



Eagles of the Rising Sun is a very special production for us. It celebrates the beginning of our fourth year in the Model Industry. After finishing our highly successful JG-54 set, we decided to feature a special set on the Japanese Air Forces.

For three years we have been corresponding with Dr. Keishiro Nagao of Japan, and it occurred to us that there was no one better than him to research and write this upcoming project. Late last year we asked him and he was eager to take on the task.

What follows are the results of countless hours of research and writing, where Dr. Nagao provides us with previously unknown information, except perhaps in Japan and to a few other connoisseurs around the world. Dr. Nagao is an avid modeler and an engineer for a large chemical company in Japan. He lives in Osaka with his family. The world's modeling fraternity is indebted to him for his diligent effort.

Unfortunately there is not a definitive list of Japanese aces, as in the case of Germany, US, Great Britain, Finland, etc. This state of affairs is largely due to credit for kills being given to units rather than the individual pilots and spotty record keeping.

Therefore, Dr. Nagao decided to give us information on some of the most colorful and better known aces, many of them unfamiliar names to most of us, as well as the looks of their aircraft.

While some of these aircraft have previously been featured in kit supplied decals (Tojos, Zeros), I want to think that we have done a better job. As an added bonus, you will now know whose aircraft you are modeling plus a little history about them too.

Mr. Nagao has based the individual scores on those cited by Mr. Izawa (one of Japan's most famous WW II historian) in his four books on the subject. We understand that there is a fifth and final version being published in late 1995. Some of these scores seem low, as in the case of Saburo Sakai who is credited with only 30 kills, while others seem high.

Arguably the most colorful air forces in WW II, the Japanese Imperial Army Air Force and the Imperial Japanese Navy Air Force were highly efficient and deadly air arms, specially during the early years of the war. Equipped with the magnificent Zero Zen and the Oscar, the early Japanese fighter pilots dispatched all the opposition early in the Pacific campaign and allowed





their bomber force to roam freely over the skies of most of the Pacific islands and specially over S.E. Asia. Russia, Great Britain, US, and the Netherlands suffered heavy losses at the hands of those early Eagles.

Failing to create an effective pilot school like most other air forces, they suffered heavily during the second half of the war, after their original group of pilots suffered catastrophic losses at Midway. Thereafter, the IJNAF and IJAAF were relentlessly pursued and pounded by the growing US Army and Navy Air Forces.

However, Japan remained a powerful foe to reckon with until the very end of the war, producing aircraft that were as capable if not better than those equipping other air forces in 1945.

It is **AMD**'s intention to introduce these colorful air forces to those modelers that still believe the Japanese only flew green Zeros and Oscars, thus opening new horizons to their modeling enjoyment.

Only 1,500 of this original set will be made with a historical section and future runs will not include this manuscript.

Many people contributed their talents to the completion of this decal/publication and a list of their names follows. To all of them, thanks for your help.

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EAGLES OF THE IMPERIAL JAPANESE AIR FORCES

by Keishiro Nagao

CONTENTS

GLOSSARY	1
HISTORICAL OVERVIEW	2
CREDITED KILLS IN SELECTED REFERENCES	5
THE ARMY: IJAAF EAGLES' CAREER INFORMATION	6
THE NAVY: IJNAF EAGLES' CAREER INFORMATION	8
COLORS OF WW II JAPANESE FIGHTERS	10
COLOR Notes	12
EAGLES' AIRCRAFT (Chart)	13
REFERENCES	14

MODEL BUILDING SUGGESTIONS AND NOTES
(including HISTORICAL INFORMATION)--Four sheets.

COLOR PROFILES--Five sheets.

MODEL DECALS--Three and one-half sheets.

Acknowledgment:

Thanks to Mr. Seiichiro Nagao, my nephew, for his assistance, information, and for access to his collection of WW II Japanese aircraft references and models.

GLOSSARY

Kai, Ko, Otsu, Tei, Kou, Hei---subtypes of a particular aircraft denoting structural, engine, mission and/or armament changes to the basic design.

NMF---Natural metal finish.

2nd Generation--a unit formerly disbanded and then reconstituted.

Zero, Oscar, George, etc.---

familiar US names assigned to individual Japanese aircraft for immediate ease of identification, recognition and communication by Allied personnel.

Military Ranks

Capt.---Captain (Army or Navy).

Lt.(jg)--Lieutenant, junior grade (Navy).

Lt.Cdr---Lieutenant Commander (Navy).

Lt. Col.--- Lieutenant Colonel (Army).

Maj.---Major (Army).

Maj. Gen.---Major General (Army).

NAP---Naval Aviation Pilot (Navy).

M.Sgt.---Master Sergeant (Army).

2nd. Lt.---Second Lieutenant (Army).

WO---Warrant Officer (Navy).

1/C, 2/C---First Class, Second Class.

IJAAF (Army) AVIATION UNIT TERMINOLOGY

Chutai---Squadron (or Company): 3 (or 4) shotais, approximately 12-16 aircraft.

Daitai---temporarily taken from rentais and consisting of two single-purpose chutais.
Designation abolished in 1938.

Rentai---In the late 1930's, the Army had a total of 16 "flying rentais" consisting of 2-4 chutais.
In 1938, "sentai" replaced the "rentai" designation.

Sentai---Group (or Regiment): basically 3 (often more) chutais plus a Headquarters
Chutai of 3 (possibly more) aircraft. 27 or more aircraft.

Shotai---Flight (or Section): usually 3 aircraft.

IJNAF (Navy) AVIATION UNIT TERMINOLOGY

Buntai---a pair of aircraft

Chutai---Division: 8-9 aircraft

Hikotai---Squadron or Company, usually 4 (sometimes 3) shotais.

Koku Sentai---Air Flotilla (land-based) or Carrier Division (size varied).

Kokutai---Naval Air Group: 2 to 4 hikotai. Home-based units were given names, as "Tainan Kokutai."

Shotai---Flight or Section: 3 to 6 aircraft.

HISTORICAL OVERVIEW

The most renowned air aces of Imperial Japan, the "Eagles," flourished from 1932 until they were lost in battle or subdued by the catastrophic defeat of Japan in August 1945. Before this period, notably during World War I, Japanese aerial activity was almost nil, intensifying during the China activities of the 1930's. This war, referred to as the China "Incident" because the permission for conflict was not secured from Emperor Hirohito, coincides with the development of modern, effective and, significantly, Japanese-designed aircraft and aeronautical equipment.

The history of the Eagles is linked with the military decisions made in the progress of Japanese aeronautics. During and shortly after WW I, the Japanese air forces were equipped with Western-designed or built aircraft; some, license-produced in Japan. During the "1st Shanghai Incident" (February 22, 1932) current Japanese aircraft were found to be inferior in combat to a Boeing Model 218 (a one-only exported F4B / P-12 type) piloted by Robert Short, a civilian hired by the Chinese Government. Rear Admiral (later Admiral) Isoroku Yamamoto began a determined effort to give Japan it's own stable of modern, superior, home-bred aerial weapons.

The plan was given reality through the enormous efforts of the talented designer Jiro Horikoshi, who initially created the "Navy Type 96 Fighter." This aircraft was given the Imperial Japanese Naval Air Force (IJNAF) military designation "A5M," and known to Westerners by the recognition code name "Claude." Horikoshi was tasked by the Navy to produce a fighter of superb maneuverability and speed. He had a limited selection of foreign and domestic engines and the resulting design compromise was an extremely lightweight fighter lacking protective and safety features. Nevertheless, the Navy's eager young Eagles were quite satisfied with their new mounts, enjoying at least equal, if not superior, performance against the Russian and American fighters over China.

In the highly competitive military atmosphere of 1930's Japan, and spurred by the modern, focused aeronautical design philosophy of Horikoshi, the Imperial Japanese Army Air Force (IJAAF) saw the need to produce a fighter of its own. A talented design engineer named Koyama was selected, and the similar "Army Type 97" (Ki 27 "Nate") was successfully produced to match (and hopefully exceed) the Navy's Type 96. These fighters brought advanced technology to aviation. The Type 96 introduced the "drop tank", and Type 97 adopted the assembly system which separated the aircraft at a line just behind the wing root, enabling easier set-up and breakdown, the Zero and F-86 Sabre being well-known later examples.

With these world-class fighters now in hand, five-kill "aces" were emerging for the first time in Japanese history. In the IJNAF, the first to attain ace status was Ensign Kioto Koga (October 6, 1937) of the 13th Kokutai. The IJAAF followed on January 20, 1938, with 1st Lt. Kosuke Kawahara of the 2nd Daitai over China. Interestingly, Kawahara was flying an older Type 95 biplane (Ki 10 Perry, of Curtiss Hawk design philosophy) and not the Army's new Type 97.

The Army's primary area of operations shifted to North-Central China, the Nomonhan Plateau of Manchuria, where, beginning in May 1939, fierce battles raged against capable and numerous Russian pilots and aircraft. During this "Nomonhan Incident," WO (Warrant Officer) H. Shinohara scored 58 kills. This record was never "officially" surpassed by any other IJAAF pilot in all of WW II, although this Eagle did not survive to continue scoring in WW II. He was shot down on August 27, 1939, only three months after the Nomonhan Incident began. (Incidentally, Shinohara also holds the Japanese record of 11 victories in a day, June 27, 1939).

The Navy's area of responsibility was East and Central China where the top Eagle was NAP 1/C (Naval Aviation Pilot, First Class) Tetsuzo Iwamoto with 14 victories in air-to-air combat. He was also the first Japanese pilot to become an ace-in-a day, downing five aircraft on February 25th, 1938. Iwamoto was the second highest scoring Japanese pilot in WW II, with 80 official kills, though his diary notes 202 kills.

When the IJAAF and IJNAF ordered their next generation of fighters they required the same maneuverability as in the two predecessors. In addition, the Navy also anticipated the necessary range required for operations in the vast Pacific Ocean. Still working for the Navy, Mr. Horikoshi "adjusted" for weight in his design to achieve both agility and maximum range from an engine in the 1000 horsepower class, but pilot and aircraft survivability was compromised again.

The "new birds" were the Army's Ki-43 Hayabusa, known in the West as "Oscar" and the Navy's infamous "Zero," or "Rei-sen." The "zero" designation denoted the last two digits of the Japanese classical calendar year 2600 (1940 AD), indicating the year the aircraft first entered service. Classical calendar years were counted from the time when the Emperor's ancestor was said to have united ancient Japan.

With the dedication of Capt. Tamotsu Yokoyama, the embryonic fighter was fine-tuned to emerge as the world's most superb dog-fighter. Sixteen early Model 11 Zeros were hastily combat-tested in the China theater (August 1940) with the 12th Kokutai and the pilots virtually swept the skies clean, gaining air superiority in two weeks. By the time the IJNAF withdrew in September 1941, to prepare for the attack on Pearl Harbor, Zeros had taken 99 enemy aircraft (and four probables) from the China skies.

The incredible cruise range designed into this new fighter was demonstrated in the attack against the USAAC in the Philippines on December 8, when combat-loaded Zeros flew 900 nautical miles (1500 statute miles) round-trip from Taiwan. Current American fighters possessed no such capability and Air Corps Intelligence officers came to the conclusion that the fighters had been launched from nearby Japanese aircraft carriers.

While significant Allied opposition denied unrestricted access to the sea lanes and needed resources, Japan faced other factors contributing to defeat, such as the general level of science and technology. The slow development of radar is typical, but perhaps more noteworthy is the inadequacy in more basic scientific areas such as aircraft radio reliability. The malfunctioning of the radio in a Japanese reconnaissance aircraft played a decisive role in the failure of the Japanese Fleet to achieve its objectives at the Battle of Midway.

It is ironic that the persistent demand for all Japanese aircraft to excel in maneuverability and range resulted in a later shortage, in the Navy at least, of heavy fighters for close air support and more effective hit-and-run dive tactics. The IJNAF was so captivated by the dazzling Zero that they neglected to see the need to develop a heavier Zero replacement until the J2M Raiden (Jack) and N1K Shiden (George) emerged late in the war. The only kokutai equipped with the Shiden was the 343rd (2nd Generation) at Matsuyama. In the hands of veteran Eagles, they were competitive against the imposing power and bulk of USN F6F Hellcats and nimble P-51's of the USAAF. The Army noticed sooner the need for heavy fighters with the early development of Types 2, 3, and 4 (Ki 44 Shoki, Ki 61 Hien and Ki 48 Hayate). Well-maintained Hayates of the 22nd Sentai managed to regain air superiority in China in 1944 over all Allied fighters, including the vaunted P-51 Mustang.

Another example lies in Japan's slow pace in developing and maintaining a more powerful engine in the 2000 horsepower class. The superb Zero, with its 1000 hp class engine, was so tightly designed that engineers could not adapt the airframe to the more powerful engines of the type found in the numerous and advancing generation of Allied fighters being thrown into the war. Combat between aircraft of substantially mismatched power is no contest unless there is a corresponding mismatch between the skill of the pilots.

The appearance of heavy and powerful Japanese fighters was too late to change the course of the war. More and more, Japanese fighters were outclassed. Without effective and high-powered successors produced in quantity, the Zero and even its Army contemporary, Oscar, were forced to soldier on as front-line fighters to the final day of the war.

Like their Luftwaffe contemporaries, Japanese pilots were expected to fight throughout the war until they were injured or killed. There was no system to rotate out to training units--although some were selectively posted to instructor duties. Irreplaceable human casualties were suffered by both services in losses of veteran pilots during fierce battles across the Southwest Pacific Area. This was often due to poor aircraft design survivability. Thus, when these experienced Eagles fell in battle, the overall experience level became inferior to that of the Allied pilots. This drop in skill level, coupled with the technical superiority of the Allies (especially in radar early warning), resulted in the one-sided victory of the US Navy and Marine aviators in the Battle of the Marianas, remembered as "The Marianas Turkey-Shoot." For losses such as these, in every war there is the compensation of incredible dedication, physical effort and willingness to sacrifice from military men like the Eagles. Imperial Japan, an insular nation initially lacking in aeronautic originality and major resources such as steel, oil or aluminum, continued to fight effectively for nearly four years against the Allies.

In 1945, the surviving Eagles became the core of the units of the Japanese Home Defenders. Typical were the 343rd Kokutai (2nd Generation) and the 244th Sentai. The first was organized by Col. Minoru Genda (leader of the special Air Force Composite Group that had attacked Pearl Harbor and Midway) who gathered remaining aces and veterans at Matsuyama and equipped them with the N1K Shiden ("George"). The 244th Sentai was famous for its defense of the Tokyo area under the leadership of a young commander, Maj. Kobayashi, and was equipped with the Hien ("Tony") at Chofu. This unit gained 84 kills, (73 were B-29's) and damaged 94 (92 B-29's). These Home Defense units, however, could not stop the vast wave of B-29's bombing the Japanese homeland, and Japan surrendered in August 1945.

