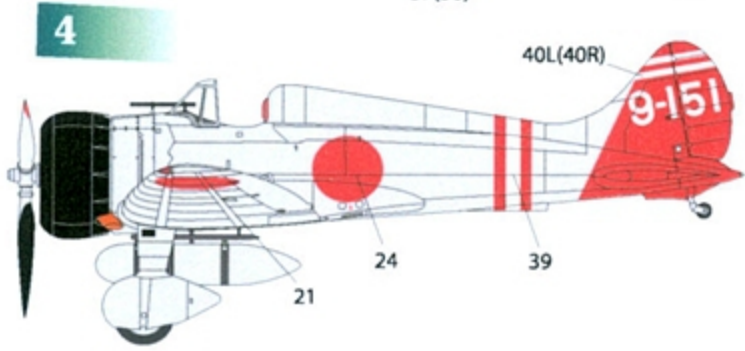
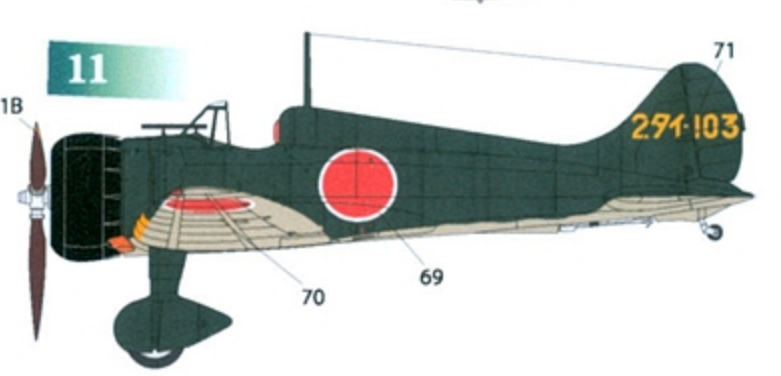
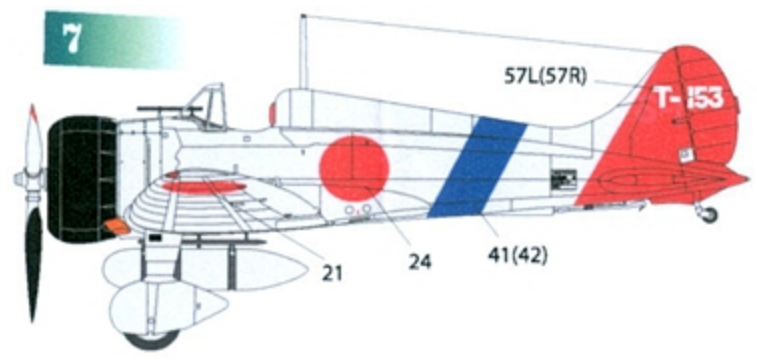
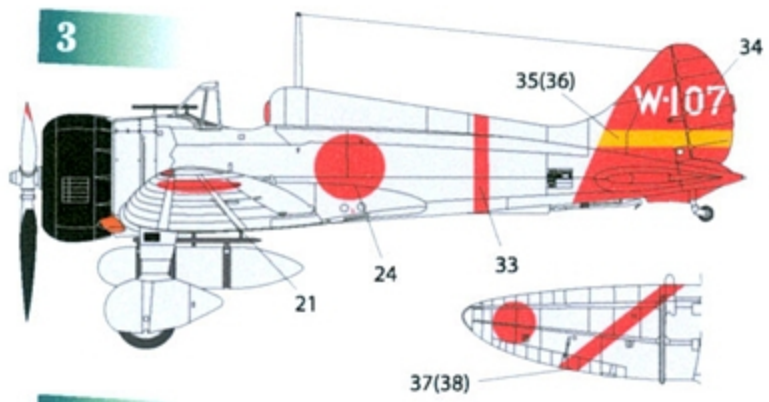
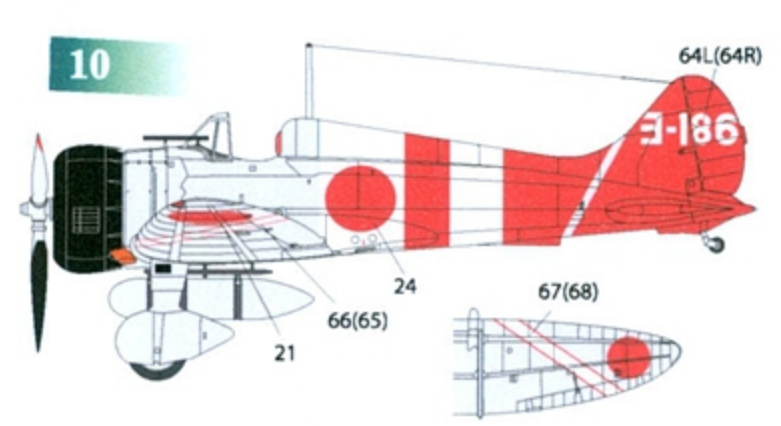
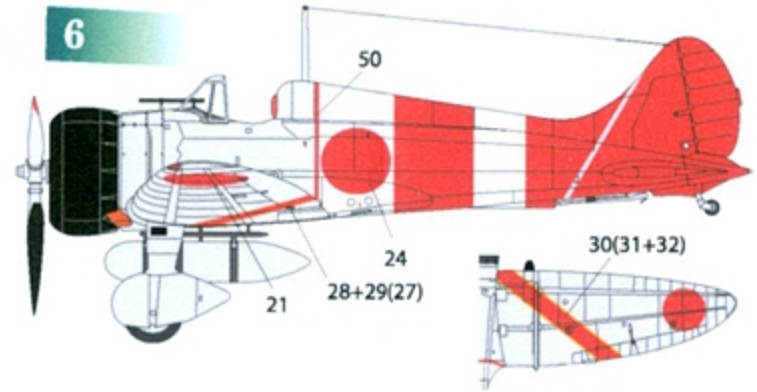
