



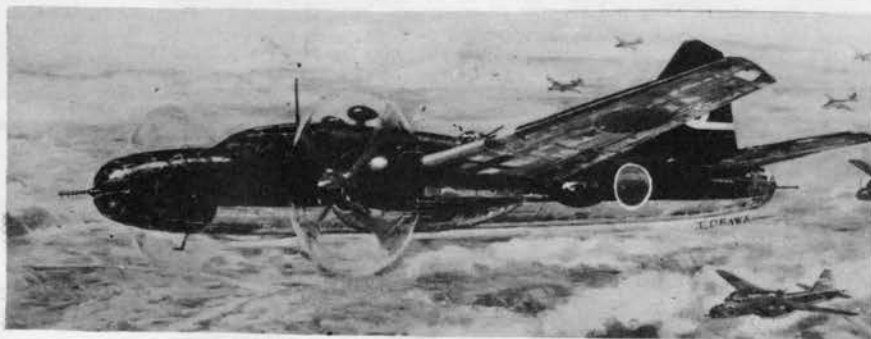
# JAPANESE ARMY HEAVY BOMBER TYPE 4

# HIRYU

SCALE 1/72  
KI-67-PEGGY

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Famous Japanese Military Bomber, of which name was well known as Hiryu rather than Heavy Bomber Type 4, was completed at the end of the Pacific War. Its ability was superior to that of B-25, B-26 and exceeded world level. The U.S. Army also called it "Peggy" and rated it high.

However, it was unlucky machine which ended without having good place in which it played an active part. Indeed, it could not have good chance to take part in actual fighting. It only took part in battles of off Taiwan (Formosa) and off Kyushu.

#### FROM TRIAL TO PRODUCTION OF HIRYU

In 1940, water-drop shaped cover made of metal was fitted to the side of the body of Military Heavy Bomber Type 97 Model III (trial machine no. 3003) that was the basic test of the so-called "Sponon".

In succession, semicircular canopy was fitted to the rear upper part of the body and change of maximum speed was measured. It was a part of basic test made by Military, cooperating with research at Mitsubishi in order to collect materials as for tactical bomber in which speed was considered as an important matter. That is to say, ability of "Donryu" (Ki-49), Military Heavy Bomber Type 100 which was completed in August, 1939 was not satisfactory and so, disappointed Military unofficially announced Mitsubishi in December, 1939 to investigate hi-speed tactical bomber under their fresh plan. Test had been continued since the time of September, 1940 when unofficial announcement of making trial machine was given and after the test by full-sized model in January, 1941 instruction of making officially trial machine was granted in Mitsubishi by nomination. (In June, 1942, additional instruction of strengthening bombing and firing equipment was also given.) Considering principal items of instruction making of trial machine, it was precedence of speed, aiming at bombing a ground unit. (Navy took a cruising power first.)

#### CONTENTS OF INSTRUCTION

USE: Destruction of machines at the hostile airdrome and bombing of a ground unit.

**ABILITY:** Normal altitude: 2,500-4,380 miles (4,000-7,000 meters), regular action radius: 625 miles (1,000 1,000 km.), specially loaded action radius: over 940 miles (over 1,500 km.), time to spare: 2 hours, maximum horizontal speed: over 345 miles (over 550 km.)

**CREW:** 6-8

**SEAT:** 9-10

**OUTFIT:** Standard loaded bomb 1,100 lbs. (500 kg.), maximum loaded bomb: 1,650 lbs. (750 kg.), armament: 7.7 m/m machines gun  $\times 3$ , 13m/m  $\times 2$

**NUMBERS OF TRIAL MACHINES:** 3.  
Machine no. 1 was scheduled to be completed in August, 1941. August.

In making trial machine of Ki-67, at Mitsubishi, works were begun under the chief of drawing section of Mr. Kawano's guidance together with Mr. Ozawa, drawing engineer as a head. First trial machine was completed in December, 1942 which was a year and ten months since start, and first fly was satisfactorily made on 27th at Kagami-gahara airdrome, Gifu Pref. by two pilots named Oda and Yamaguchi. In succession, first fly of second machine was made in February, 1943 and third machine in April, 1943.

After improvement of the result of tests, it became nice machine of which light control performance far exceeded that of twin-engined Light Bomber Type 99 (Ki-48) and when bombs were not loaded, it could, easily turn loops and also, circle vertically.

Utilizing good ability of Hiryu, both Military and Navy made numerous machines with special equipments and one of the most famous one among them were Yasukuni, Torpedo Bomber and Ki-109, Experimental Interceptor Fighter.

Although mass production was set in from April, 1944, owing to the earthquake visited to Tokai district in December, 1944 and also, to calamities at Ooe Factory, Nagoya caused by air raids of B-29, obstacles to let the factory decentralize and disperse occurred in succession.

Although Kawasaki Nagoya Factory cooperated in production, production of 606 machines at Mitsubishi and 91 machines at Kawasaki were completed before the end of the War.

#### CONSTRUCTION AND ARMAMENT OF HIRYU

Points in which Hiryu was different from usual bomber lied in that it could make fair swoop and prevented damage from ground gunfire by flying super low altitude flight over the fence. Also, it could make a long-distance flight with heavy materials and at the same time, the body was made small as much as possible, by which vertical stabilization was improved. Owing to it, diameter of the fuselage became small which gave very smart appearance and yet, passing inside the fuselage was easy. In order to improve vertical stabilization, the fuselage was long and tail plane was small. However, for the purpose of keeping bombing course correctly, area of vertical tail plane was large.

For engine, Ha-104 with cooling fan was adopted which was most reliable one even in case of single engine flight. Peculiar sound "Ki-n" to Hiryu came from cooling fan and only Hiryu made such a sound among all Japanese machine.

For propeller, 4 panelled full-feathering system was adopted, which was made at Sumitomo, but owing to failure of electric parts, sometime accidents occurred.

In order to defend itself against enemy's attack in the air, under necessity of flying in close formation, a gauge and a control lever, etc. were fitted to the right pilot seat, which was hitherto considered simply as a spare seat, by which left and right seat became completely same. Therefore, by whichever seat pilot might control, close formation was assembled. Further, as engineer's seat was prepared at the back of above seats, in case of need, the said three members could closely consult together. The center part of the floor was transparent so that they might look the ground, by which also, a drift measurement could be done. As pilot seats located ahead of propeller, reflected light and fire of exhaust pipe at the time of a night flight did not obstruct them and owing to it, it was said that control of pilot became very easy. For windscreen glass, by using curved surface strengthened-glass which was unprecedented at that time, the field of vision became wide in the upper, side and lower parts.

Further, in order to widen the field of vision of bombing seat, it was all glazed and the construction was special framed one by welding steel pipes. As the body was long, inclination of the machine at the ground was very slow and also, as the field of vision at the time of flying off and

landing was rich. So, pilots were pleased at Hiryu. Indeed, it might be safely said that surrounding of pilot's seat was far superior to other machines by that time.

Fire protection was thoroughly made by putting considerable weight on it which was exceeded all other Japanese machines. The lower surface inside the wing was made as same as the outside of main planes and even if they were bombed, gasoline was discharged outside. The tank inside the fuselage was covered by bulletproof steel plate and thick rubber which prevented gasoline from leaking. It was said that it was famous among the U.S. Army as a machine which was hard to burn.

The gunner could shoot from the inside of windscreen and on the rear upper part, globular gun platform with motive power was fitted. Also, in order to facilitate exchange of spare parts, if only screws of the surface of plane were taken

away, the tank dropped spontaneously and fresh tank could be easily putted into. Regarding the tank inside the fuselage, if the outside plate of the fuselage was removed, it could be easily taken out. Also, devices were elaborated on the tip of the fuselage the front part of the fuselage, the tail-end of the fuselage and the rear part of the fuselage so that they might be exchanged easily by using special connective metal fittings.

As for mass production, the divided construction was adopted and improvement of a field work was taken into construction. In order to save time of construction, casting parts and press parts were mainly used, by which method of less welding work was adopted which was epoch-making plan, but everything had not gone as expected and ended without realizing their results owing to the earthquake and air raids on the half way of preparation.