In spite of the disadvantages, the Japanese Eagles fought with the same level of competence as their Allied contemporaries, and the IJAAF counted more than 120 aces by the end of hostilities; the IJNAF surpassing that with more than 150.

It is regrettable that the IJAAF and IJNAF did not preserve the details of each pilot's achievement and, in fact, avoided commending individuals. Some groups counted total kills in a battle as "the Group's" victory. Moreover, when defeat was obvious, some groups burned their official documents. Today, researchers have found it difficult to determine accurate data for the Eagles' victories and rank on a list of aces. Published results vary, and few agree, but the careful work established in Japan by of Mr. Izawa has been chosen from References 1 and 2. His updates to these are about to be released and they are shown as References 4 and 5.

Similarly, information on aircraft flown by specific Eagles is sparse; there were many high-scoring Japanese aces whose aircraft remain undocumented. Some Army examples were Capt. G. Sumino (27 victories; reputed to have been shot down by Maj. W.F. Duke, 80th Fighter Group), 1st Lt. M. Kanai (26 victories), and WO B. Yamaguchi (19 victories). From the Navy were WO T. Ohta (34 victories), WO K. Sugino (32 victories), Lt.Cdr. J. Sasai (27 victories, nicknamed "The Richtofen of Rabaul"), and Ens. N. Ogiya (24 victories). Further, Japanese aces tended not to show kills or personal markings on their aircraft, which were generally less colorful than Allied or Luftwaffe aces.

There were exceptions, and some colorful examples have been selected for this special decal in hopes that they will inspire modelers.

CREDITED KILLS IN SELECTED REFERENCES

SERVICE	PILOT	Ref. 1	Ref. 2	Ref. 3	Ref. 4	Ref. 5
Army	Shinohara	58		58		
Army	Anabuki	39		51		
Army	Takeuchi	19		19+		
Army	Obusa	19		19		
Army	Wakamatsu	18+		18	To be pub- lished	
Army	Kato	18		--		
Army	Sakagawa	15		15		
Army	Nango	15		15		
Army	Kobayashi	12		20+		
Army	Ichikawa	10+		--		
Army	Ogawa	9		--		
Navy	Nishizawa		87	87		87
Navy	Iwamoto		80	94 ^(a)		80
Navy	Sugita		70	70		70
Navy	Sakai		64	64		30
Navy	Kanno		25	25		25
Navy	Ito		17	17		18
Navy	Tanimizu		18	18		18
Navy	Ishihara		16	--		16
Navy	Hashiguchi		10	--		10
Navy	Kuramoto ^(b)		--	--		--

(a) The author of Reference 3 (Christopher Shores) apparently added Iwamoto's 14 kills in the China Incident to his 80 victories. Mr. Izawa's opinion in Reference 2 is that these kills are included in the score of 80.

(b) Kuramoto's score is listed as six in Reference 14 (See P.14).

Note: The military rank shown for a pilot in the following CAREER section is his final rank, and any lesser rank shown with specific aircraft is the one the pilot held at that time. These English equivalents are based on those determined by References 1 & 2.

THE ARMY: IJAAF EAGLES' CAREER INFORMATION

1. 2nd. Lt. Hiromichi Shinohara. Born August, 1913. Final score: 58.

The top ace of the IJAAF never saw action in WW II. He was 25 years old with 6 years of flying and assigned to the 11th Sentai when the Nomonhan Incident broke out in May 1939. During his first combat on May 27, he shot down four Russian I-16's. The following day another six kills made him the top ace. He established an unbroken record by downing 11 aircraft in a day on June 27. On August 27, after a day with three kills, he was shot down near Lake Mohoreri. His total of 58 victories (in only three months) was never surpassed by any IJAAF pilot in WW II. Calm on the ground, he was bold in battle. The Ki 27 Otsu illustrated (A) is the only one known to be flown by Shinohara.

2. M.Sgt. Satoshi Anabuki. Born 1921. Final score: 39.

The top scoring Army Eagle *during* WW II, he became the idol of the younger pilots. Previously posted to the 50th Sentai, and nineteen years old when the Pacific War broke out, he scored his first victory, a P-40 over Lingayen Bay, on December 21, 1941. After receiving a new early-model Hayabusa in Japan, he returned to a year of fierce battles in Burma. During this period he received an unprecedented Individual Citation for shooting down three B-24s and two P-38s on October 8, 1943, when he force-landed, was injured, and hospitalized. Disobeying doctors' orders, he left the hospital and returned to his base, where he was ordered not to fly again. Returning to Japan in February 1944, he spent the rest of his career as assistant teacher at the Akeno Fighter School, where he managed to launch armed "training missions" during Allied raids and scored another six aircraft. After the war he joined the JASDF, retiring as Major, and is still alive. He is known to have flown at least three Ki 43 Hayabusas, one of them depicted here as (G).

3. Major Shogo Takeuchi. Born 1918. Final score: 19.

Initially posted to the 64th Sentai, he fought in the campaigns in Malaya, Sumatra, and Java. Transferring to the 68th Sentai (April 1942), he moved into the fierce battles over New Guinea in April 1943. He was a hero at Wewak and whenever he took off in his Ki 61 Hien (marked with red eagle's-wing kill marks--eventually 58) the base personnel turned out to cheer. His final day was December 21, when his plane was damaged during one victory over the Markas Peninsula. Just before touchdown at Hansa forward base, his engine failed and his aircraft crashed in the jungle. The markings of his Ki 61-I Otsu with the 68th are depicted here (K).

4. Lt.Col. Yuki Yoshi Wakamatsu. Born 1911. Final score: 18+.

Assigned to the 64th Sentai (Nomonhan, September 1939), he saw no combat. Later, in Japan, he was posted to the newly formed 85th Sentai and went to China in June 1943. His score grew steadily after his first victory on July 24, and he became known to his friends and enemies as "The Red Nosed Ace." The Chinese offered a reward of 20,000 to 50,000 Yuan to the pilot who could bring him down. He was famous for downing aircraft at long range with one burst, and his radio broadcasts in battle, with the sounds of gunbursts, excited listeners. After transitioning to the Ki 84 Hayate ("Frank"), in September, 1944, he shot down two P-51s in one pass, each with one burst, on October 4th. However, while intercepting several waves of B-29 and P-51 aircraft on December 18, he was surrounded by more than ten enemy fighters and was killed. Every one of his kills was a fighter-type aircraft, more than half being P-51s. The markings for one of his aircraft, a Ki 44 Otsu, are provided on Aeromaster decal sheet 48-064 (Aircraft #4) and another here (N). The markings for his Ki 84 Hayate are unknown.

5. Maj.Gen. Tateo Kato. Born 1903. Final score: 18.

This pilot was well known as a War Hero and Commander of the famous "Kato's Hayabusa Sentai." He went to China in July, 1937, as the chutai leader of the 2nd Daitai. His chutai shot down 39 enemy aircraft for a loss of three, his personal score being nine. When WW II broke out he moved through Malaya, Sumatra, and Burma as Commander of the 64th Sentai, during which time

this sentai scored more than 200 victories. On May 22, while chasing an RAF Blenheim bomber, his Hayabusa was hit, flamed, and broke up on contact with the sea. Posthumously, he received a rare Individual Citation, and was promoted to Major General. Along with the Ki 43-I Hayabusa illustrated here (F), the markings for his Type 95 fighter (a Ki 10 Perry of the 2nd Daitai) are also known.

6. Lt.Col. Toshio Sakagawa. Born 1910. Final score: 15.

Initially with the 11th Flying Rentai in north China, he saw no action but transferred to the 24th Sentai, and moved to Nomonhan in March 1939, again seeing little action. Promoted to Major, he was assigned as leader of the 47th Chutai (Independent) and was based at Saigon on the first day of the war but achieved no kills. Posted as the Commander of the 25th Sentai in China until July 1944, he destroyed a B-24 with one burst on August 21, 1943, and three P-51s on May 6, 1944. Then, as Commander of the 22nd Sentai, he made a habit of personally leading the unit into battle, thereby promoting high morale. Ordered back to Japan on the night of December 19, he was killed when his transport was lost in an accident. Besides the Ki 43-II Hayabusa illustrated (M), the markings of a 47th Chutai Ki 44 Shoki, flown by Sakagawa, are also known.

7. Lt.Col. Shigeo Nango. Born 1917, Tokyo. Final score: 15.

Though assigned to the 59th Sentai in Java in January, 1942, his first combat mission was on June 20, 1943, with a move to east New Guinea in July. He played a central role in the fierce air battle there for nearly half a year because, by this time, Commanders of his and other sentais had been lost and he often led all four sentais into combat. The watchword became: "The front-line in New Guinea is held by Nango." Just as Army Headquarters was going to recall him to Japan, he did not return from a sortie, January 23, 1944. He was posthumously awarded an Individual Citation; promoted to Lieutenant Colonel. His Ki 43-II (H) is the only one known to be flown by him.

8. Maj. Teruhiko Kobayashi. Born 1920, Tokyo. Final score: 12.

A light bomber pilot at the outbreak of the war, he transitioned to fighter pilot, spending five months at Akeno Fighter School as a teacher. Then posted to Commander, 244th Sentai, engaged in the defense of Tokyo, late November 1944. At 24 years old, he was the youngest Commander in Army history. He actively led his sentai on B-29 intercepts. An Individual Citation was awarded on February 10, 1945; the Unit Citation on May 15. In May his unit moved to southern Kyushu and Shiga. Ignoring orders, he made an intercept sortie on July 25, his unit downing 12 fighters in the final successful Japanese combat of the war. Joining the postwar JASDF, he was killed in a T-33 training accident on June 4, 1957. Ten B-29s were included in his final score of twelve. He is known to have flown five Ki 61s and one Ki 100. One of his Ki 61's has often been a model subject, but another, a Ki 61-I Tei Hien, is included here (Q).

9. Capt. Chuichi Ichikawa. Born 1918. Final score: 10+.

At Nomonhan in early September 1939, he had no combat engagements. In New Guinea with the 78th Sentai in August 1943, he ended his first mission in fire and with injury. Recovering in Japan, he then went to the 244th Sentai in January 1943, and, on the night of April 15, 1943, he shot down two B-29s, damaged another, and "body attacked" a fourth. In contrast to "ramming," a body attack is a controlled crash, almost a "landing" on the enemy aircraft, with the attacking pilot bailing out after impact. Individual Citation for this event and promotion to Captain. Surviving the war, he became a civilian airline pilot, but died in a flying accident in September 1953. The only combat aircraft known to be flown by Ichikawa is illustrated (R), a Ki 61-I Tei.

10. 2nd. Lt. Makoto Ogawa. Born 1917. Final score: 9.

After no significant action with the 70th Sentai in defense of northern Japan, his sentai transferred to defend Tokyo from Kashiwa: Autumn, 1944. With seven years experience he became the top ace in the sentai, scoring seven B-29s and two P-51s. During a day sortie, February 10, 1945, he pulled up firing into the open bomb bay of a B-29 and another was destroyed as a result of the explosion. Awarded an Individual Citation on July 9, and promoted to 2nd. Lieutenant, he survived the war. The illustrated Ki 44-II Hei Shoki (S) is his only known mount.

THE NAVY: IJNAF EAGLES' CAREER INFORMATION

1. Lt.(jg) Hiroyoshi Nishizawa. Born 1920. Final Score: 87.

The vaunted "Devil of Rabaul" is presumed to be the top scoring Navy ace. He was stationed at Taloa as a member of the Chitose Kokutai at the time of Pearl Harbor. In February 1942 he was posted to the 4th Kokutai at Rabaul, claiming his first victory on the third of the month. In April he entered the raging battle over Guadalcanal with the Tainan Kokutai, joining Saburo Sakai and Toshio Ohta to form the famous "Ace Trio." His official score was 30 when he left the theater in November, including six F4F Wildcats on August 2nd. Returning to Guadalcanal in May 1943, he scored an additional 25 victories by June 30 when his 251st Kokutai ceased to record individual victories. He returned to Japan in October 1943. In October 1944 he moved to the Philippines as a member of the 203rd Kokutai. On October 25 he escorted the first naval Kamikaze attack, claiming two F6F Hellcats on the mission. The following day, as a passenger on a transport bound for Mabalacatt, intercepting F6Fs destroyed the aircraft. Posthumously awarded a promotion to Lt.(jg). He is known to have flown four Zeros (F-108, UI-105, -106, and -12?), all without personal markings. The one illustrated (I) was his personal plane on his return to Rabaul in June 1943.

2. Lt.(jg) Tetsuzo Iwamoto. Born 1916. Final Score: 80.

Calling himself "Tiger Tetsu," he survived eight years of combat, only to die of illness after the war. Posted to the 13th Kokutai, he moved to China in February 1938. His first sortie resulted in five kills on the 24th, three months prior to the Army pilot victories during the "Nomonhan Incident." He continued to score consistently to become the leading Navy ace in China with a final 14 confirmed victories by September, when he returned to Japan. When the Pacific War broke out he was a member of the defense unit of the carrier Zuikaku. After fighting in the battles of the Indian and Coral Seas, he arrived at Rabaul as a member of the 281st Kokutai in November 1943. He engaged in the air war over Rabaul until he went to Truk Island in February 1944, rotating through the 201st, 204th, and 253rd Kokutai. He was then posted to the 252nd at Taiwan in September 1944. Promoted to Ensign in November, he went to the 203rd Kokutai to engage in the battle over Okinawa. He ended the war as instructor at Iwakuni, and died of septicemia (a blood disease) in May 1955. Iwamoto is known to have flown two Type 96 (A6M Claude) fighters in the China campaign and a Zero Model 21 (EII-102) during the Pearl Harbor attack (L). The details of his Rabaul Zeros are not known except for the code numbers and kill marks.

3. Ensign Shoichi Sugita. Born 1924. Final Score: 70.

Preparing to participate in the Battle of Midway, he was returned to Japan after being informed of the loss of the battle. Joining the Battle of the Solomons in October 1942, he scored his first victory by ramming a B-17 on December 1. On April 18, 1943, he was flying one of the six Zeros escorting the transport of Admiral Yamamoto when it was destroyed by P-38s. He was credited with two of these P-38s. Afterward, he pushed himself into desperate dogfights until he was severely burned on August 26 and hospitalized in Japan. He returned to battle with the 263rd Kokutai in March 1944 followed by the 201st in July, and the 343rd (2nd Generation) in January 1945, and was actively engaged in the battles over Okinawa and the Japanese homeland. After delayed air raid warning on April 15, he was attacked and flamed by USN F6Fs while taking off in his N1K2-J "George" and died in the crash. His Individual Citation noted 70 confirmed and 40 shared kills. He was promoted to Ensign posthumously. In addition to the "George" illustrated (O), he is known to have flown a Zero Model 22 (T2-165) at Rabaul in June 1943.