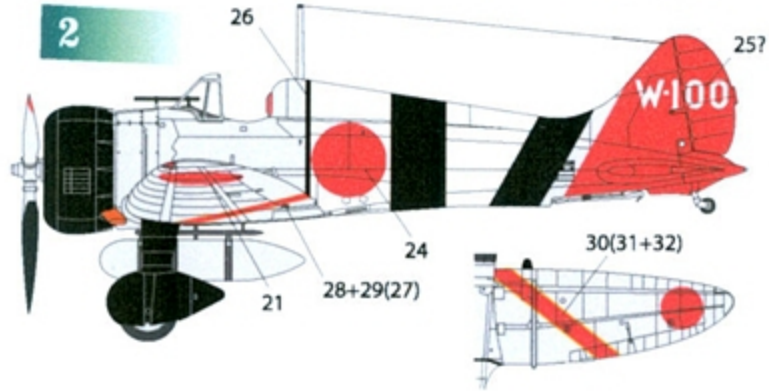
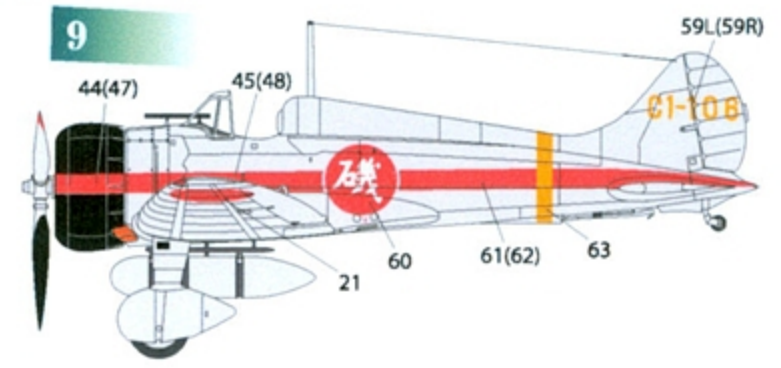
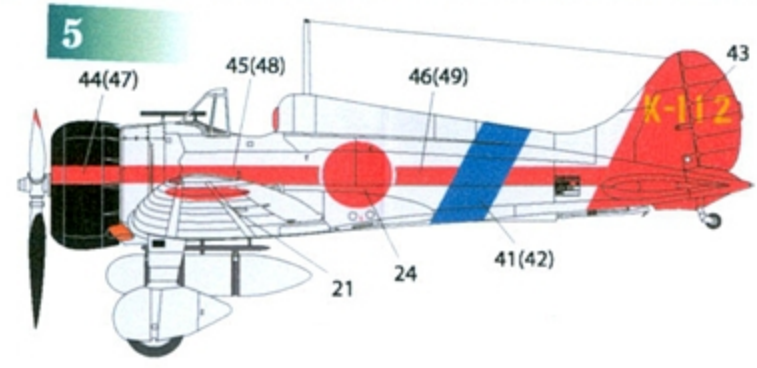
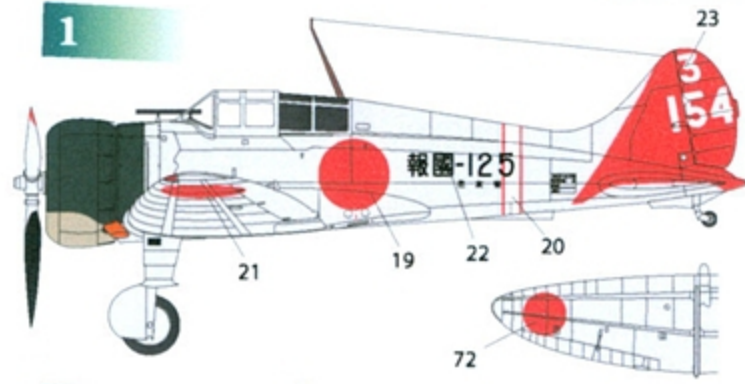
Recommended kits: Fine Molds or Wingsy Kits