#### FIRING EQUIPMENT

Machine Number	No.1-3	No.4-19	No.20-450	From No. 451 onward
Front	7.7×1	13×1	13×1	13×1
Rear Upper	13×1	20×1	20×1	20×1
Side	7.7×2	7.7×2	13×2	13×2
Tail	13×1	13×1	13×1	13×2 or 13×1

7.7m/m, 13m/m and 20m/m mean flexible machine gun Type 98, Ho-163 and Ho-5 respectively.

#### BOMBING EQUIPMENT

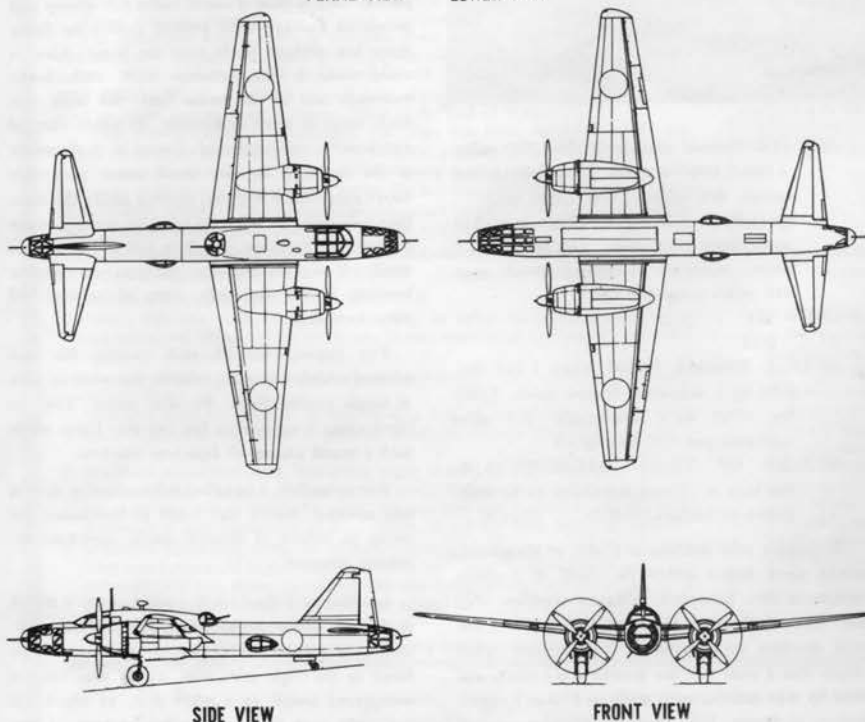
Machine Number	No.1-19	No.20-750	From No. 751 onward (schedule)
22 lbs. (10kg.) Substitute Bomb Type 94	15 (15)	15	15 (15)
66 lbs. (30kg.) Substitute Bomb Type 1	15 (15)	15	15 (15)
Dropped Flare Bomb Type 1	15 (15)	15	15 (15)
100 lbs. (500kg.) Bomb Type 94	10 (15)	15	15 (15)
220 lbs. (100kg.) Bomb Type 94	5 (8)	8	8 (8)
550 lbs. (250kg.) Bomb Type 92	2 (3)	3	3 (5)
1,100 lbs. (500kg.) Bomb Type 92	1 (1)	1	1 (3)

Bracketed figures show the case of special equipment.

#### FOUR SIDES' DRAWING OF HIRYU (PEGGY)

PLANE VIEW

LOWER VIEW



#### SPECIFICATION

COMPLETION OF TRIAL MACHINE: December, 1942  
 PLACE OF PRODUCTION: Mitsubishi Nagoya Factory  
 OVERALL WIDTH: 73 ft. 9 in. (22.5 m.)  
 OVERALL LENGTH: 61 ft. 4 in. (18.7 m.)  
 OVERALL HEIGHT: 15 ft. 9 in. (4.8 m.)  
 WING LOAD: 42.81 lb./sq.ft. (209 kg/m<sup>2</sup>)  
 HORSE POWER LOAD: 9.44 lbs./h.p.  
 ASPECT RATIO: 7.7  
 CREW: 6-8  
 WING AREA: 708.5 sq.ft. (65.85 m<sup>2</sup>)  
 EMPTY, EQUIPED WEIGHT: 30,283 lbs. (13,765 kg.)  
 EMPTY WEIGHT: 19,028 lbs. (8,649 kg.)  
 CARRYING CAPACITY: 11,255 lbs. (5,116 kg.)  
 FUEL CAPACITY: 3,886 gal.  
 ENGINE: HA-40  
 NUMBERS OF CYLINDER: Compound Star-shaped 18 Cylinders  
 OUTSIDE DIAMETER: 4 ft. 6 in.  
 WEIGHT: 2,081 lbs. (946 kg.)  
 DECREASING RATIO: 0.588

	Hf	H.P.	r.p.m.
TAKING OFF	0	1,900	2,450
FIRST SPEED:	7,216 ft. (2,200m.)	1,810	2,350
SECOND SPEED:	20,008 ft. (6,100m.)	1,610	2,350

PROPELLER: TDM Full Feather  
 NUMBERS OF PANEL: 4  
 DIAMETER: 11 ft. 10 in. (3.6 m.)  
 PITCH: 27°-90°  
 GROUND ANGLE: 5° 41'  
 TREAD: 19ft. 8in. (6m.)

BOMB: 1,760 lbs. (800 kg.) or torpedo of 1,760 lbs. (800 kg.)  
 -2,354 lbs. (1,070kg.)  
 ARMAMENT: 20 m/m×1 (400 Bullets)  
 13 m/m×4 (2,100 Bullets)  
 MAXIMUM SPEED: 333 mi./h. (537 Km./h. at 19,975 ft. (6,090 m.)  
 GRUISING RANGE: 2,365 mi. (3,800 km. at 26,240 ft. (8,000 m.) 248 mi./h.  
 CLIMBING POWER: 14 minutes 30 seconds to 19,680 ft. (6,000 m.) (400 m.)  
 MAXIMUM SERVING CLIMBING LIMIT: 31,060 ft. (9,470 m.)  
 TAKE-OFF RUN: 2,309 ft. (704 m.) (Weight 30,360 lbs.) (13,800 kg.)  
 LANDING DISTANCE: 1,427 ft. (435 m.) (Weight 21,010 lbs.) (9,550 kg.)

#### NOTE BEFORE ASSEMBLING

1. Before assembling, check whether or not parts are complete as per parts list.
2. Before cementing, never fail to assemble tentatively and examine movable condition and also, how nicely relative parts put together.

#### ARTICLES TO BE PREPARED

Knife, Pincette, Ring Rubber, Clip

As there is no cement in kit, prepare liquid cement separately.

In case of using motor, prepare 2 pcs. of Mabuchi Baby Motor and 2 pcs. of three size D flashlight batteries. Prepare lead or enamel wire (length of 1ft. 3 3/4 in. × 4)

#### HOW TO PUT DECAL

1. Firstly, cut away portion of decal to be applied.
2. After decals are soaked in tepid water for 10-15 seconds, put them on dried cloth and then, dehydrate moisture.
3. Put above decal on appointed position and paste them, sliding them lightly by tip of finger.
4. When finished, press out trapped air bubbles by dried cloth and then,