4. Lt.(jg) Saburo Sakai. Born 1916. Final Score: 64.

Known worldwide through his books as "Samurai Sakai," he began his career in September 1938 with the 12th Kokutai in China, and scored only two victories (October 15). When the Pacific War began, he fought over the Philippines and Indo-China as sentai leader of the famed Tainan Kokutai. He went to Rabaul and Lae in April 1942. On August 7 he shot down two SBDs and two F4Fs but received a severe head wound which left him semi-conscious. He managed to regain his base and

was returned to Japan with 28 confirmed victories during the Rabaul campaign. Though he tried to return to combat, he finally abandoned the attempt and became a flight instructor. In more than 200 sorties he never lost a wingman. Among his many experiences was his victory over the B-17 of Captain Colin Kelly on December 10, 1941, and his attack severely damaged a B-26 carrying Lyndon Johnson on June 9, 1942. His five known Zeros are 3-116, V-103 (included as E), V-107, V-128, and E-137.

5. Commander Naoshi Kanno. Born 1921. Final Score: 25.

This aggressive pilot first saw combat over the Marianas in July 1944 as leader of the 306th Naval Aviation Squadron, 210 Kokutai. His unit shot down or damaged approximately 60 B-24s over Yap Island in June, and 12 of 16 attacking F6Fs on October 27. When the 343 Kokutai (2nd Generation) was organized in December he was posted to lead the 301st Chutai in Japanese Home Defense. During a battle over Yakushima Island in August, 1945, one of his 20mm cannon disintegrated, rendering the aircraft uncontrollable. Refusing his wingman's help, he did not return to base. Posthumously promoted to Commander. The N1K2-J (P) is his only documented aircraft.

6. W/O Kiyoshi Ito. Born 1921. Final score: 17.

His first victory was on his first sortie with Tainan Kokutai over Port Darwin, April 4, 1942. He fought at Rabaul from September until early November, then seeing action in the defense of western New Guinea. Returned to Japan as instructor after two years of combat. The A6M2 Model 22 Zero shown (J) is his only known mount.

7. W/O Takeo Tanimizu. Born 1919. Final score: 18.

First Victory with the Shokaku Kokutai, November 2, 1943, over Rabaul. After four months, he was posted to the 3rd Kokutai in March 1944. Here he was an instructor and participated in an air battle off Taiwan. While escorting transport ships in November, his aircraft was attacked by a P-51 and he was injured. Returning to Japan to engage in Home Defense with the 203 Kokutai, he survived the war. The A6M5c Model 52 Zero (T) is his only known aircraft.

8. Ensign Susumu Ishihara. Born 1921. Final Score: 16.

With the Tainan Kokutai when war broke out, he first scored over the Philippines on December 10, 1941. At Rabaul from June to November 1943 with the 582nd and 204th Kokutai, his scores were primarily Allied bombers. After campaigns over the islands of Truk (March 1944) and Yap, he returned to Japan in July. Then, with the 332nd Kokutai defending the port of Kure, he flew both Zeros and Raidens against B-29s. Joining the JASDF after the war, a flight accident ended his life. His Zero is illustrated (D) and his Raiden is also documented.

9. W/O Yoshiro Hashiguchi. Born 1918. Final score: 10+.

Injured early in the China action, he recovered and transferred to the 3rd Kokutai in November, 1941. After the war began he fought over the Philippines, raided Darwin and, from September, saw action over Rabaul. In November his unit moved to western New Guinea, and he returned to Japan in June 1943. He then became a carrier pilot and participated in Operation "A-Gou" in June, 1944. At the battle of the Philippine Sea, he was lost on October 25, 1944, when his carrier, Chiyoda, was sunk. The A6M2b Model 21 Zero illustrated (C) is the only one known to be associated with Hashiguchi.

10. Capt. Minoru Suzuki. Born (unknown). Final score (approximately) 8.

Initially belonging to the Ryujo Kokutai, he shot down three opponents on August 3rd, 1937, his first kills. Transferred to the 12th Kokutai, he participated in the China Incident as a buntai leader. During the Pacific War he was with the 202nd and then, from February, 1945, with the 205th Kokutai as Flight Commander. Significantly, on May 2, 1943, his unit (27 Zeros) battled with 33 RAAF Spitfires during the air raid over Port Darwin and shot down 21 Spitfires with no losses. He lived through the war and his score (not well established) is presumed to be eight. The markings of his Type 95 Carrier Fighter (Ryujo Kokutai), and another Zero Model 11 (3-141) are also known. See aircraft B.

COLORS OF WW II JAPANESE FIGHTERS

One of the most difficult aspects in the study of WW II Japanese aircraft is their colors. Fifty years after the fact these remain largely unidentified because few official references remain. Aircraft manufacturers interpreted and mixed their own colors. In addition to major and standard colors, there were minor and field-prepared ones. Even more confusing is the fact that these colors tended to fade easily in the sun and take on the apparent hue of others, making it difficult to identify the original ones.

Through the recent extensive and laborious efforts of notable Japanese historians such as Mr. I. Hasegawa, Mr. S. Nohara, Mr. M. Akimoto, and Mr. K. Oshio, many major colors have been more closely identified. References 7 thru 12, and 15, contain suggestions and recently manufactured color chips. Note that there is not complete agreement among them.

Following is a tabulation of the colors applicable to the aircraft illustrated here. They are mainly based on the color chips of Mr. I. Hasegawa. Do not rely on them as definite original standards, but rather as a guideline toward them. For enthusiasts who may not have these references available, the numbers of well-matched colors from "Federal Standard Colors No. 595a" and/or model paint colors are provided. FS 595b (and possibly a remaining stock of the older and slightly different "a") are currently available from the U.S. Government.

Federal Standard color numbers have five digits (i.e. "FS 30166"). The first indicates the reflectance as 1 (Gloss), 2 (Semi-gloss), 3 (Matte). The Federal Standard contains color chips in the reflectance used by the government: if red 1105 is used as a gloss paint by the government, it will be listed as 11105, but the modeler can reproduce the color in the reflectance of his choice, perhaps a flat 31105. Matte usually has the most use in camouflage (it is "flat", or least-reflective), but the other two also have their desirability in certain applications (gloss black has been tried for night operations and semi-gloss for curved or side surfaces). Depending on exposure conditions, these "weather" toward different reflectances, or sheens. A flat color exposed to engine oil, polishing or waxing will become apparently "glossier" and darker. A gloss color exposed to sunlight will usually become chalky, lighter, and more "matte", or "flat"--the term used in this work.

Only the last four digits of the FS number are given here as a guide to the originally-applied color. The modeler will select the change in reflectance (and perhaps, apparent color) for his miniature, duplicating the conditions to which he wishes to show that the paint was exposed on the original aircraft. Even a model miniature representing a freshly-painted aircraft should have the original color lightened for scale accuracy.

You will notice that there are different "Light Gray", "Dark Green", and interior "Transparent Blue-Green" references, depending on the aircraft type and manufacturer. Despite the colors to which you are led by this table, the use of the applicable Aeromaster "Warbird" model paint color will create an authentic appearance for your model.

THE COLORS

Some of the colors applicable to the described aircraft require more explanation than a simple Federal Standard number. Few enthusiasts have access to all the cited references. The information presented here is an effort to clarify and assist.

(a). Army Light Gray-Green corresponds to FS 4373, but is slightly more gray. Historian Nohara believes it is "close to" FS 4432, and Model Art #428 displays a chip like FS 4583.

(b). Transparent Green-Blue (or "Aotake"-- a protective, tinted clearcoat) is the base color used on interior areas, including the cockpit. Though there were several tones for this color, the primary one was a transparent lacquer tinted green-blue; the metallic quality of which was a result of the underlying metal surface. It is similar to the color produced by mixing a small amount of Humbrol 190 (Blue Angel Blue) with Humbrol 50 (Green Mist), "thinned" with clear. Mr.Color #57 is a close match and Model Art Extra #395 contains an applicable chip. Found in both Army and Navy cockpits, it darkened with age and was overpainted in some areas with other "solid" (i.e. non-transparent) colors. There is much more to be learned about the interior colors of Japanese cockpits. The "standard" for the Army probably differed from the Navy and these also probably differed by manufacturer and aircraft type.

(c). Blue-Black is the deep blue, almost black, corresponding to FS 5044, close to Aeromaster Warbird 9045. This color faded easily in sunlight, becoming pale medium gray with a bluish hue. Photographs usually show a gloss or semi-gloss sheen. (A chip is in Model Art Extra #272)

(d). ID Yellow is commonly FS 3432, and differs from the orange-yellow usually accepted as appearing on US aircraft, FS 3538. (See Model Art Extra #329 or 428.)

(e). Red-Brown is used for propellers and spinners, and is very close to FS 0166. The chips shown in Model Art Extra #329, 395, and 428 are not in complete agreement, but always close to this.

(f), (f'). Varnished Light Gray is a pale gray with an amber tint. Clear varnish (amber in tint) was painted over the light gray of naval aircraft for protection from the elements, and discolored in sunlight. The overall effect is this color, close to FS 6400. Applied to Zeros, the basic unvarnished "light gray" differed according to manufacturer, and the appearance of the varnished gray then also differed slightly depending on the nature of the "light gray" underneath. Mitsubishi light gray is close to FS 6473 (becoming (f) on varnished Zeros B, C, D, E, I, L), but Nakajima light gray ((f') when varnished) was more a light gray-green and close to FS 4226. The varnished color thus becomes a relatively light one (f) or a relatively dark one (f'). Thinly overpainting these grays with clear varnish (when applicable) will make your model more realistic. Note that in Example B, varnish is applied to the forward half of the fuselage only, up to the fuselage separation point. In Example T (Nakajima Zero 52), varnish is not applied over the underside light gray.

(g). Mitsubishi Dark Green (Naval) is close to FS 4062. Naval greens tend to have more blue in them, to match the sea, than Army greens, which are more earthy drabs.

(h). Kawanishi Dark Green (Naval) is close to FS 4066, but slightly more green, like Humbrol 3 (Brunswick Green).

(i). Nakajima Dark Green (Naval) has no FS equivalent and is a dark green, close to Humbrol 149 (Matt Dark Green) or Aeromaster Warbird 9090. FS 4092 is approximate, needing a touch of yellow. The Nakajima-built Zero 52 (T), also used Nakajima Light Gray on the underside. Aircraft F, G, H, M, and N utilize a Nakajima Green (Army), close to FS 4095.

(j). Kawasaki Dark Green (Army) corresponds to FS 4082, applied to Ki 61s K and Q. The identity, source and usage of the Dark Olive Drab on the third Tony, R, is not known and is discussed in COLOR Note 6, below.

COLOR Notes

1. Only one Hinomaru Red color was used at the factories: FS 1105. At first, it was applied directly to the duralumin, a light-colored surface which did not change its hue. When camouflage paint was applied to the aircraft and around the hinomaru, the red color did not change, though the new "background" color made it appear different to the eye. (Over time, it did fade in sunlight.) Applied over dark paint it became darker. These are the reasons for two apparent shades of Hinomaru Red: bright and dull. Many photos of Rabaul Campaign Zeros, such as Iwamoto's aircraft L, show dull hinomaru, and this aircraft probably has dull fuselage and upper wing hinomaru with bright ones on the light gray underside. This land-based naval aircraft may also have been varnished. Model 22 Zeros at Rabaul (L) and Tanimizu's Model 52 on Home Defense (T), used fresh green to subdue the white outline, contributing to the "dullness" of hinomaru commonly seen late in the war.

2. Applied colors differ among manufacturers. Illustrated examples are:

Nakajima--Ki 27 (Example A), Ki 43 Hayabusa (F, G, H, M),

Ki 44 Shoki (N, S), and some Zero Model 21 and 52 (T).

Kawasaki--Ki 61 Hien (K, Q, and R).

Mitsubishi--Zero Model 11, 22 (I, J, L), 32 and some Model 21 (B, C, D, E) and 52.

Kawanishi-- N1K2-J Shiden-Kai (example O and P).

Three times as many Model 52 Zeros were built by Nakajima as by Mitsubishi, the parent company. Zeros Model 11 and 21 of the 3rd and Tainan Kokutais are all said to be produced by Mitsubishi, and Model 22 was produced solely by Mitsubishi.

3. Cockpit colors varied by aircraft type. IJAAF fighter cockpits were usually Transparent Green-Blue (b), except for the Ki 27, which was dark blue-gray, close to FS 5164, and the Ki 61 Hien, which was Khaki-Yellow, close to FS 0400. (Incidentally, the Ki 84 was usually NMF). IJNAF cockpits were usually painted a solid color and, for the Mitsubishi-built Zero, an interior green close to FS 4098, probably applied over color (b). The Nakajima Zero used an interior green close to FS 4583, and the Kawanishi N1K2-J Shiden-Kai a "yellow-green" like Humbrol 38, mentioned in Koku-Fan Illustrated #42. Instrument panels and side consoles of Army fighters are flat black. In Naval aircraft, only the gauges are black, with instrument panel and side consoles in the "Cockpit Well" color shown ("EAGLES' AIRCRAFT" chart). Color chips can be found in the following books: Dark Blue-gray (Ki 27)--Model Art #32, 5th on right page; Khaki-Yellow (Ki 61)--Model Art #329, 7th on right page; Mitsubishi and Nakajima interior colors--Model Art #378, 7th and 8th chips, respectively.

4. Landing gear (other than polished oleo portion) are as follows: Ki 43 Hayabusa, N1K2-J Shiden-Kai---Natural Metal Finish (NMF); A6M Zero, Ki 44 Shoki, Ki 61 Hien---mostly black, but some NMF.

5. Cloth-covered flaps, elevators, rudders, and ailerons of A, F, G, H, K, M, N, Q, R, and S were originally painted in color (a), Army Light Gray-Green. If paints were applied to the aircraft, they were applied over this color. Damaged paint on these surfaces could reveal this color beneath.

6. "Dark Olive Drab", shown for the color of the shamrock-decorated Ki 61 (R), is a fairly good match with FS 4084. A sample is offered in Model Art #428, 2nd chip. This aircraft has been called "chocolate", and the original drab may have weathered toward this hue. It is not known if this was official, Kawasaki, or a field-mixed color. Several topside browns were seen late in the war.

7. Upper surface Brown 0215 on aircraft N and M (both Nakajima) is close to Humbrol 62. On Sakagawa's aircraft, M, the aft (non-ID Yellow portion) of the main landing gear doors had no brown, but were NMF with a fine spotting of the topside green (FS 4095).

8. When a single yellow propeller warning stripe was applied, it was 50mm from the tip and 50mm wide. It is believed that the single red stripe, when used, had the same proportions.

9. An undocumented drab green-brown was used on Kawanishi N1K2-J prop blades (O and P).

EAGLES' AIRCRAFT

"(a)", "(b)", etc., described in "THE COLORS" (above).

"NMF" is Natural Metal Finish.