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Lifelike decals 48-053 Mitsubishi A5M Part 1



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A/C #1 A5M2b early, 3-154, Houkoku-125 (Daiichi Sumitomo Go) of 12th Kokutai, KongDa AB/China, 1938.

Photo/ ref. 1, 7. Illustration/ ref. 1, 7, 10

*Houkoku-125 was donated at Tatetsu AB in Osaka on December 18, 1937 (ref. 19).

*Its fuselage and wings are NMF, and a relatively narrow white outline was attached to fuselage Hinomaru (no white outline on wing Hinomaru). Nose section is painted in dark color, and lower part of cowling is slightly darker than NMF. Besides Houkoku-Go mark does not have () and Sumitomo-Go mark. These observations indicate that originally this A/C was camouflaged in dark green/gray green colors, and Houkoku-Go mark was re-applied to fuselage after camouflage colors were removed. It should be noted that Kanji character "報" is somewhat distorted, and red tail marking is not applied on lower stabilizer and fuselage. (As the precise form of "報" is not discernible from the photo, normal style mark is included in this decal). It seems that the white fuselage band is not applied to arrester hook cover.

*Rear part of landing gear spats is removed.

A/C #2 A5M4 flown by the Flight Commander of Soryu Fighter Group, probably Japanese mainland, December 1939 to early 1940.

Photo; ref. 8, 10. Illustration/ ref. 1, 2, 5, 6, 8, 10, 12, 17.

*It is not known firmly when and where the only photo of this A/C was taken. It is often claimed that this photo was taken at the same time W-101~103 was photographed on the deck of Carrier Soryu (with deck white line in frame), but the photo clearly shows other Claude in far distance, and indicates it was taken at some land base rather than on a carrier deck. As Carrier Soryu returned to Japanese mainland in December 1939, and its fighter group participated carrier flight training in Kasanohara AB in early 1940, this photo was probably taken around that time.

*This A/C carries black/white/black/white/black fuselage band and wing diagonal bands. The area between the fuselage black bands are clearly painted in white (note tonal difference between white and NMF in the photo). As the tail section of the A/C is out of photo, we followed the illustration of ref. 1, 5, 6, 8, 10 and 12 for the rear fuselage diagonal band. The wing band is said to be black with white outline, but it is lighter than the fuselage black band on wing fillet, so should be red. Its trim (said to be white) is in the middle hue between wing diagonal band and white fuselage band on wing fillet, so should be yellow.

*These gaudy marking is attributed to the A/C of Flight Commander, but its A/C code on tail is not known. It might be W-100, as the fighter group under his control is allocated the number 101~199 and the carrier bomber group is allocated the

numbers 201~299.