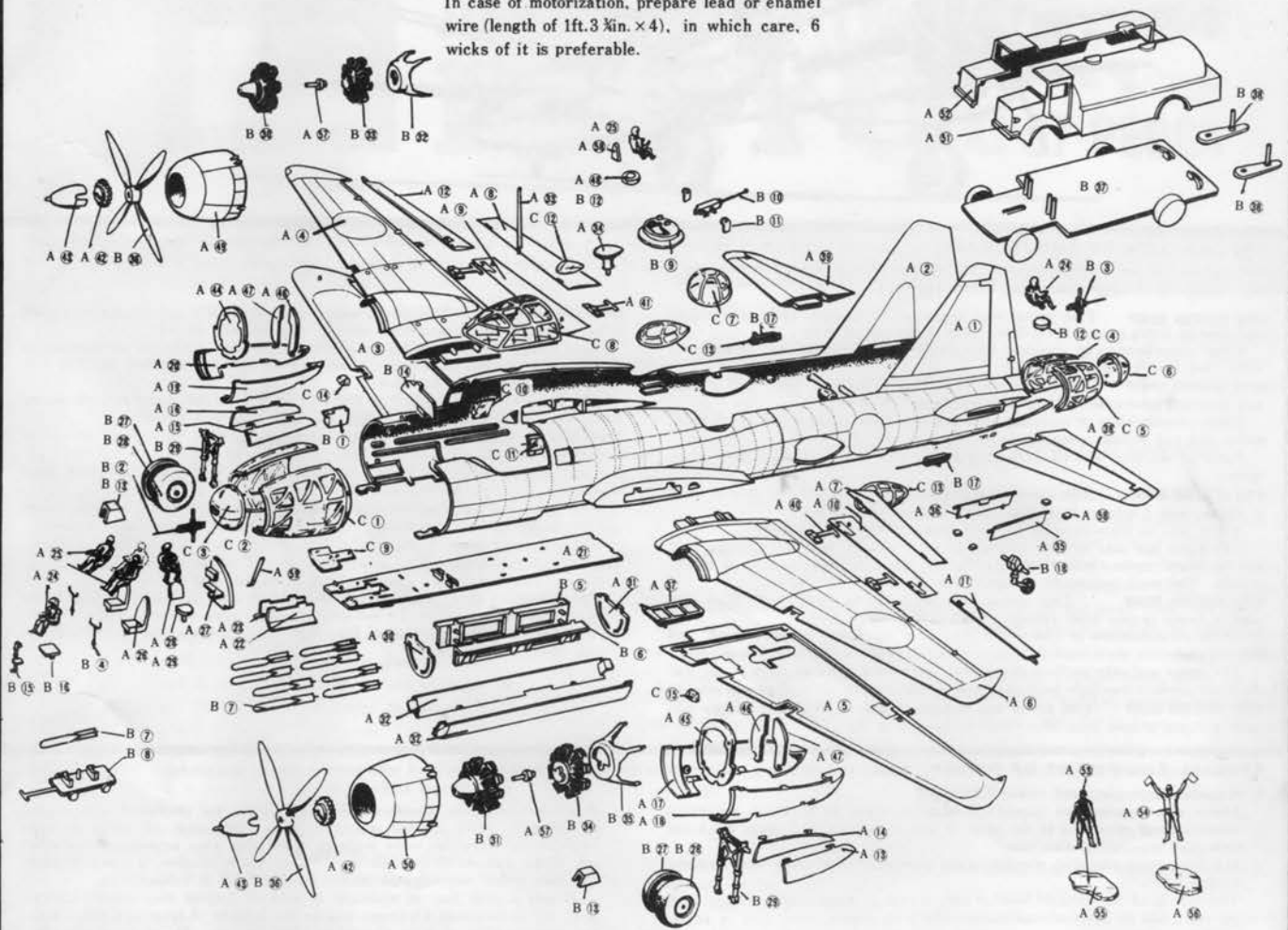
leave them until they dry up.

#### WAY AND NOTE OF PAINTING

1. Use lacquer paint for plastic use or enamel paint. (Never use usual lacquer, as it damages styrene resin.)
2. It is convenient to paint small parts with their runner.
3. A knack how to paint small parts nicely is to paint them straight out by wide writing brush soaked in enough paint.
4. In case of making mat paint, mix paint with magnesium carbonate, tooth powder or nursery powder. According to quantity mixed, complete mat, half mat or any preferable gloss is made. As spread of mat paint is not good, before painting, make a test on useless runner.
5. In case of painting wing tip light, if a little silver is mixed, it become much more realistic.
6. In case that windscreen became opaque by being flawed or cemented, transparency become good, when clear lacquer is painted on it.
7. In case of making mat finish of decal, paint mixed one with a little magnesium carbonate on it after decal dries up completely.

# ★ PARTS AND CUBIC DRAWING OF HIRYU

In case of motorization, prepare lead or enamel wire (length of 1ft.3 3/4in. x 4), in which case, 6 wicks of it is preferable.



## ★ PARTS LIST

### A PARTS (MACHINE COLOR)

- 1. Fuselage (Left).....1
- 2. Fuselage (Right).....1
- 3. Lower Wing (Right).....1
- 4. Upper Wing (Right).....1
- 5. Lower Wing (Left).....1
- 6. Upper Wing (Left).....1
- 7. Upper Flap (Left).....1
- 8. Upper Flap (Right).....1
- 9. Lower Flap (Right).....1
- 10. Lower Flap (Left).....1
- 11. Aileron (Left).....1
- 12. Aileron (Right).....1
- 13. Left Leg Door (Out board).....1
- 14. Left Leg Door (Inboard).....1
- 15. Right Leg Door (Outboard).....1
- 16. Right Leg Door (Inboard).....1
- 17. Lower Nacelle for Left Engine (Inboard).....1
- 18. Lower Nacelle for Left Engine (Outboard).....1
- 19. Lower Nacelle for Right Engine (Inboard).....1
- 20. Lower Nacelle for Right Engine (Outboard).....1
- 21. Floor Plate.....1
- 22. Forward Floor Plate (Left).....1
- 23. Forward Floor Plate (Right).....1
- 24. Bomb Aimer.....3
- 25. Pilot.....3
- 26. Pilot's Seat.....2
- 27. Bulkhead.....1
- 28. Communication Operator's Back Pad.....1
- 29. Communication Operator's Seat.....1

- 30. Front Plate of Bomb Bay Door.....1
- 31. Rear Plate of Bomb Bay Door.....1
- 32. Bomb Bay Door (one of each, Left & Right).....2
- 33. Antenna.....1
- 34. Cover of Radar.....1
- 35. Tail Wheel Door (Left).....1
- 36. Tail Wheel Door (Right).....1
- 37. Elevator Door.....1
- 38. Horizontal Tail Plane (Left).....1
- 39. Horizontal Tail Plane (Right).....1
- 40. Flap Control Stick (Left).....1
- 41. Flap Control Stick (Right).....1
- 42. Cooling Fan.....2
- 43. Spinner.....2
- 44. Fire Wall (Right).....1
- 45. Fire Wall (Left).....1
- 46. Leg Door Fitting Plate (Inboard).....2
- 47. Leg Door Fitting Plate (Outboard).....2
- 48. Rear Upper Seat.....1
- 49. Cowling.....1
- 50. Cowling.....1
- 51. Batteries Container Car (Left).....1
- 52. Batteries Container Car (Right).....1
- 53. Commander.....1
- 54. Rigger.....1
- 55. Stand for Commander.....1
- 56. Stand for Rigger.....1
- 57. Propeller Axle.....2
- 58. Back Pad for rear upper seat.....1
- 59. Holder for Tail Wheel Door.....4
- 60. Pitot Tube.....1

### B PARTS (BLACK COLOR)

- 1. Bomb Bay of Front Machine Gun.....1
- 2. Front Machine Gun.....1
- 3. Rear Machine Gun.....1
- 4. Control Colum.....2
- 5. Bomb Bay Frame (Right).....1
- 6. Bomb Bay Frame (Left).....1
- 7. Bomb 220 lbs. (100 kg.).....9
- 8. Bomb Carriage.....1
- 9. Rear Upper Machine Gun Platform.....1
- 10. Rear Upper Machine Gun.....1
- 11. Rear Upper Machine Gun Mount.....2
- 12. Rear Seat Cushion.....1
- 13. Choke.....2
- 14. Instrument Panel.....1
- 15. Bomb Sight Spectacles.....1
- 16. Front Seat Cushion.....1
- 17. Side Machine Gun.....2
- 18. Tail Wheel.....1
- 27. Wheel.....2
- 28. Wheel.....2
- 29. Leg Support.....2
- 30. Right Forward Engine.....2
- 31. Left Forward Engine.....1
- 32. Right Engine Accessories.....1
- 33. Right Aft Engine.....1
- 34. Left Aft Engine.....1
- 35. Left Engine Accessories.....1
- 36. Propeller.....2
- 37. Batteries Container Car Platform.....1
- 38. Batteries Container Car's Handle.....2

### C PARTS (TRANSPARENT COLOR)

- 1. Front Windscreen (Left).....1
  - 2. Front Windscreen (Right).....1
  - 3. Front Machine Gun Cover.....1
  - 4. Rear Windscreen (Right).....1
  - 5. Rear Windscreen (Left).....1
  - 6. Rear Machine Gun Cover.....1
  - 7. Cover of Rear Upper Machine Gun.....1
  - 8. Canopy.....1
  - 9. Lower Window.....1
  - 10. Side Window (Right).....1
  - 11. Side Window (Left).....1
  - 12. Observation Window Cover.....1
  - 13. Side Machine Gun Cover.....2
  - 14. Landing Light (Right).....1
  - 15. Landing Light (Left).....1
- ACCESSORIES**
- 1. Decal.....1
  - 2. Painting Instruction.....1
  - 3. Inside Construction Drawing.....1

### 1 FRONT CANOPY ASSEMBLING

Assemble tentatively.