Aircraft	Upper surface	Lower surface	Antiglare(Army), Cowling (Navy), interior decking	Propeller face/ rear	Spinner	Cockpit well	Wheelwell, inner gear doors	An-tenna	Wing ID stripe
A: Ki 27 Shinohara, Army	(a)	(a)	(a)	NMF / Flat Blk.	NMF	Dk. Blue-Gray 5764	----	(a)	None
B: A6M2a Mod 11 Suzuki, Navy	(f)/unvarnished Mit. Lt. Gray	< (same)	(c)	NMF / Flat Blk.	NMF	Int. Green 4098	(b)	(f)	None
C: A6M2b Mod 21 Hashiguchi, Navy	(f)	(f)	(c)	NMF / Flat Blk.	NMF	Int. Green 4098	(b)	(f)	None
D: A6M2b Mod 21 Ishihara, Navy	(f)	(f)	(c)	NMF / Flat Blk.	NMF	Int. Green 4098	(b)	(f)	None
E: A6M2b Mod 21 Sakai, Navy	(f)	(f)	(c)	NMF / Flat Blk.	NMF	Int. Green 4098	(b)	None	None
F: Ki 43-I Kato, Army	Dk. Green 4095	Lt. Blue Gray 5550	Dk. Green 4095	NMF / Flat Blk.	white	(b)	(b)	Dk Grn 4095	None
G: Ki 43-I Anabuki Army	Dk. Green 4095	NMF, controls (a)	Flat Black	NMF / Flat Blk.	Dk Grn 4095	(b)	(b)	Dk Grn 4095	None
H: Ki 43-II Kou Nango, Army	Dk. Green 4095	NMF, controls (a)	Flat Black	(e)	(e) / White	(b)	(b)	none	(d)
I: A6M3 Mod 22 Nishizawa, Navy	(g) / (f)	(f)	(c)	NMF / Flat Blk.	NMF/ (e)	Int. Green 4098	(b)	None	None
J: A6M3 Mod 22 Ito, Navy	(f)	(f)	(c)	NMF / Flat Blk.	NMF	Int. Green 4098	(b)	(f)	None
K: Ki 61-I Otsu Takeuchi, Army	(j) on NMF	NMF	Flat Black	(e)	(e)	Khaki-Yellow 0400	Khaki-Yellow 0400	NMF	(d)
L: A6M3 Mod 22 Iwamoto, Navy	(g)	(f)	(c)	(e)	(e)	Int. Green 4098	(b)	(g)	(d)
M: Ki 43-II Otsu Sakagawa, Army	Dk. Grn 4095 on Brn 0215	NMF, controls (a)	Flat Black	(e)	(e) / White	(b)	(b)	Dk. Grn 4095	(d)
N: Ki 44-II Otsu Wakamatsu, Army	Dk. Grn 4095 on Brn 0215	Sky Blue 5466	Flat Black	(e)	red	(b)	(b)	Flat Black	(d)
O: N1K2-J Sugita, Navy	(h)	NMF	none	See COLOR Note 9	(h)	Yellow-Green, Humb. 38	NMF	(h)	(d)
P: N1K2-J Kanno, Navy	(h)	NMF	none	See COLOR Note 9	(h)	Yellow-Green, Humb. 38	NMF	(h)	(d)
Q: Ki 61-I Tei Kobayashi, Army	(j)	NMF	none	(e)	(e)	Khaki - Yellow 0400	Khaki - Yellow 0400	Dk. Grn 4082/ White	(d)
R: Ki 61-I Tei Ichikawa, Army	Dk. Olive Drab 4084	NMF	none	(e)	(e)	Khaki - Yellow 0400	Khaki - Yellow 0400	Dk Olive Drab 4084	(d)
S: Ki 44-II Hei Ogawa, Army	NMF	NMF	Flat Black	(e)	(e)	(b)	(b)	Flat Black	(d)
T: A6M5c Mod 52 Tanimizu, Navy	(i)	Nak.Lt. Gray 4226	Black	(e)	(e)	Int. Green 4583	(b)	(i)	(d)

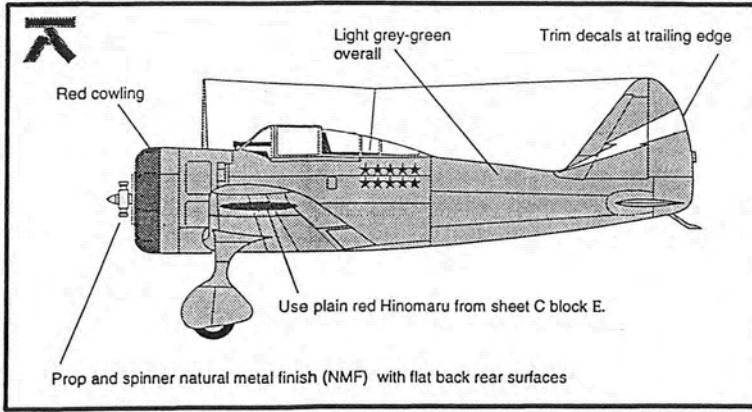
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17. "Famous Airplanes of the World" series: #5 (Zero Type 11-21), #9 (Zero Type 22-63), #13 (Hayabusa), #16 (Shoki), #17 (Hien), #19 (Hayate), #29 (Type 97 Army Fighter), Bunrin-Do, 1987-1994.
18. "J & P", No. 2, Air World Magazine (Japan), 1986.
19. "Broken Wings of the Samurai", R.C. Mikesh, Airlife Publ., 1994.
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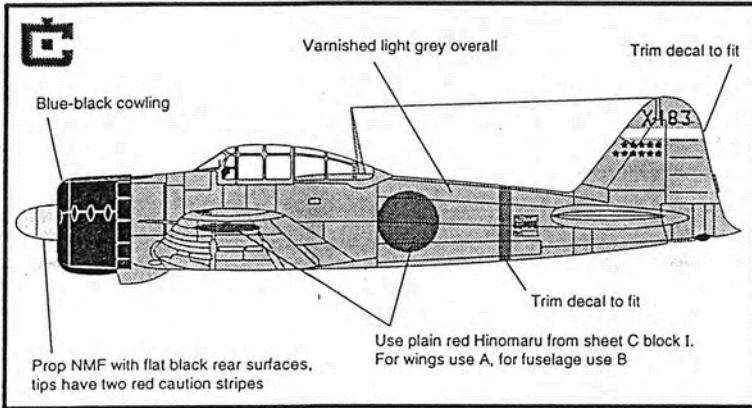
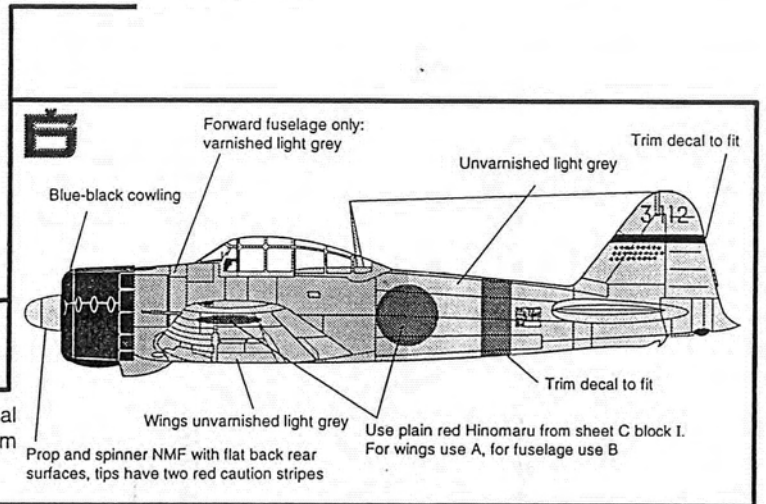
EAGLES OF THE RISING SUN

MODEL BUILDING SUGGESTIONS AND NOTES



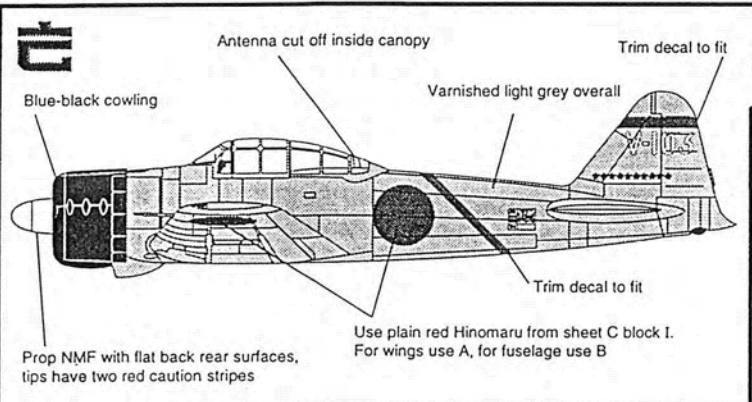
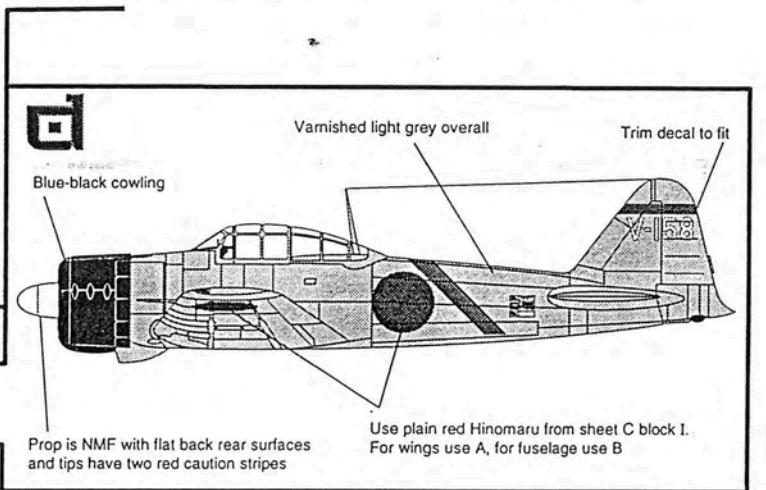
A6M2a Model 11 Zero, 3-112, 12th Kokutai, flown by Lt. Minoru Suzuki (final score: approx. 8), China, Winter 1940-1941. The tail score includes kills from other pilots who flew this airplane.

Ki 27 Otsu, Shimada Chutai, 11th Sentai, flown by WO Hiromichi Shinohara, Nomonhan, Manchuria, June 1939. Aircraft had 10 kills at this time but Shinohara's final score was 58.



A6M2b Model 21 Zero, V-158, Tainan Kokutai, flown by NAP 2/C Susumu Ishihara (final score: 16), Surabaya AB, Java, February, 1942

A6M2b Model 21 Zero, X-183, 3rd Kokutai, flown by NAP 2/C Yoshiro Hashiguchi (final score: 10+), Kendari AB, Celebes, February 1942.



A6M2b Model 21 Zero, V-103, Tainan Kokutai, flown by NAP 1/C Saburo Sakai, Denpasar AB, Bali, February, 1942. Sakai's final score was 64.



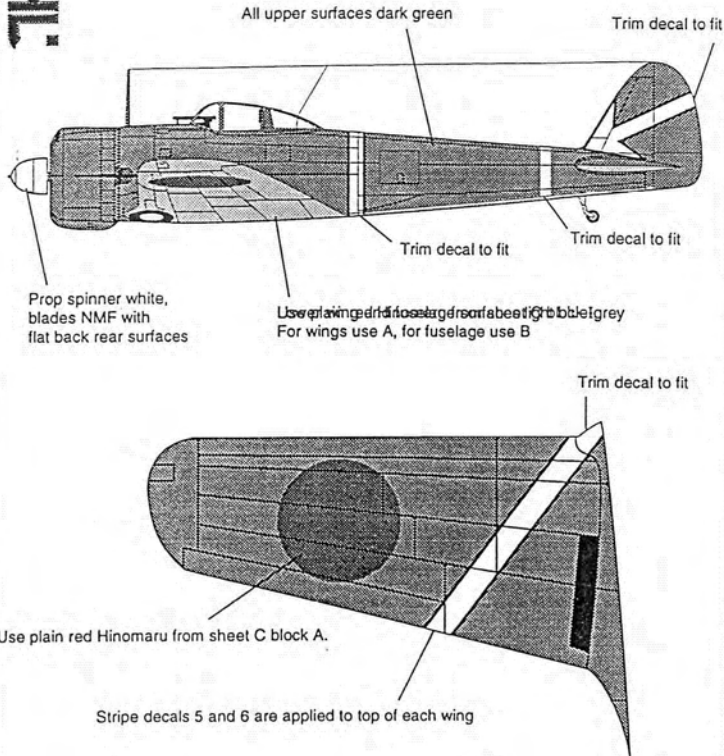
SPECIAL THANKS
To KEISHIRO NAGAO
for translations and corrections of original
Japanese materials



MODEL BUILDING SUGGESTIONS AND NOTES-2

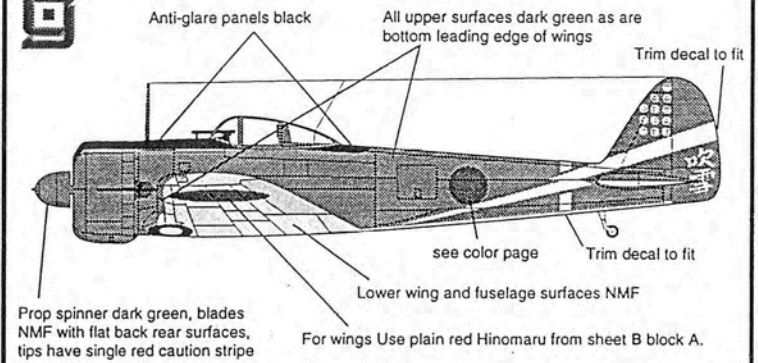


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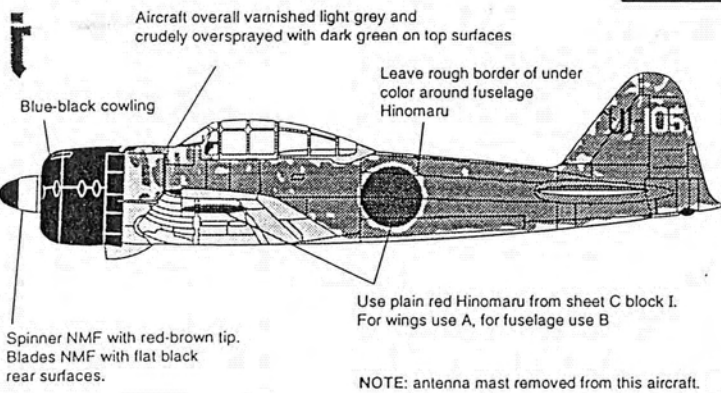
Ki 43-I Hayabusa, 64th Sentai, flown by sentai commander, Lt. Col. Tateo Kato, Burma, May 1942. Kato had a final score of 18 kills.