*As NAP 1/C Matsuo Hagiri is sitting on its wing, it is always claimed that this A/C is his personal mount and another marking of his W-102. But as Mr. Nohara/Mr. Osuo indicate in ref. 6 and 7, any pilot with a rank of NAP 1/C cannot be Flight Commander. It should be taken that NAP 1/C Harigi is just sitting (unconsciously or on purpose) on the wing of his Flight Commander's A/C, which should be different from W-102. The name of Flight Commander (Lt. or Lt. Commander class officer) is not known.

*Please paint the black/white fuselage bands.

A/C #3 A5M4, W-107 of Soryu Fighter Group, location unknown, fall of 1940 to spring 1941.

Photo/ ref. 1, 4, 7, 9, 11, 13. Illustration/ ref. 7, 10, 12., 13.

*Carrier Soryu returned to Japanese mainland in December 1939, and their pilots were engaged in carrier flight training from the beginning to fall of 1940, but from the middle of September it was again deployed to Indo-China and Formosa. In the two photos of this A/C are many other Claude on the deck, but when and where these two photos were taken is not known precisely.

*This A/C had red fuselage band of 1st Carrier of 2nd Carrier Division, and the yellow band below the tail code is said to indicate Shotai-cho. Tip of upper wing diagonal band (red) is seen on wing leading edge.

A/C #4 A5M4 9-151 of Lt. Motonari Suho (Buntai-cho) of 14th Kokutai, Nanning AB/China, December 1939 to early 1940.

Photo/ ref. 1, 7, 8, 9. Illustration/ ref. 1, 3, 4, 6, 7, 8, 9, 10, 12.

*Marking of this A/C is clearly shown by the three photos of this A/C taken on Nanning AB/China. The white fuselage band (indicative of overseas operation) is flanked by two red bands with white outline. Tail code and white bands are painted to be parallel to the ground, when the A/C is on the ground. These white tail bands are typical of 14th Kokutai.

*Lt. Commander Suho was born in Tottori Prefecture in 1912, graduated the Naval Academy in 1934, and was deployed to Chinese front in February 1938 as Lt. (J.G.) of 12th Kokutai. He shot down a total of 3 enemy A/C after his first victory on April 29, and transferred to 14th Kokutai as Buntai-cho (Lt.) in October 1939. He was the tope ace among the officer pilots in the Sino-Japanese Conflict with a score of 11 victories, include the 4 A/C shot down in the air battles of December 30, 1939 and January 10, 1940. After transition to Zero he shot down further 4 enemy A/C on October 7, 1940. He then moved to Genzan Kokutai, and then became the test pilot of Naval Air Technical Arsenal. He became the Flight Commander of Genzan Kokutai and Tsuiki Kokutai till the end of the war. His total score is 15.

After the war he became a pilot in the post-war JASDF, and retired as General (ref. 20, 21).

A/C #5 A5M4, K-112 of Kaga Fighter Group, South China Sea, late 1938.

Photo/ ref. 7. Illustration/ ref. 2, 3, 16.

*The first illustration of this A/C was shown in ref. 16, and then ref. 2 and 3 showed similar illustration, but we could not find the photo of this A/C.

*Ref. 2 and 3 claim this is the marking of 1940, but this does not match to the fact that Carrier Kaga was under major modification from December 1938 to October 1940. Another photo of Claude with K tail code (used since December 1937) was shown in ref. 7 (1998), and it clearly shows red tail and horizontal fuselage band as well as blue diagonal fuselage band. Its caption says the photo was taken in November 1938 (just before Kaga underwent major modification). Noteworthy is the color or K code. Illustrations in ref. 2, 3 and 16 all show white K-112, but in this photo K code is apparently yellow, so yellow K-112 is included in this decal. Another photo on p143 of ref. 7 shows a line-up of Claude in Kasanohara AB in November 1939 (after Kaga was deleted from 1st Carrier Division), but no Claude had red fuselage band naturally. Tail code of K-101 or K-103 in this photo seem to be white.

*In the illustration of ref. 2 and 3 red horizontal fuselage band is applied over blue diagonal band, but this photo does not show this section. We think blue diagonal band (Buntai-cho mark) was applied later over the red horizontal fuselage band (to show 1st Carrier Division). In this decal red and blue band mark with no gap is provided.