Machine color  
Cement bottom side  
Aluminum color

Black  
B 2  
B 1  
C 2  
C 1  
C 3

Insert front machine gun's axle into here.

Machine gun comes out from this hole.

Pay attention to assembling front canopy. When cement is put on hollow, machine gun can not be moved.

### 2 REAR CANOPY ASSEMBLING

Simply cementing.

C 5  
C 4

### 3 BOMB MOUNT ASSEMBLING

Do not mistake direction of bomb.

Silver blue  
Black  
Light grey  
Black

Display bomb carriage.

B 7  
B 8  
B 5  
B 6

### 5 PILOT'S SEAT ASSEMBLING

To make commander, use pilot for it and cut machine gunner.

Uniform - yellow brown  
Spectacles - blue  
Muffler - white  
Belt of parachute - green  
Belt metal of parachute - silver  
Aviation cap, shoes, gloves - dark brown  
Face - flesh tint

Brown  
Silver blue  
Black  
Silver blue

A 25  
A 28  
A 24  
A 27  
A 26  
A 29  
A 30  
A 31  
A 32  
B 4  
B 7

Cement this to floor plate and leave it until it dries up.

Do not attach forward floor, otherwise lower window become unnecessary. Attach it according to assembling drawing no. 9.

Put bomb bay door lastly, in which case do not mistake direction of hole.

### 4 REAR UPPER CANOPY ASSEMBLING

Do not use cement here.

Cement canopy lastly.

Machine color  
Silver blue  
Black  
Light grey  
Black

Cut off completely mark of gate on reverse side.

Put cement on this surface.

B 10  
B 9  
C 7  
C 11

Put cement inside of machine gun mount and then, cement it. After it dries up, examine whether it may move.

Cement bomb aimer raising his knees until it reaches to lower surface of machine gun platform.

Leave bomb aimer's seat until it dries up.

### 6 FUSELAGE ASSEMBLING

In case of use motor, pass 2 pcs. each of lead wire through both fuselages.

Simply insert this into fuselage.

Cement this to fuselage.

Silver blue  
Black  
Black

Simply insert this into fuselage.

Turn pitot tube by 45° down. Direct sharp side at the point to front.

Cement instrument pan to right fuselage correctly and horizontally.

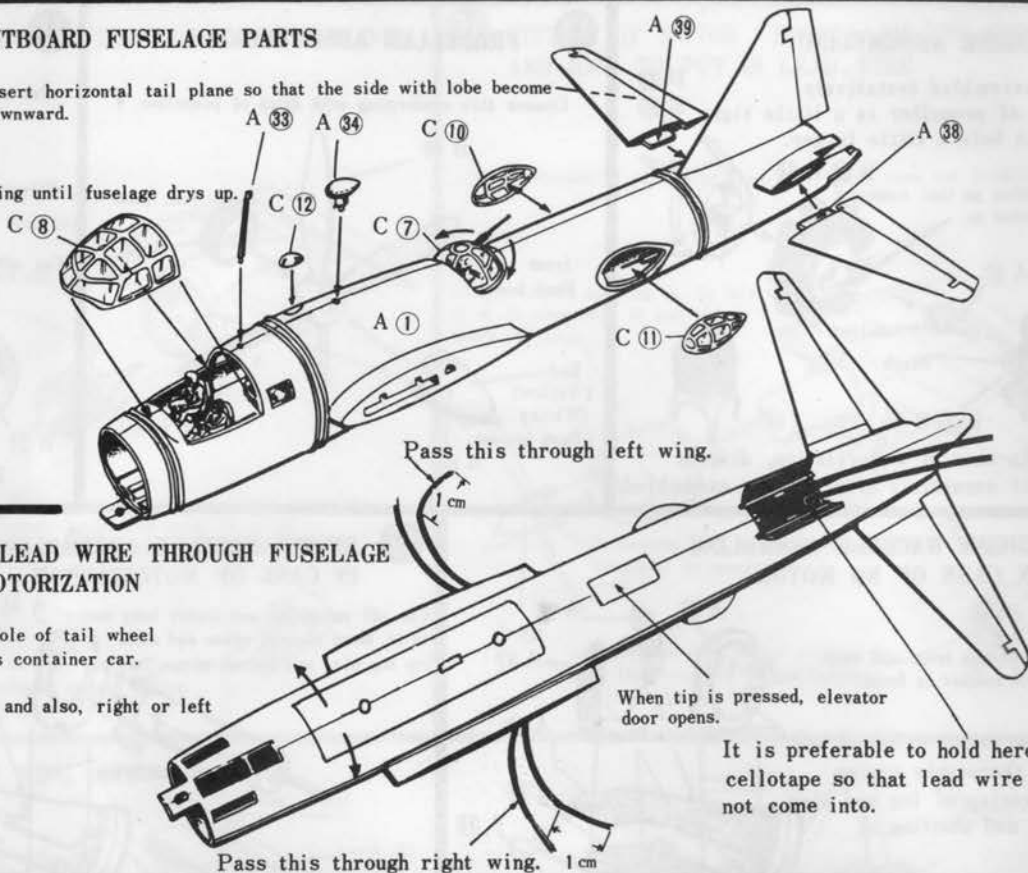
Put door into after cementing door stopper.

A 2  
A 37  
A 58  
A 59  
B 14  
B 17  
B 18  
C 10  
C 11  
C 12

## 7 FITTING OF OUTBOARD FUSELAGE PARTS

Insert horizontal tail plane so that the side with lobe become downward.

Do not take away rubber ring until fuselage dries up.



## 8 HOW TO PASS LEAD WIRE THROUGH FUSELAGE IN CASE OF MOTORIZATION

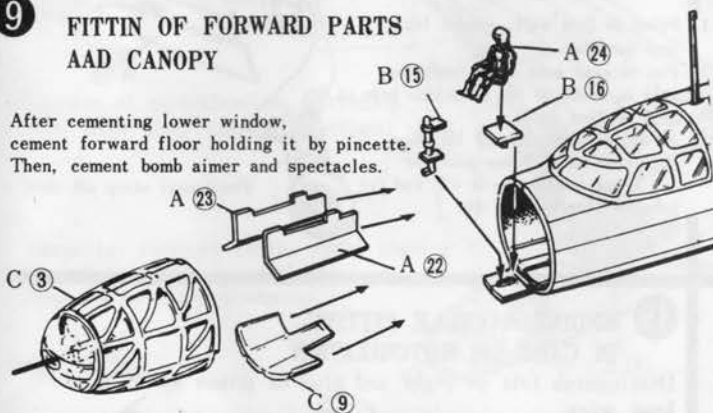
Take out lead wire from hole of tail wheel and connect it to batteries container car.

Distinguish plus or minus and also, right or left by color of lead wire.

Pass this through right wing. 1 cm

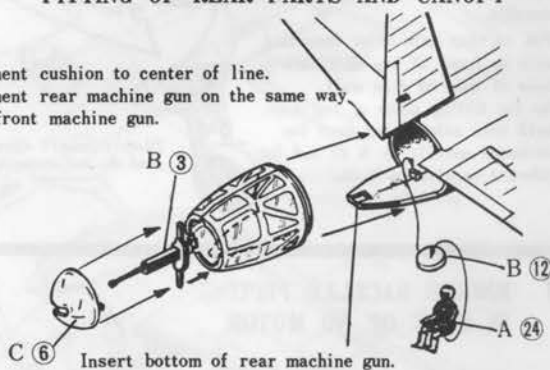
## 9 FITTING OF FORWARD PARTS AND CANOPY

After cementing lower window, cement forward floor holding it by pincette. Then, cement bomb aimer and spectacles.