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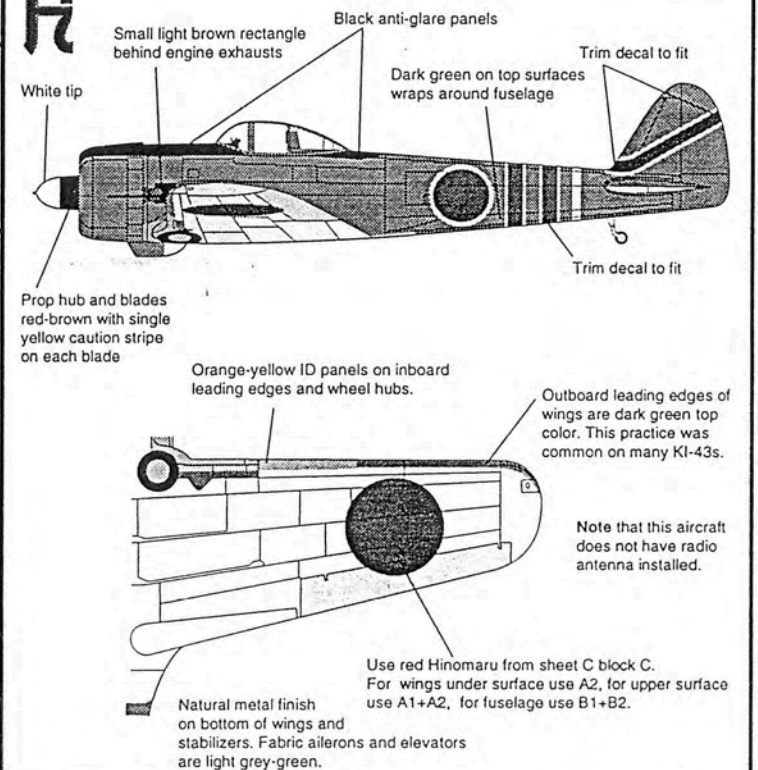


Ki 43-I Hayabusa, 50th Sentai, flown by Sgt. Satoshi Anabuki, Burma, January 1943. Anabuki had a final score of 39 kills. Note that fabric control surfaces on NMF finishes are painted Army light grey-green. No known right side picture of Anabuki's A/C is available. Although we doubt that kill markings and personal emblems were shown on the right side, we have supplied them. Check references and arrive at your own conclusion.

A6M3 Model 22 Zero, UI-105, 251st Kokutai, flown by NAP 1/C Hiro Yoshi Nishizawa, Rabaul, June 1943. Nishizawa's final score was 87. The spinner tip paint was peeling off and aircraft had a standard droptank.

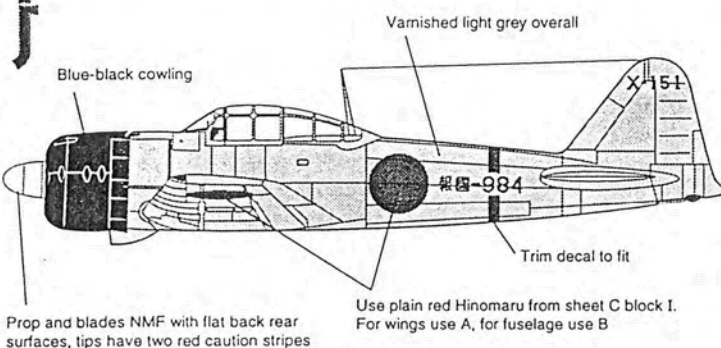


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Ki 43-II Kou Hayabusa, 59th Sentai, 2nd Chutai, flown by Capt. Shigeo Nango, New Guinea, 1943. Nango had a final score of 15 kills. Aircraft photographed with single ID yellow drop tank on left inboard wing pylon.

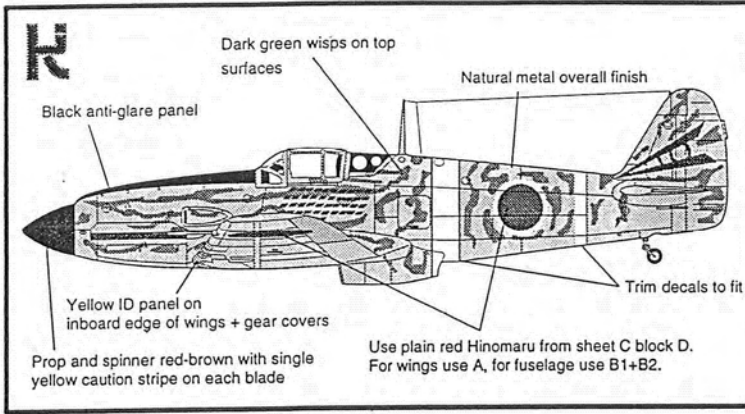
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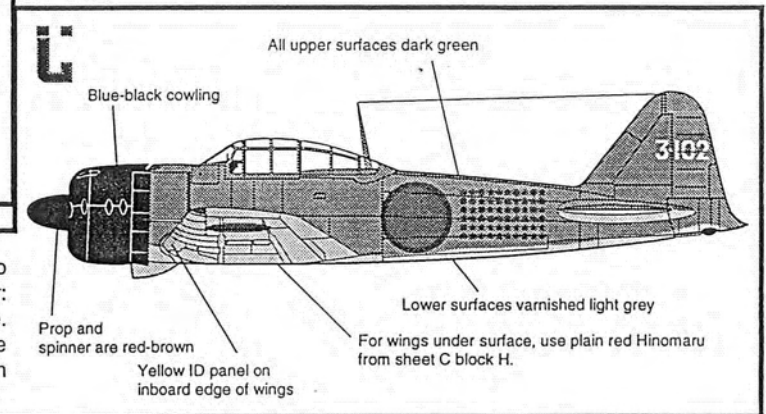
A6M3 Model 22 Zero, X-151, 202nd Kokutai, flown by NAP 1/C Kiyoshi Ito, Kupang AB, Timor, Spring 1943. Ito had a final score of 17. Aircraft had simple type outboard wing bomb racks.



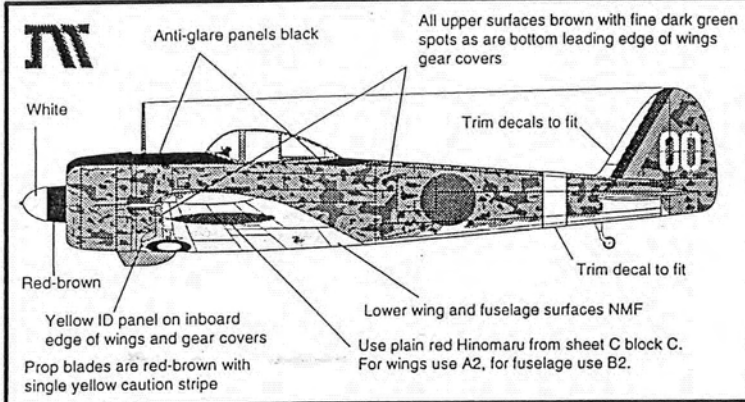
MODEL BUILDING SUGGESTIONS AND NOTES-3



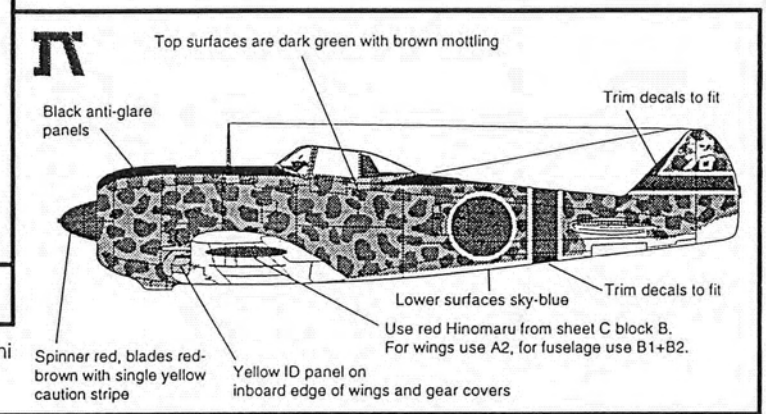
Ki-61-I Otsu Tony, 68th Sentai, of Maj. Shogo Takeuchi (final score: 19), New Guinea, late 1943. Kill marks include probables and damaged aircraft.



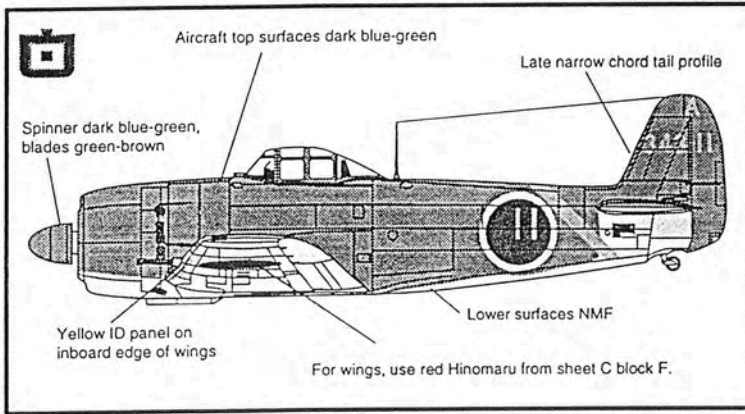
A6M3 Model 22 Zero, 3-102, 253rd Kokutai, flown by WO Tetsuzo Iwamoto (final score: 80), Rabaul, January 1944. References are not clear: some believe it was a Model 21, generally out of service at this time. Iwamoto's diary gives only the "102" portion of the tail code. The unit code prefix changed in 1943 from U3 to an unknown arabic number. Based on contemporary Rabaul units, the code 3-102 is most probable.



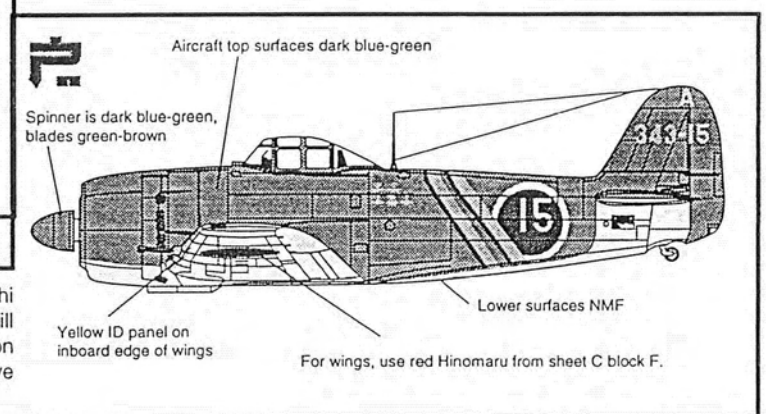
Ki 43-II Otsu Hayabusa, 25th Sentai, flown by unit commander, Major Toshio Sakagawa (final score:15), Hankow, China, Spring 1944. Headrest is removed from this aircraft.



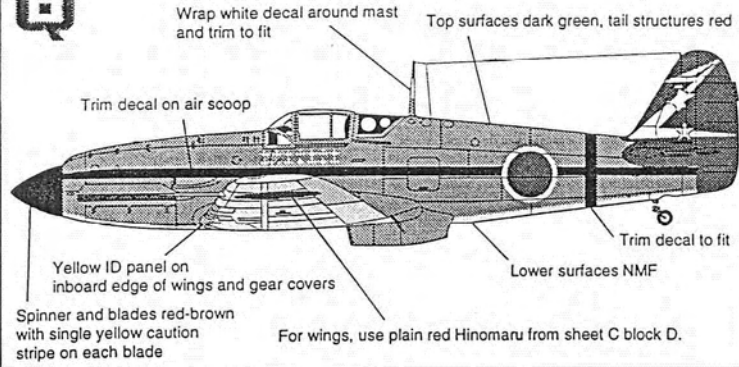
Ki 44-II Otsu Shoki, 85th Sentai, 2nd Chutai, flown by Lt. Col. Yuki Yoshi Wakamatsu (final score: 18+), Kwangtung, China, 1944.



N1K2-J Shinden, 343-11, 343rd Kokutai, flown by NAP 1/C Shoichi Sugita, Matsuyama, Japan, April 1945. Sugita had a final score of 70.

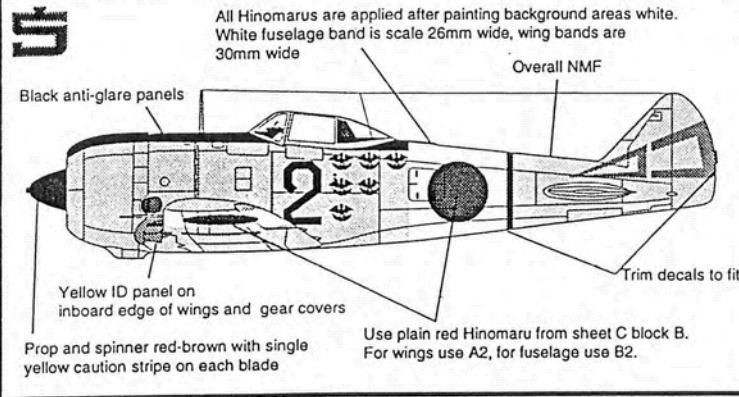
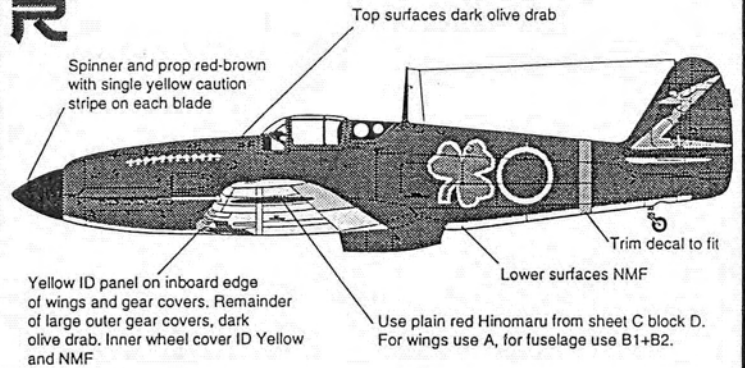


N1K2-J Shinden, 343-15, 343rd Naval Air Group, flown by Capt. Naoshi Kanno (final score 25), Matsuyama, Japan, April 1945. The five kill marks, were forward of the stripe, but shape and location are based on displays on other unit aircraft. Front half of spinner is believed to have been later painted yellow at Ohmura-AB, late April 1945.