A/C #6 A5M4 flown by Flight Commander (probably Lt. Commander Shigehachiro Tokoro) of Akagi Fighter Group, Yokosuka AB, November 1939.

Illustration/ ref. 1, 4, 6, 7.

*The first illustration of this A/C was shown in ref. 1, and three more illustrations were shown in other references thereafter, but we could not find the photo of this A/C.

*Only the illustration in ref. 4 shows fuselage bands of red/white/red/white/red, and other illustrations shows fuselage bands of red/white/red/NMF/red (from front to rear). Judging from the photo of "ㄣ-186" (A/C #10) with similar fuselage bands, it would be appropriate to judge this A/C also had red/white/red/white/red fuselage bands. Red diagonal bands (with yellow trim) is shown in the illustration, which is quite similar to A/C #2. This gaudy marking indicates this A/C was the personal mount of Akagi Flight Commander. His name is not shown in these references, but probably Lt. Commander

Shigehachiro Tokoro who assumed this position from December 1938 to November 1939.

*All illustration lacks the tail code. Carrier Akagi used "八" tail code up to November 1938, and "V" tail code from November 1940, then "AI" tail code from April 1941, but no information was found on its tail code from December 1938 to November 1940 (when Akagi was assigned to 1st Carrier Division).

*Red and white fuselage band mark is not included in this decal, so please paint them.

A/C #7 A5M4, T-153 of Tsuiki Kokutai, Tsuiki AB, autumn 1942.

Photo/ ref. 8.

*Tsuiki Kokutai was activated in newly built Tsuiki AB in October 1942 as a training unit for carrier fighter pilots, following the catastrophic defeat in the Battle of Midway and re-organization of Carrier Groups.

*Tail code "T" was first used by 13th Kokutai in 1937, then by Takao Kokutai in 1938, but in 1942 it was the tail code of Tsuiki Kokutai.

*The only photo of this A/C (ref. 8) shows tail code "S-1" faintly below "T-153", indicating this A/C was handed over from Chitose Kokutai. It would be more appropriate to think that white S-1 is seen through red tail paint rather than to think it was yellow. But no numbers (following 1) is discernible on the rudder, which might indicate it was replaced with a new rudder before application of T-153 tail code. Last two or three digit numbers should be on the right side of vertical tail, but no information was found which number was applied, and could not be put on decal herein.

*Please paint the tail in red color darker than "S-1" of the decal.

A/C #8 A5M4, CII-102 of Hosho Fighter Group, location unknown, April 1941 to March 1942.

Illustration/ ref. 4, 7, 10.

*Illustration of this A/C is shown in three references, but we could not find its photo.

*When the 1st Air Fleet was formed in April 1941, then obsolete Hosho and Zuiho formed the 3rd Carrier Division and was allocated the tail code of CI and CII. Which carrier had CII code differs among references. Namely ref. 17 (in 1975) shows Zuiho carried CII code, and illustration in ref. 7 followed this, but ref. 4 (in 1998), ref. 18 (in 2010) and ref. 10 (in 2016) show Hosho carried CII tail code. Besides Mr. Moriyasu Hidaka (former IJNAF pilot assigned to Hosho and Zuiho) contributed a photo of CI-106 (A/C #9) in ref. 14 and 15, and clearly assigned the accident on the deck of Zuiho on March 27, 1941. Thus it is clear that CII tail code was assigned to Hosho. Red fuselage band indicates assignment to 3rd Carrier Division.

*CII tail code was assigned to Hosho from April 1941 to March

1942, during which time Hosho assumed the duty of protecting battleships and anti-submarine patrol.

A/C #9 A5M4, CI-106, "Iso" of Zuiho Fighter Group, Sasebo port, March 27, 1941.

Photo/ ref. 14, 15.

*The only photo of this A/C is shown in ref. 14 and 15. Contributor of this photo is Mr. Moriyasu Hidaka (former IJNAF pilot assigned to Hosho and Zuiho), who clearly assigned this accident on the deck of Zuiho on March 27, 1941. Lt. (J.G.) Hidaka was Buntai-cho of Hosho from December 1941 to end of March 1942, and then moved to Zuiho as Buntai-cho from the end of March 1942 to June 1943. Thus this accident happened soon after he transferred to Zuiho.