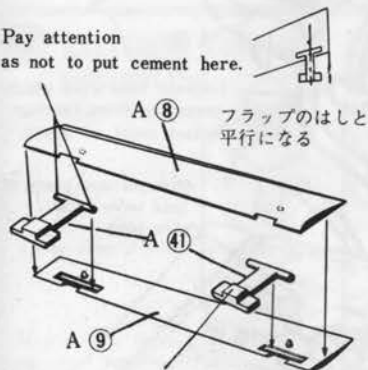
## 10 FITTING OF REAR PARTS AND CANOPY

Cement cushion to center of line. Cement rear machine gun on the same way as front machine gun.



## 11 FLAP ASSEMBLING

Pay attention as not to put cement here.

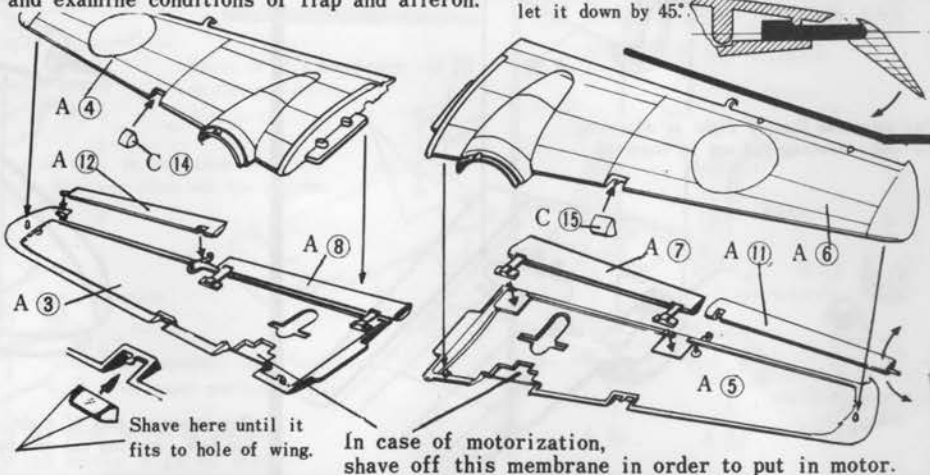


Do not mistake top and bottom of lobe of control stick,

## 12 WING ASSEMBLING

Before cementing, assemble wing tentatively and examine conditions of flap and aileron.

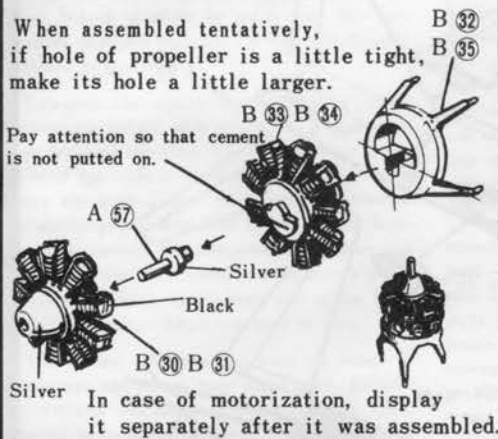
Pull out flap control stick and when stopped, let it down by 45°.



### 13 ENGINE ASSEMBLING

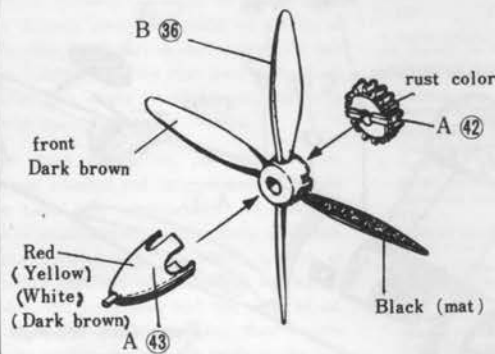
When assembled tentatively, if hole of propeller is a little tight, make its hole a little larger.

Pay attention so that cement is not putted on.



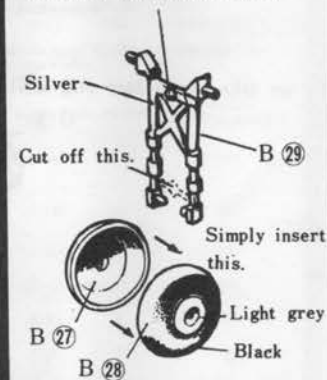
### 14 PROPELLER ASSEMBLING

Cement this conforming with ditch of propeller.



### 15 LEG ASSEMBLING

Put side with lobe forward.

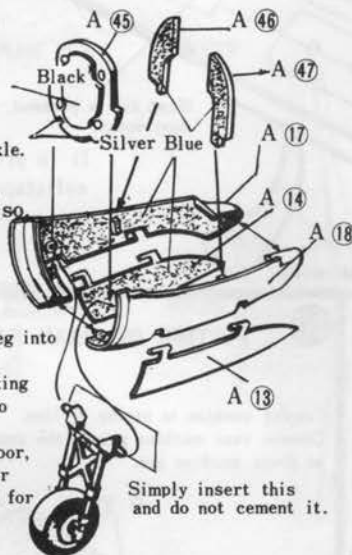


### 16 ENGINE NACELLE ASSEMBLING IN CASE OF NO MOTOR

Do not mistake front and back. Side with number is front.

Do not put cement on hole of axle. Adjust thoroughly raising and lowering of leg and also opening and shutting of window.

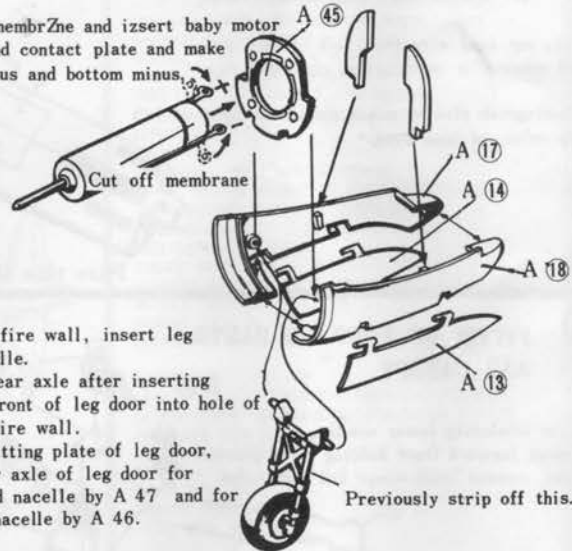
1. Prior to fire wall, insert leg into nacelle.
2. Put in rear axle after inserting axle in front of leg door into hole of axle of fire wall.
3. As for fitting plate of leg door, hold rear axle of leg door for outboard nacelle by A 47 and for inboard nacelle by A 46.



### 17 ENGINE NACELLE ASSEMBLING IN CASE OF MOTORIZATION

Cut off membrane and insert baby motor in it. Bend contact plate and make its top plus and bottom minus.

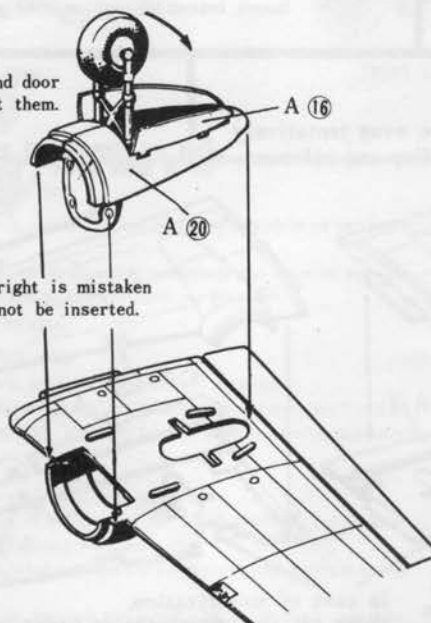
1. Prior to fire wall, insert leg into nacelle.
2. Put in rear axle after inserting axle in front of leg door into hole of axle of fire wall.
3. As for fitting plate of leg door, hold rear axle of leg door for outboard nacelle by A 47 and for inboard nacelle by A 46.



### 18 ENGINE NACELLE FITTING IN CASE OF NO MOTOR

If conditions of leg and door are good, then, cement them.