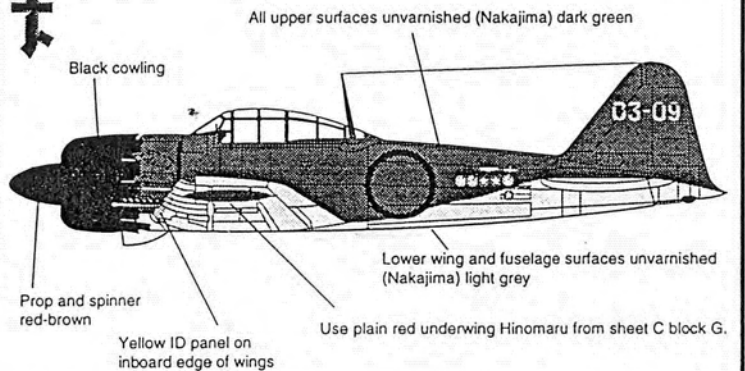
Ki-61-I Tei, 3rd Chutai, 244th Sentai, flown by Capt. Chuichi Ichikawa (final score: 10+), Chofu, Japan, Summer 1945. Landing gear covers believed to have had two-digit white number (representing aircraft's serial) on lower side of main gear covers. Exact number is not known.

Ki-61-I Tei, 244th Sentai, flown by sentai commander Maj. Teruhiko Kobayashi, Chofu, Japan, May 1945. Some of his 12 kills were achieved by "body attack." As opposed to "ramming," body attacks were achieved by landing on top of an enemy aircraft in flight, after which the pilot bailed out.



A6M5c Hei Model 52 Zero, 03-09, 303rd Hikotai, 203rd Kokutai, flown by WO Takeo Tanimizu, Kagoshima, Japan, June 1945. Tanimizu had a final score of 18. This aircraft had large-capacity wooden drop tank.

Ki 44-II Hei Shoki, 70th Sentai, 3rd Chutai, flown by 2nd Lt. Makoto Ogawa, Chiba, Japan, June 1945. Ogawa's final score was 9.



Due to the complexity of some fuselage shapes, certain stripes may need trimming before you wet them. Please plan ahead. In cases that you must apply one decal on top of another, make sure that the first one is thoroughly dry.

REFERENCES USED:

- 1) ZERO IN ACTION, by Shigeru Nohara, 1983. Squadron Signal Publications, 49 p. Good general reference on Zero with lots of photos and artwork.
- 2) MEDALED PILOTS OF THE JAPANESE AIR FORCE, NO. 416, 1993. Model Art Publications, 144 p. Excellent photo and artwork reference on Ki 43, Ki 44, Ki 61 and other types used by Japanese Army forces. Japanese text.
- 3) CAMOUFLAGE & MARKINGS OF TYPE 1 FIGHTER HAYABUSA, NO. 395. 1992. Model Art Publications, 158 p. Excellent coverage of the KI-43 with many photographs. Japanese text.
- 4) Koku-Fan Magazine, various issues. Bunrin-Do Publishing.
- 5) JAPANESE IMPERIAL ARMY AND NAVY AIRCRAFT COLOR, MARKING, NO. 42, 1988. Koku-Fan Illustrated, Bunrin-Do Pub., 176 p. Excellent book with color artwork, photos and other details. Japanese text.

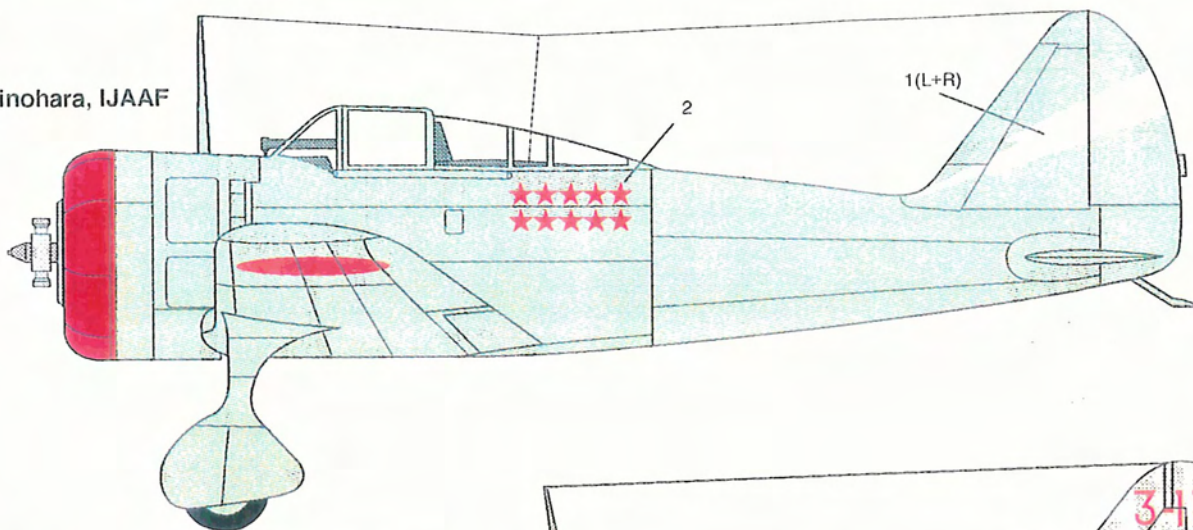
RECOMMENDED KITS:

Hasegawa: N1K2-J GEORGE; KI 61 TONY; KI 44 TOJO; A6M ZERO (family); KI 27 NATE; Ki-43 II Oscar