*The mark "機" is the first Kanji character of its pilot, and was applied on Hinomaru with caustic lime.

*The red horizontal fuselage band (indicative of 3rd Carrier Division) is applied only on the upper fillet portion of stabilizer on the tail section. Fuselage vertical band is yellow, as is its tail code. In the photo landing gear spats broke away and has some dark area. One illustration says this is a red flash, but position of spats below fuselage indicates this dark area is the shadow of fuselage and not a red flash.

A/C #10, A5M4, ㊦-186 flown by NAP I/C Hideo Oishi of Yokosuka Kokutai,, Yokosuka AB, December 1939.

Photo/ ref. 1. Illustration/ ref. 1, 7, 10.

*The only photo of this A/C is show in ref. 1.

*Its gaudy fuselage bands of white/red/white/red indicate this A/C was formerly the personal mount of Akagi Flight Commander, but it is not sure whether this is the same A/C as A/C #6. Judging from the tonal difference between white and NMF, the narrow gap between red fuselage band and red tail is NMF. There is a white band (with red trim) on both sides of wings, but its position is different from A/C #6. Broad white and red band is not included in this decal, so please paint them.

*The Katakana character "㊦" on the tail has shorter upper bar to fit to the edge of tail and rudder.

*NAP I/C Oishi was born in Shizuoka Prefecture in 1916, and graduated pilot training course in March 1935. He was assigned to Carrier Hosho, and moved to South China Sea near Shanghai, and scored a shared kill of a bomber on July 25, 1937. He was transferred to Soryu in October 1938, and was admired as "Soryu top three flyers" with "W-103" (A/C #5 of 48-055) in November. He moved to Yokosuka Kokutai in February 1939, and then to 12th Kokutai in August 1940. On October 4, 1940 he landed Taipingsi AB (near Chengdu) with W.O. Higashiyama, NAP I/C Hagiri and NAP I/C Nakase to set fire on enemy A/C on the ground, and all 4

pilots returned to their base safely. The photo of his putting two kill marks on Zero "3-173" on March 14, 1941 is quite well-known. He later moved to Yokosuka Kokutai, and then to 201st Kokutai in June 1944 to move to Cebu island/Philippines. On September 12 1944 his A/C got hit from US carrier fighters while taking off from the runaway, and he crashed to the ground. He was promoted to Ensign posthumously. His final score is 11 victories (ref. 8).

A/C #11, A5M4, 2タイ-103 of Tainan Kokutai (2nd generation), Formosa, February 1944 to February 1945.

Illustration/ ref. 4.

*Tainan Kokutai (2nd generation) was activated in Taiwan on April 1, 1943 as a training unit for carrier fighters, bombers and attackers. It was also engaged in the air defense and patrol duties around Taiwan, and formed Special Attack Units from January 1945, but was disbanded in February 1945.

*The only illustration of this A/C is shown in ref. 4, but we could not find any photo of this A/C or A/C of this unit. The illustration shows upper surface is painted in dark green, and lower surface in NMF. But judging from the time and location it would be more appropriate to think lower surface was painted in gray green.

A/C #12, A5M4, カ-130 of Kasumigaura Kokutai, Matsushima Detachment, Matsushima AB, January 1944.

Photo/ ref. 1, 11.

*The only photo of this A/C is shown in ref. 1 and 11. The photo is said to be taken in January 1944, and shows snow on the ground, and ground crews are pushing this A/C against a cold wind with thick wear and head/face cover.