Pay attention that if right is mistaken for left, cowling can not be inserted.



### 19 ENGINE NACELLE FITTING IN CASE OF MOTORIZATION

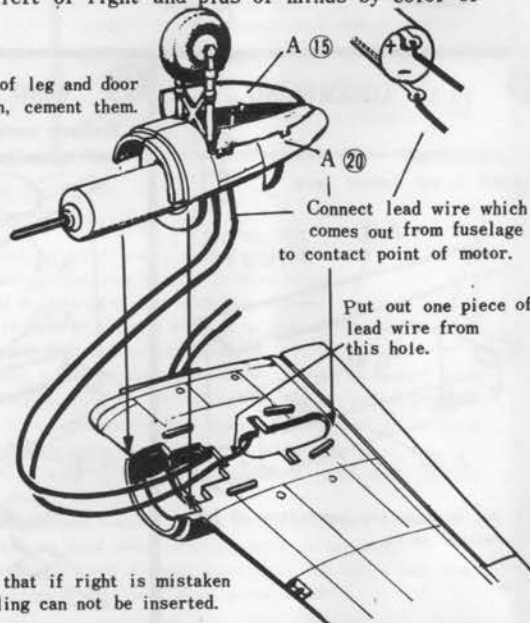
Distinguish left or right and plus or minus by color of lead wire.

If conditions of leg and door are good, then, cement them.

Connect lead wire which comes out from fuselage to contact point of motor.

Put out one piece of lead wire from this hole.

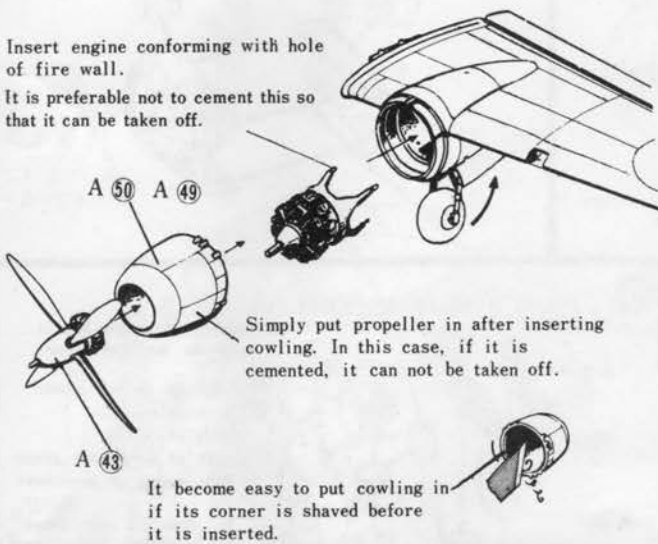
Pay attention that if right is mistaken for left, cowling can not be inserted.



## 20 FITTING OF ENGINE, PROPELLER AND COWLING

Insert engine conforming with hole of fire wall.

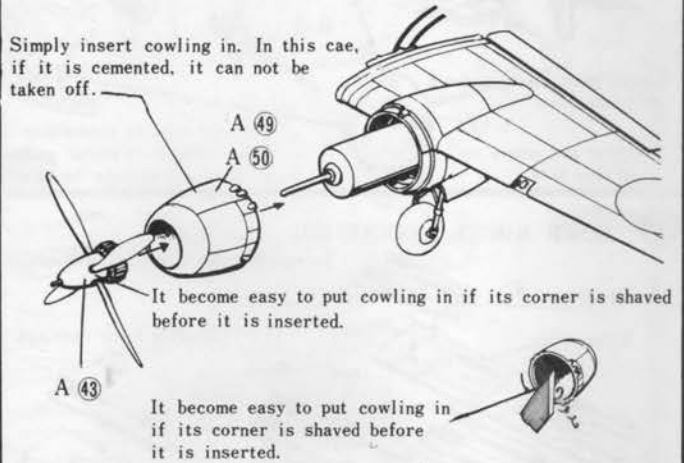
It is preferable not to cement this so that it can be taken off.



## 21 FITTING OF MOTOR PROPELLER AND COWLING, AND HOW TO PUT IN LEAD WIRE

Test whether it remove by lead wire which came out from fuselage.

Simply insert cowling in. In this case, if it is cemented, it can not be taken off.

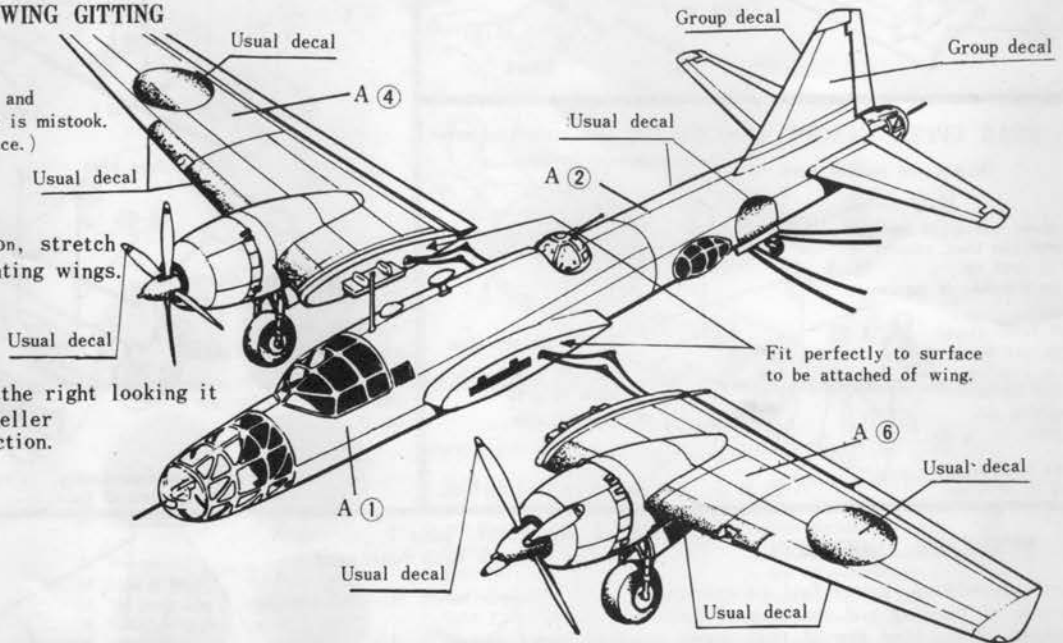


## 22 FUSELAGE AND WING FITTING

Check whether or not left and right wing reference plate is mistook. (7° degree at lower surface.)

In case of motorization, stretch lead wire after cementing wings.

Propeller removes to the right looking it from front. Both propeller removes on same direction.



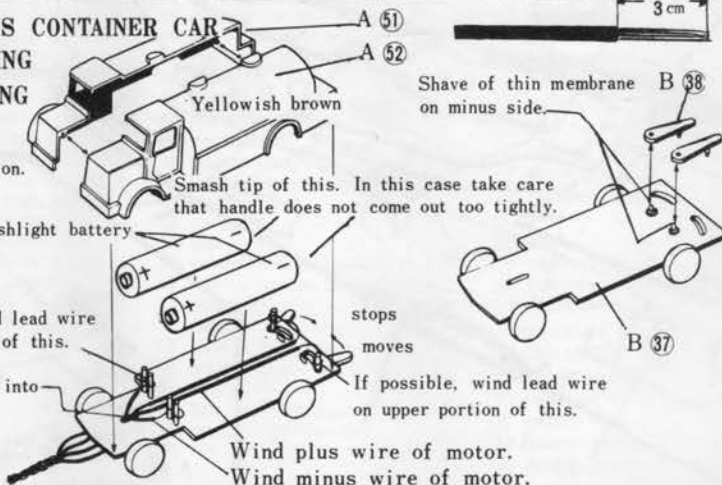
## 23 BATTERIES CONTAINER CAR ASSEMBLING AND WIRING

Simply put this on.