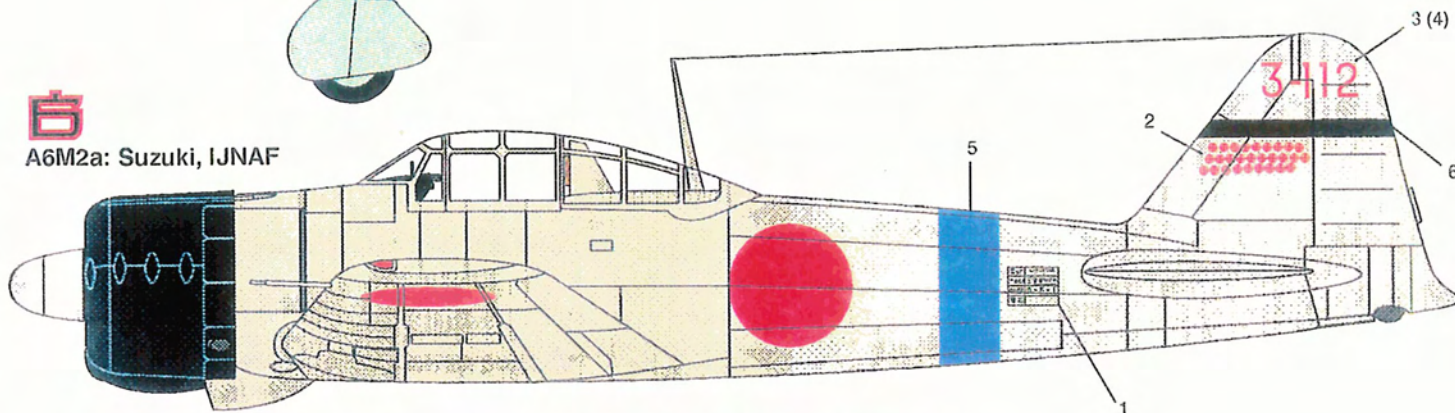
AeroMaster Decals™



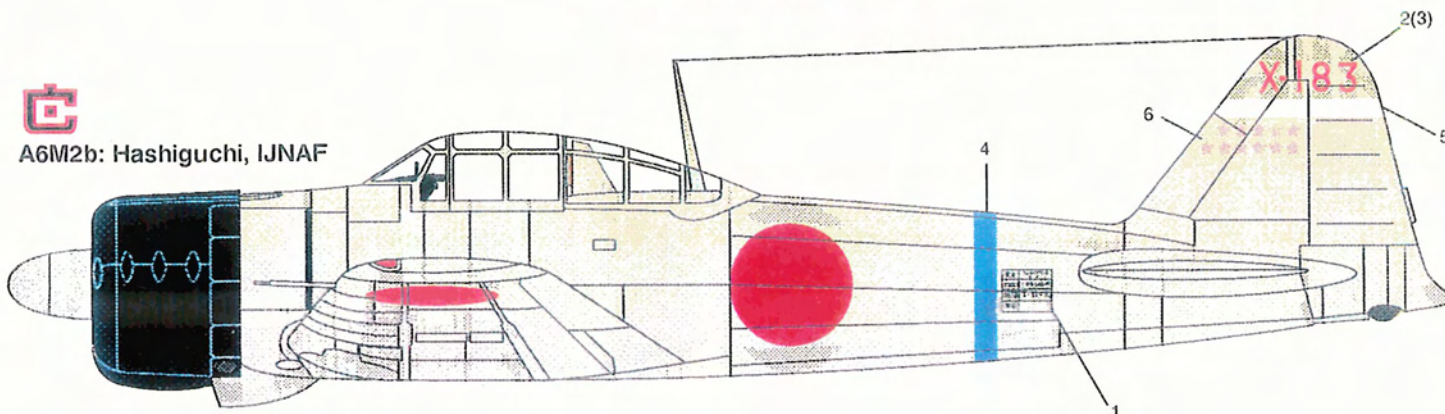
KI 27: Shinohara, IJAAF



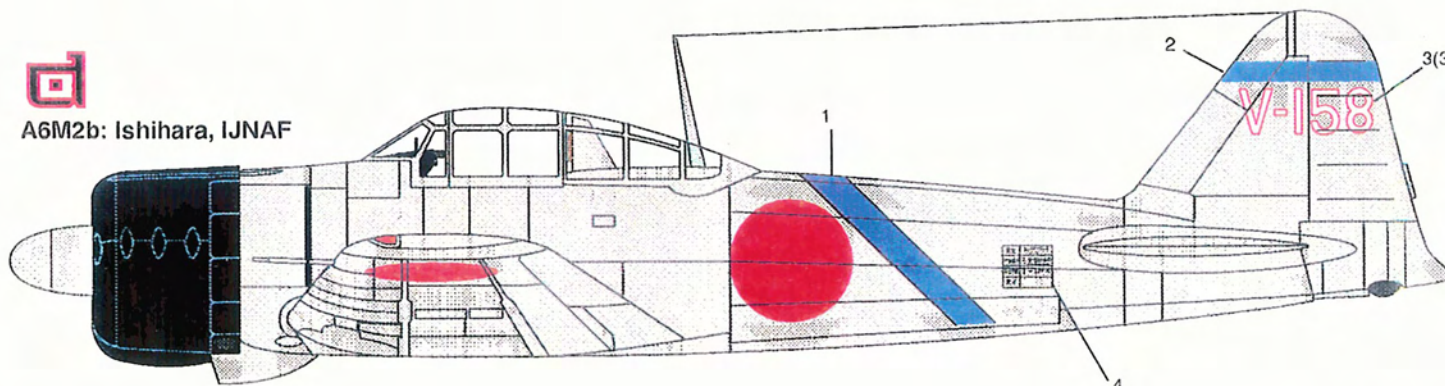
A6M2a: Suzuki, IJNAF



A6M2b: Hashiguchi, IJNAF



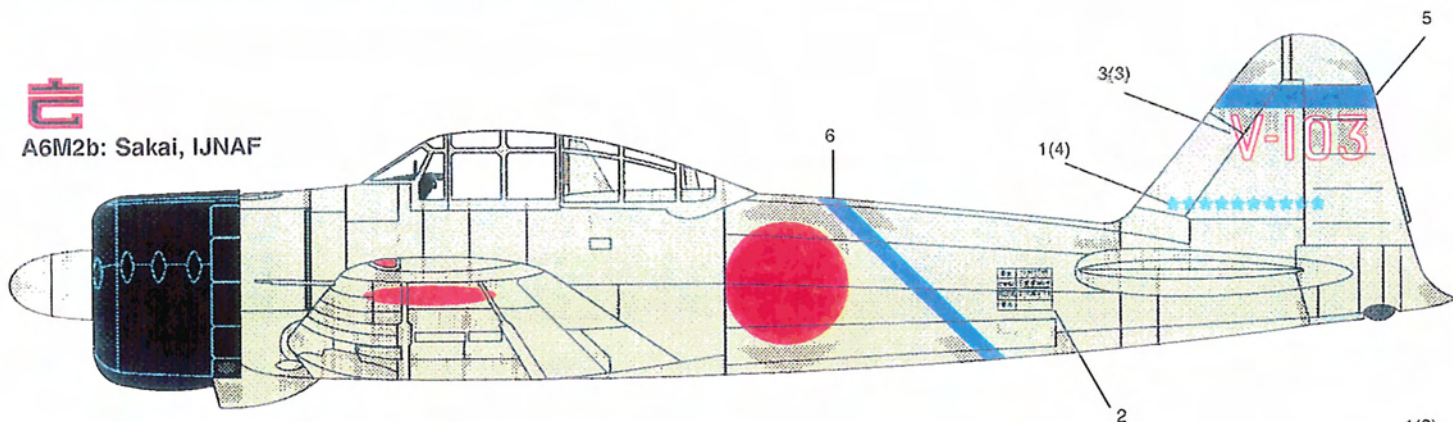
A6M2b: Ishihara, IJNAF



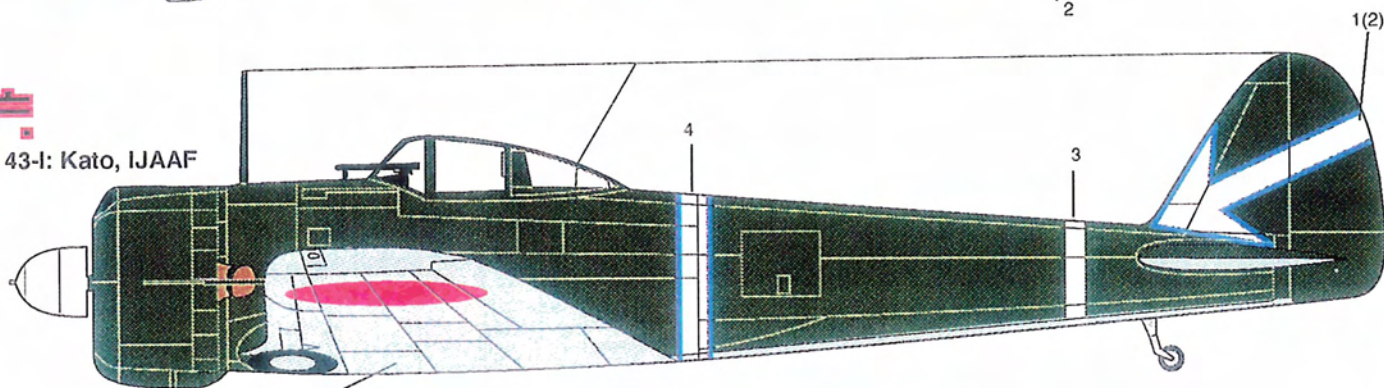
Aeromaster Decals™



A6M2b: Sakai, IJNAF



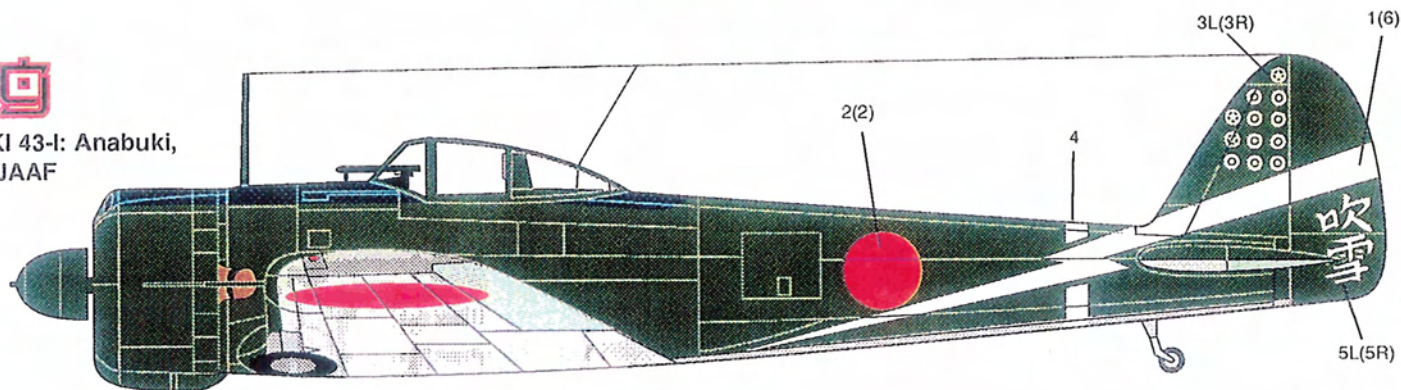
KI 43-I: Kato, IJAAF



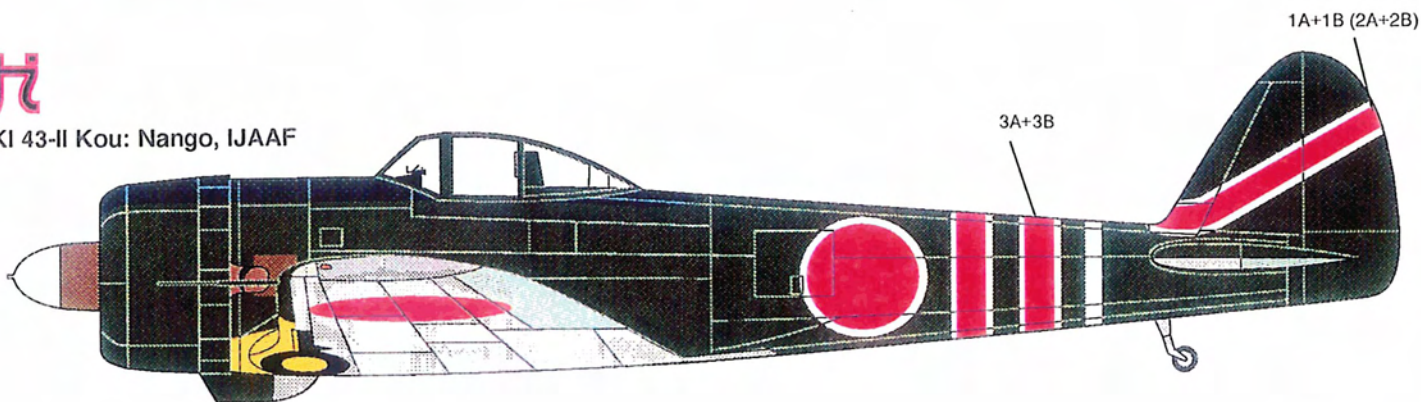
5(6) on top of wings.
See MODEL BUILDING SUGGESTIONS
AND NOTES



KI 43-I: Anabuki, IJAAF



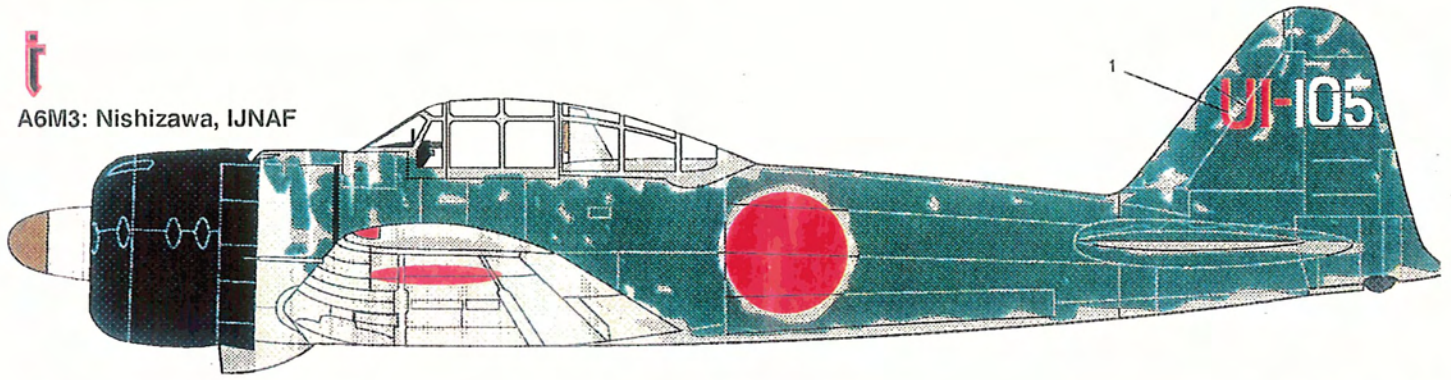
KI 43-II Kou: Nango, IJAAF



Aeromaster Decals™

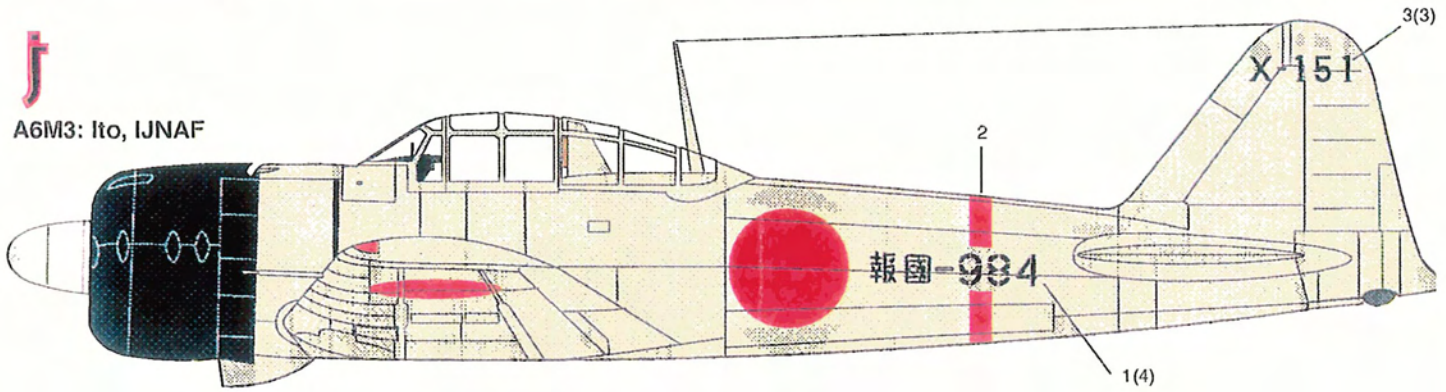
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A6M3: Nishizawa, IJNAF



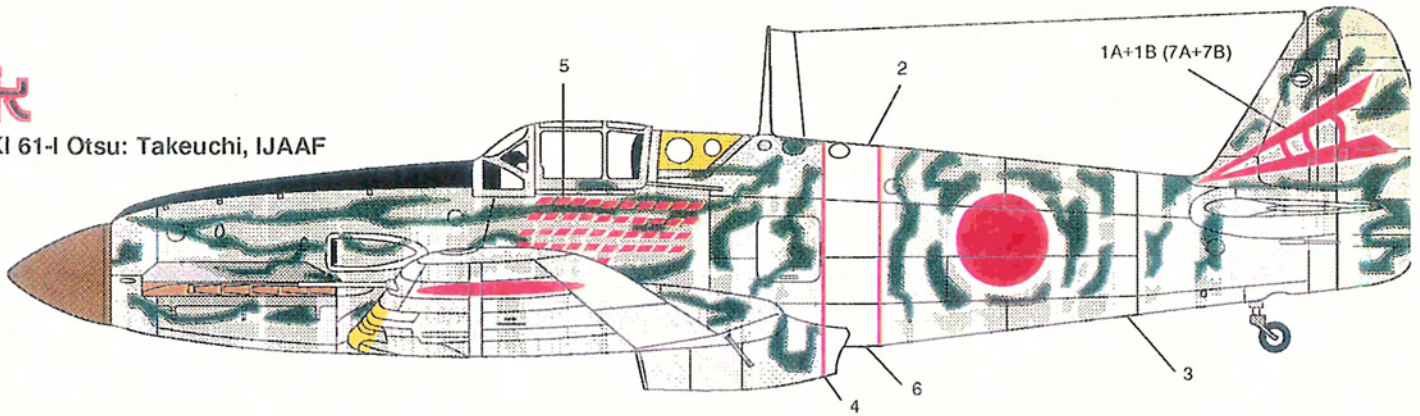
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A6M3: Ito, IJNAF