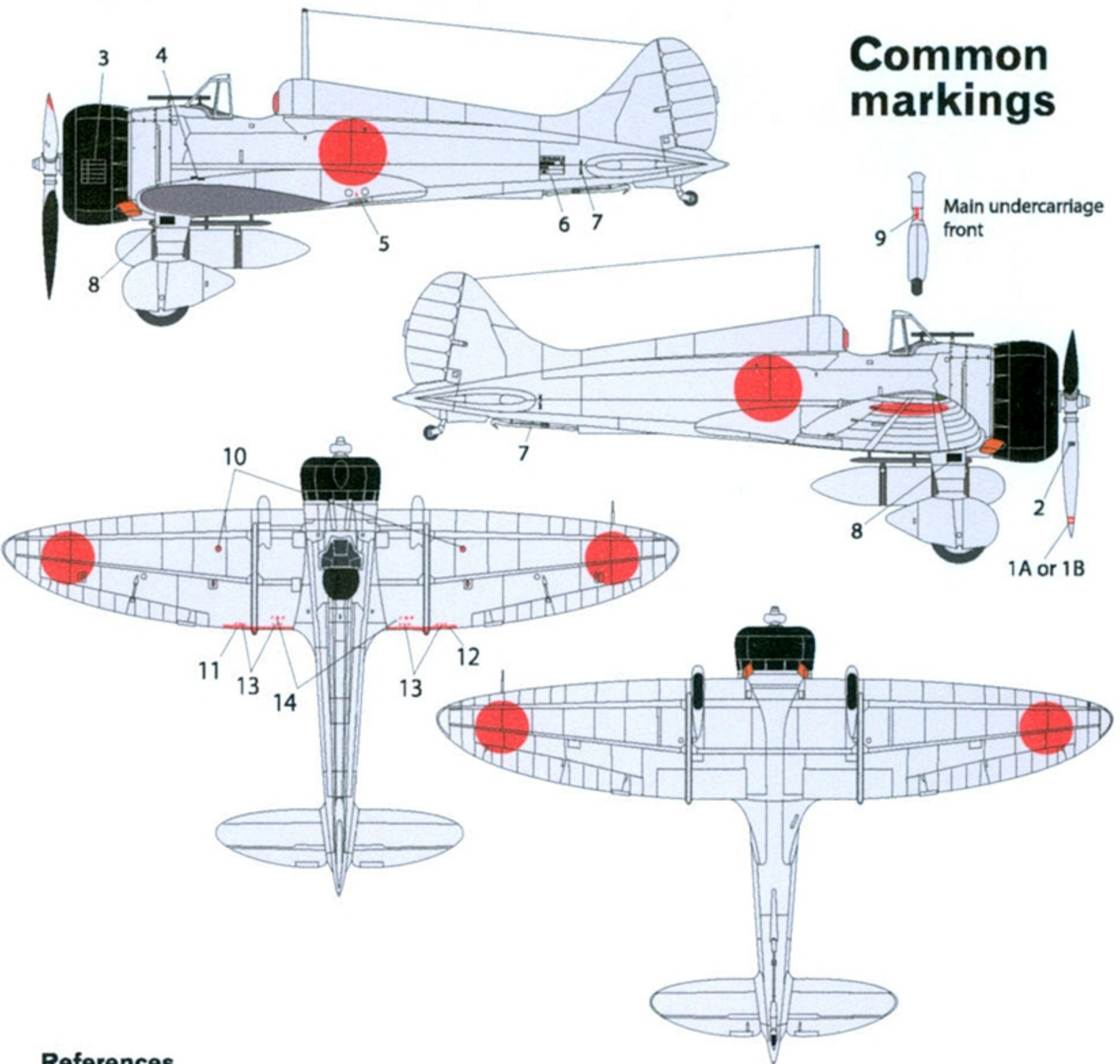
*Kasumigaura Kokutai was activated on November 1, 1922 at Kasumigaura AB as a training unit, and lasted until the end of the war. In 1943 Matsushima Detachment was established in Matsushima AB/Miyagi Prefecture (now Matsushima AB of JASDF).

*This A/C was painted in orange overall (except its cowling), and Hinomaru has a rather broad white outline. A local modification was installed to protect pilot's head, when the A/C turned upside down. Scrutiny of the photo shows code "カ-" and "130" are not aligned to straight line. Tail cone was replaced to a new one due to damage.

(Note)

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

Common markings



References

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5. Osprey Aircraft of the Aces 22, Imperial Japanese Navy Aces 1937-45 (Osprey Publishing Ltd. 1998)
6. Model Art Extra No. 272, Camouflage & Markings of the Imperial Japanese Navy Fighters in WWII (Model Art Co., 986)
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11. Japanese Naval Air Force In Action (Y. Watanabe, Bungel Shunju Co., 2005)
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14. Maru extra, March 2000 issue (Kojin-sha)
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