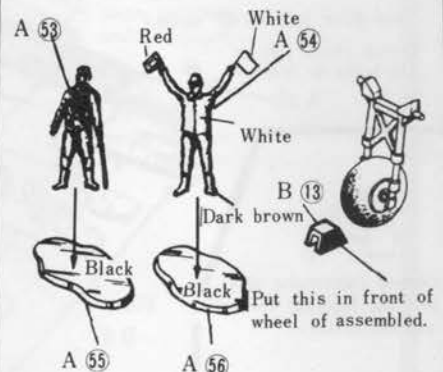
Three size D flashlight battery

If possible, wind lead wire on upper portion of this.

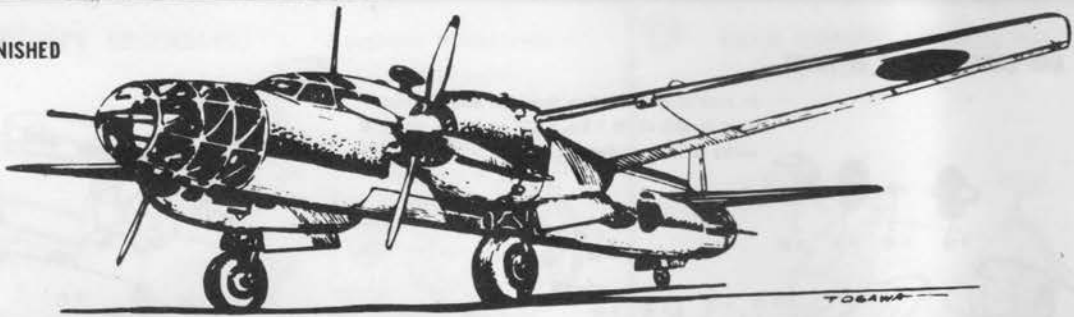
Insert lead wire into this hole.



## 24 COMMANDER, RIGGER AND STOPPER OF WHEEL



## DRAWING FINISHED



**EXPLANATION OF GROUP MARK** Color classification of Military Aviation Company had been unified till 1941 or thereabout, but since then, they were divided in their own company. Followings are for your reference, in case of making individual company's Peggy by changing color of decal or of making other company's Peggy than decal herein enclosed.

**14TH AVIATION GROUP** This group was organized in August, 1938 and Peggy was used in Japan proper from May, 1945 to the end of War.

Color classification of company was that the first, second and third were white, red and yellow respectively.

**60TH AVIATION GROUP** This group was organized in August, 1938 and Peggy was used in Japan proper from 1944 to the end of War.

Color classification of company was that the first, second and third were white, red and yellow respectively.

Color of machine was all dark grey and to sun dist, no white edge was attached.

**61ST AVIATION GROUP** This group was organized in 1938 and Peggy was used in Malaya and Formosa from May, 1945 to the end of War.

There was no classification for each company.

The upper and side surface of machine were muddy light Indianink color and the lower surface was dark grey. To sun dist, no white edge was attached. The mark was made design of No. 61.

**62ND AVIATION GROUP** This group was organized in 1938 and Peggy was used in Japan proper from January, 1945 to the end of War.

Color classification of companies was that the first, second, third and fourth companies were reddish brown, cobaltic, yellow and green respectively.

The upper and side surface of machine were dark grey or dark green and the lower surface was light greyish green. To sun dist, no white edge was attached.

**74TH AVIATION GROUP** This group was organized in July, 1941 and Peggy was used in Japan proper from May, 1945 to the end of War.

**98TH AVIATION GROUP** This group was organized in 1938 and Peggy was used in Japan proper and Korea from June, 1944 to the end of War.

Both colors of mark and figure of companies were white for all companies and the first, second and third companies were no. 100-300 line, no. 400-600 and no. 700-900 line respectively.

The upper and side surface of machine were India ink color and the lower surface was dark grey. To sun dist, no white edge was attached.

**110TH AVIATION GROUP** This group was organized in 1944 and Peggy was used in Japan proper from December, 1944 to the end of War.

Color classification of companies was that the first, second and third were white, green and yellow respectively.

The upper and side surface of machine were dark green or greyish green and the lower surface was white. To sun dist, no white edge was attached.

The mark was made design of No. 110.

**HAMAMATSU FLYING SCHOOL** This school was opened in May, 1938.

There were 3 colors of mark, such as white, red and yellow.

The upper and side surface of machine were dark green and the lower surface was greyish white. To sun dist, no white edge was attached.

The mark was made design of HAMAHI (Abbreviation of Hamamatsu Flying School in Japanese.)

**SPECIAL EQUIPMENT OF PEGGY** Peggy with hi-speed and excellent moving performance was used with various special equipment.

1. Machine equipped with radar TAKI-1-II

Above was equipped to torpedo bomber in order to facilitate searching operation and returning to the base. It was completed in August, 1944 and took part in actual battles.

2. Machine equipped with electric wave altimeter (for ultra low altitude flying) TAKI-13

This was used for torpedo bomber and in case of night attack, height from the sea could be correctly measured which of course, took part in actual battles.

3. Machine equipped with bombing sight Model 10

Over the objective sky, flying by pilot stopped for a time and if only bombing sight was set at objective point, the machine was automatically induced. Although it was completed in May, 1944, it did not take part in actual

4. Machine equipped with tow of sail-plane battles.

This was completed in November, 1943 by improving trial machine no.13 and although test was made by pulling actually transporting sail-plane K-7-2 at Fussa Airdrome, it did not adopt for actual use.

5. Machine equipped with Sakura Bomb

This was a machine which mounted Sakura Bomb at the back of pilot's seat,

of which information was received from German and produced in Japan and in February, 1945, 2 trial machines were completed, of which forward fuselage and tail plane were made by wood and also, armament was taken off. After that, as 16 movable machines in one formation, it was scheduled that they would make special attack against B-29 at Saipan.

It was a plan that at midnight on 16th of August they were expected to fly off Hamamatsu Airdrome and to reach there at least in 6 machines. But unfortunately, it came the end of War and they did not do so actually. For your information, Sakura Bomb was a bomb of 6,880 lbs. (2,900 kg.) which could concentrate its carolic force forward and also, fire the front plane in the distance of 3,280 ft. (1,000 m.) Its more detailed information is unknown, as at the time of the end of War, Military burnt it.

6. Mother Machine I-Go Model 1A

This pilotless machine controlled by wireless induction mounted bomb of 1,760 lbs. (800 kg.). This was hanged under fuselage and attacked enemy by discharging it from long distance. But it was ended only in test and did not use actually.