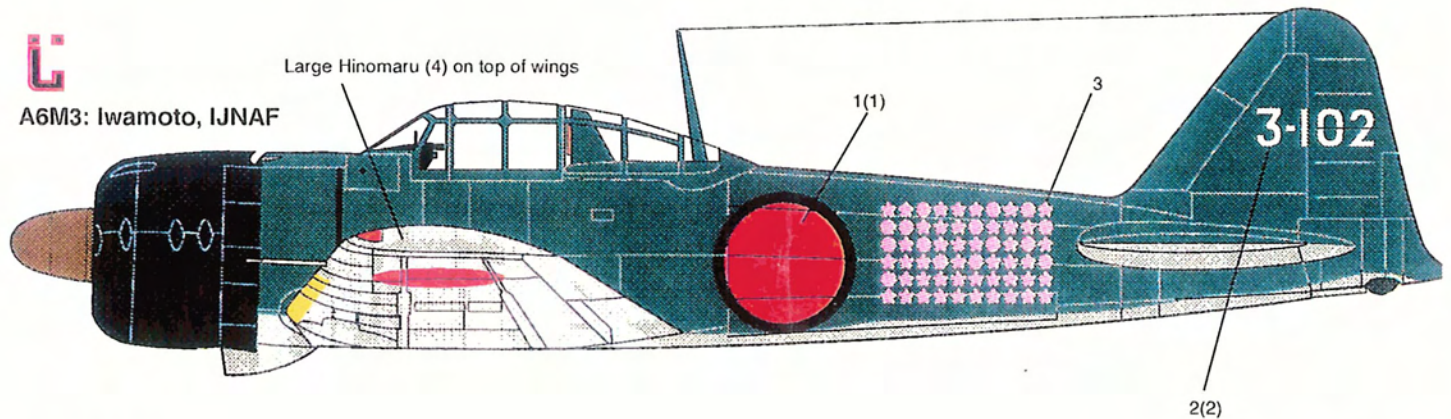
k

KI 61-I Otsu: Takeuchi, IJAAF



l

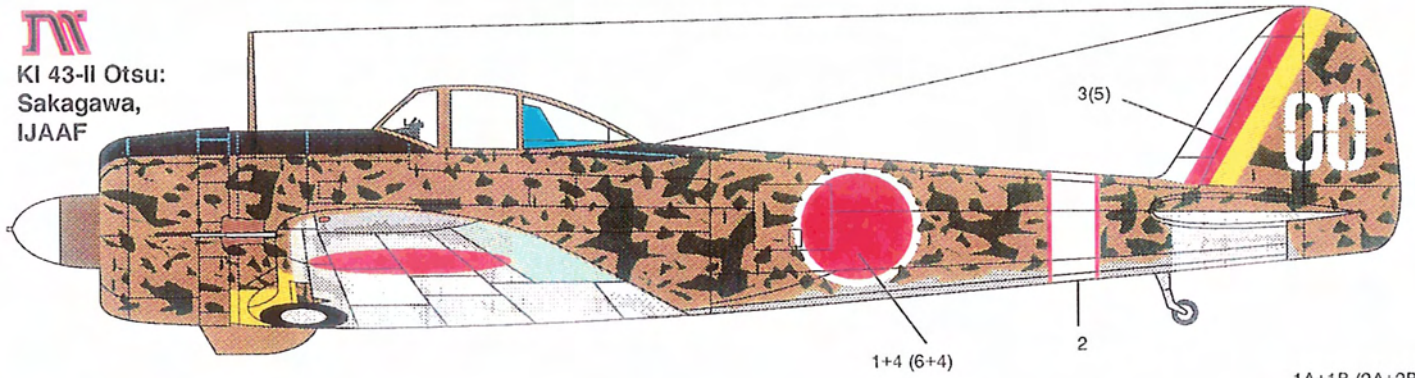
A6M3: Iwamoto, IJNAF



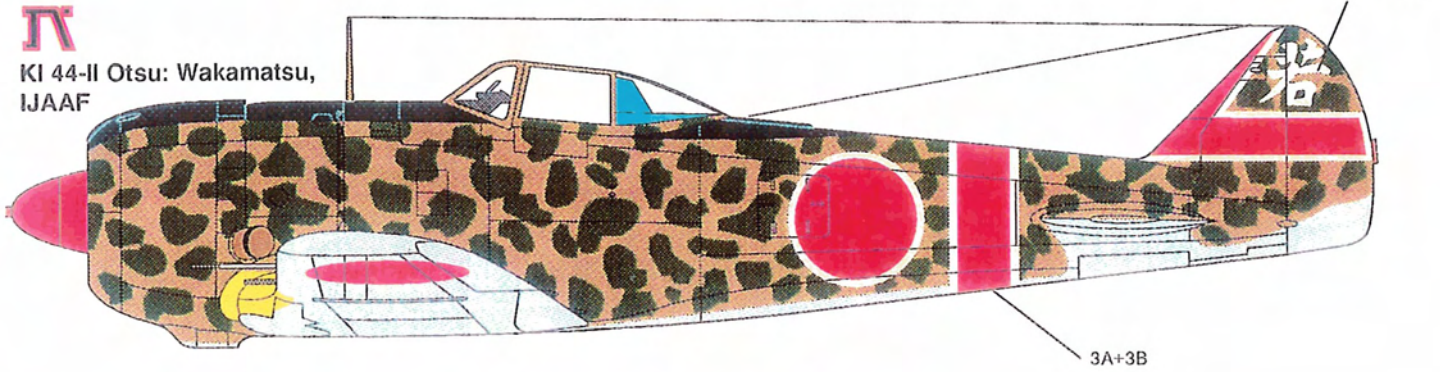
Aeromaster Decals™



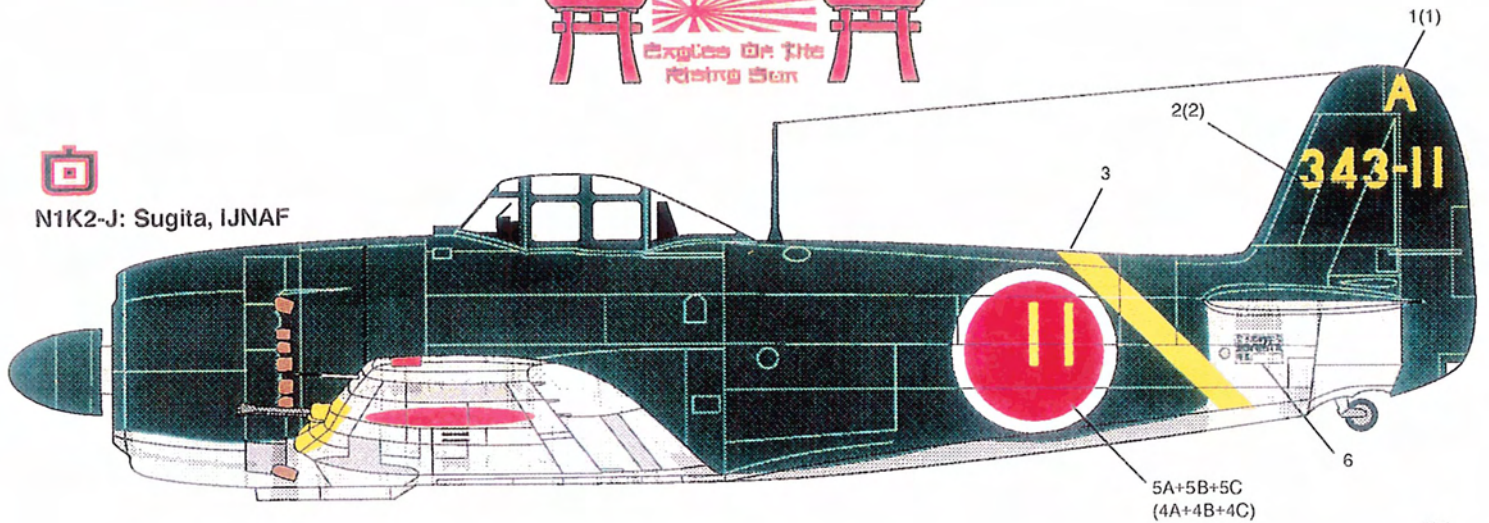
KI 43-II Otsu:
Sakagawa,
IJA AF



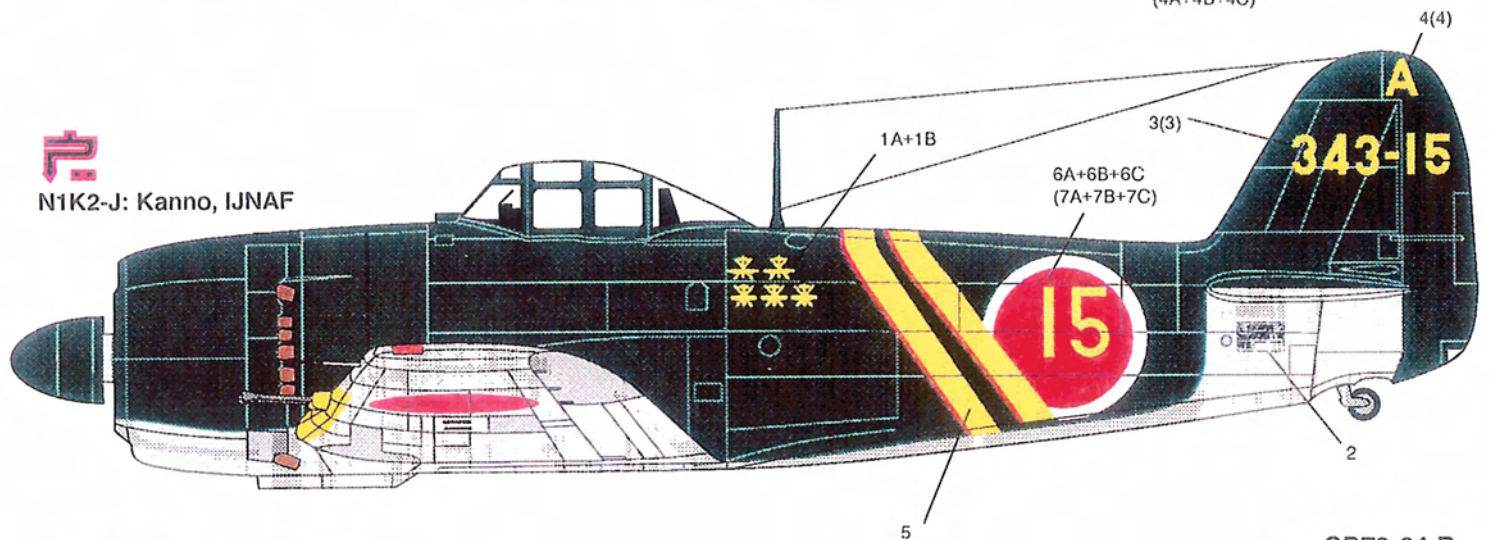
KI 44-II Otsu: Wakamatsu,
IJA AF

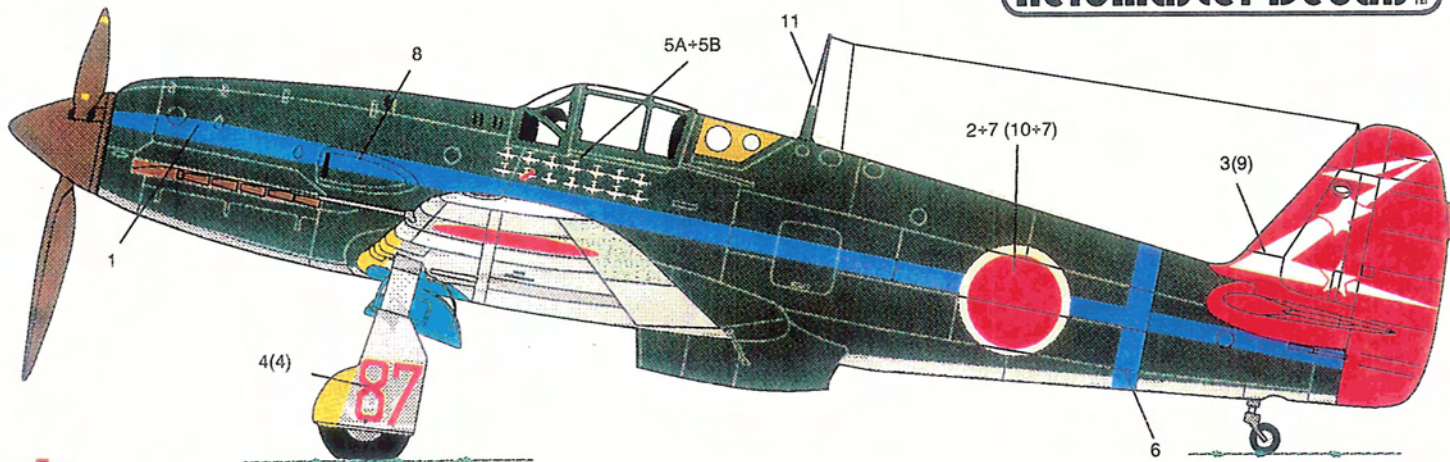


N1K2-J: Sugita, IJNAF

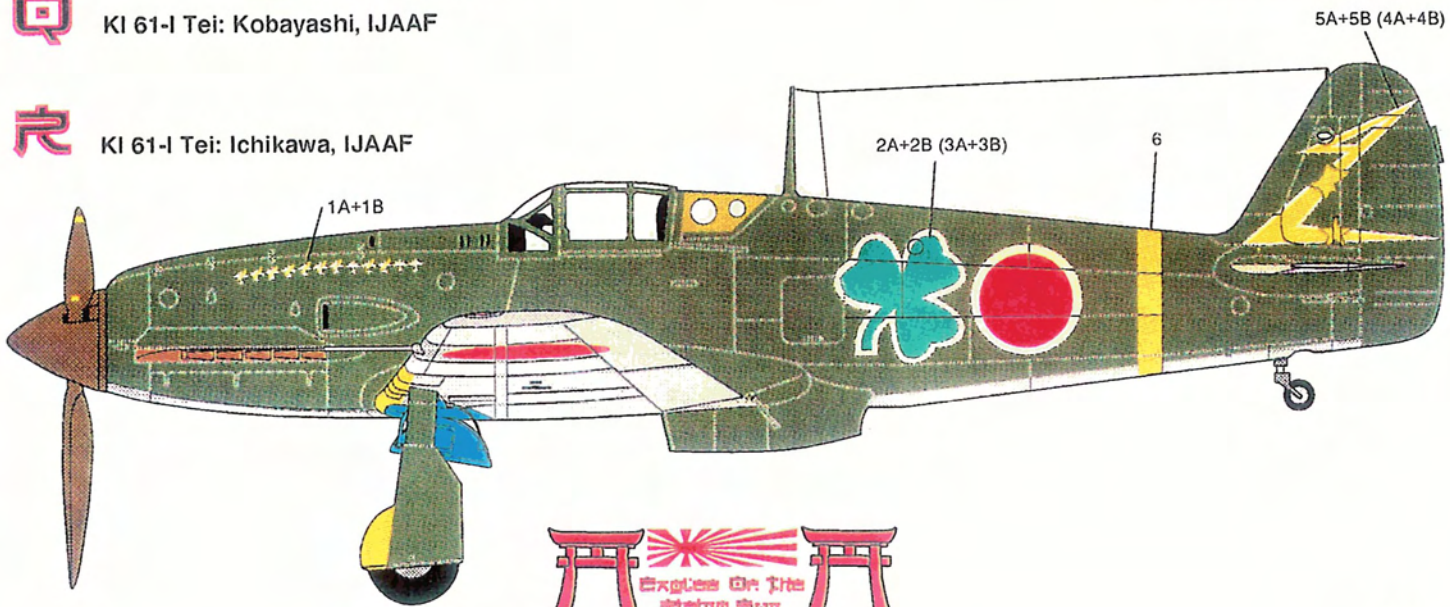


N1K2-J: Kanno, IJNAF

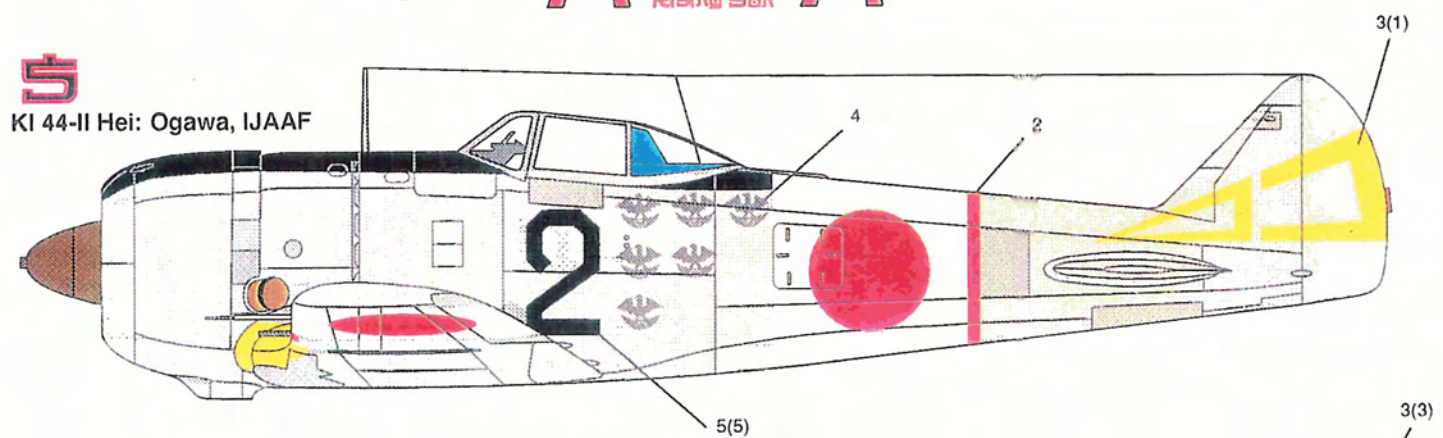




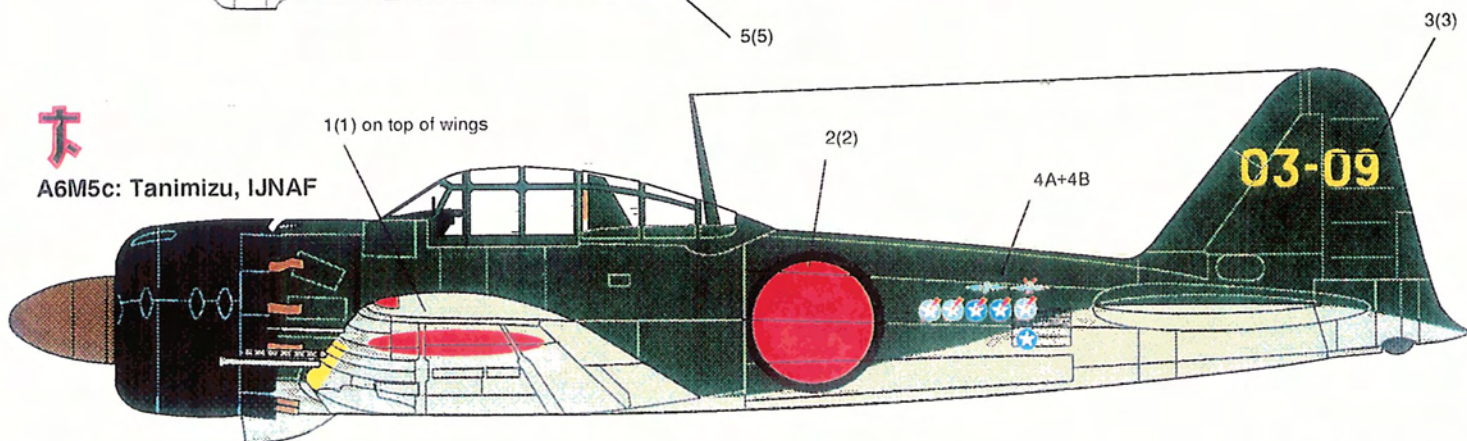
向 KI 61-I Tei: Kobayashi, IJAAF



虎 KI 61-I Tei: Ichikawa, IJAAF



弓 KI 44-II Hei: Ogawa, IJAAF



十 A6M5c: Tanimizu, IJNAF