Ki-67 Torpedo Bomber Yasukuni



Ki-109 Experimental Interceptor Fighter



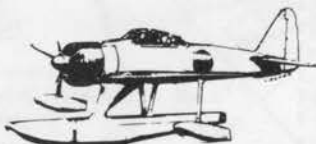
Nakajima Ki-43-1 Osca Model 1



Nakajima Ki-43-II Osca Model II



Aichi D4Y2 Judy



Nakajima A6M2-N Rufe

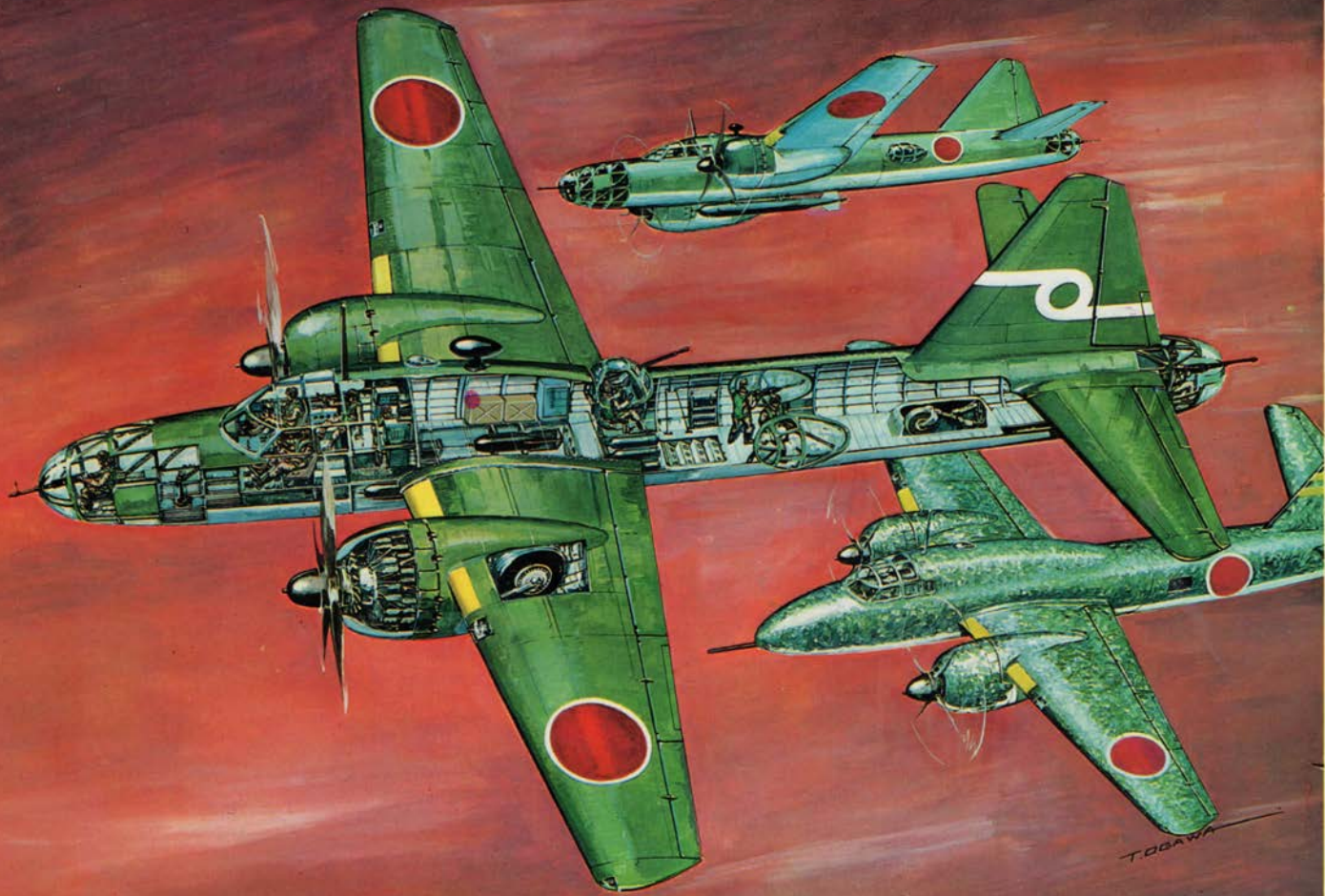


Mitsubishi A6M2 Zero Fighter Model 21



Mitsubishi A6M5 Zero Fighter Model 52





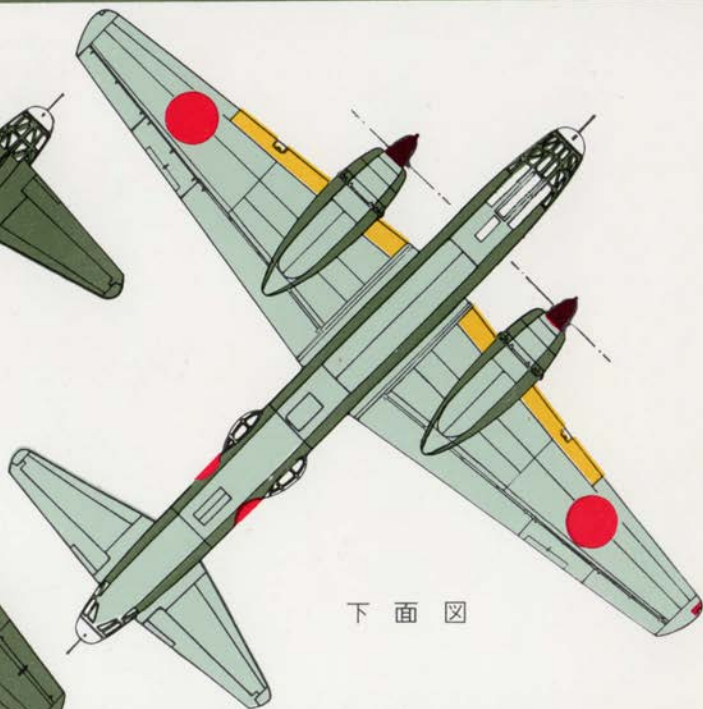
◆ キ-67 シリーズ内部構造図 ( 上、靖国 中、飛竜 下、キ-109 )

◆ KI-67 SERIES INSIDE CONSTRUCTION ( Top: Yasukuni. Middle: Hiryu. Bottom( KI-109 )

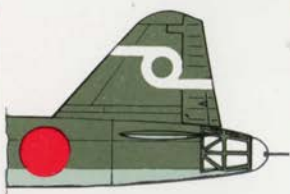
上面図



下面図



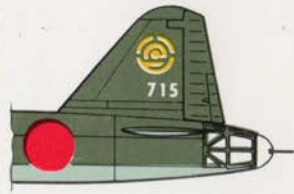
飛行第74戦隊 74th Group



飛行第110戦隊 110th Group



ト号特別攻撃隊  
TO-Go (Hiryu Type  
Special Attack Plane)

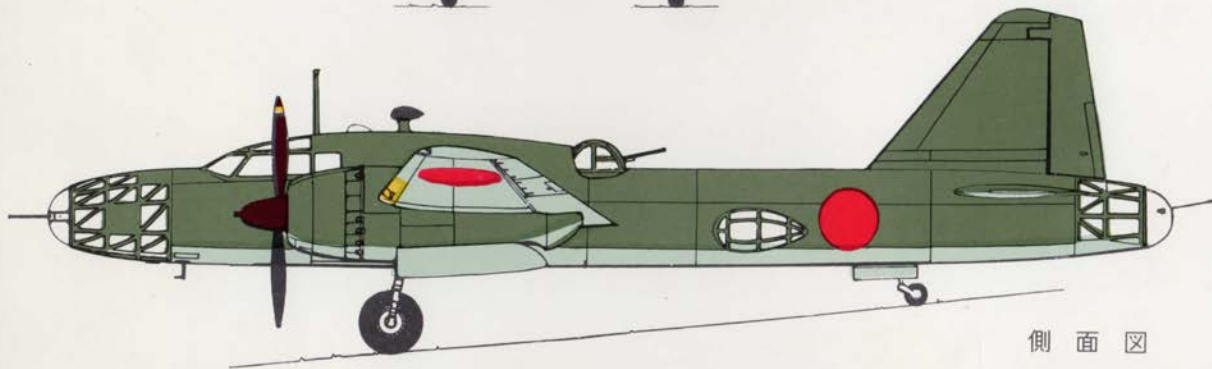
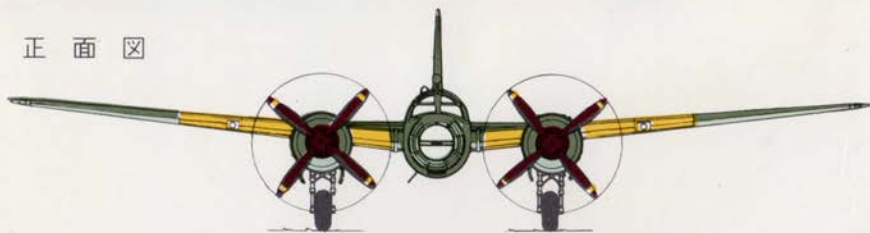


浜松飛行学校  
Hamamatsu Flying School

# 飛竜戦隊マーク MARK FOR HIRYU AVIATION GROUP

※塗装、戦隊マークについては  
にくわしく書いてあります

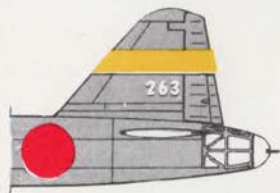
正面図



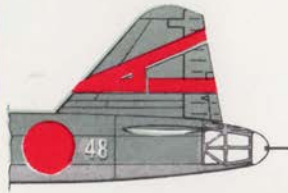
側面図



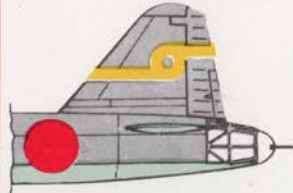
飛行第14戦隊 14th Group



飛行第60戦隊 60th Group



飛行第61戦隊 61st Group



飛行第62戦隊 62nd Group