

# NAKAJIMA Ki.43 HAYABUSA I-III

IN JAPANESE ARMY AIR FORCE · RTAF · CAF · IPSF SERVICE

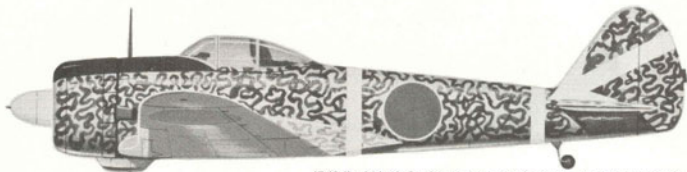




Above: A Ki-43-IIa of the 3rd Company, 64th Regiment taxis into its base in Thailand, Summer 1943. (M. Toda via Bueschel).

Below: Hayabusas assemble for unit transfer to the Philippines, fall 1944. (Shashin-Shuho via Bueschel).





Ki.43-IIa, 64th Air Combat Regiment, 1st Company, a/c of Commander of 1st Squad, Thailand, late 1944.

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Compiled & written by  
Richard M. Bueschel

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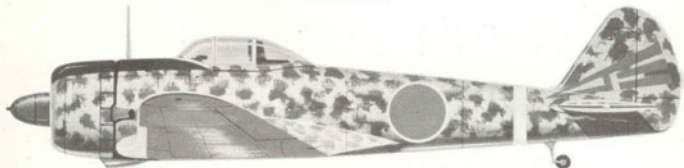
Illustrated by  
Richard Ward

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#### ACKNOWLEDGEMENTS

It is fitting that the first Japanese Army Air Force fighter type to be published in the AIRCAM AVIATION SERIES should be the Peregrine Falcon, Nakajima's Ki.43 which was on active combat and continuous production from the beginning to the end of World War II, a distinction shared by few other types. Thanks are due to all those who assisted with material and information whose names are listed in alphabetical order below:

S. Abe, Hideya Ando, H. Anderson, Asahigraph, J. Canary, C.-J. Ehrengardt, Hiko-Nippon, Imperial War Museum, Koku-Asahi, Koku-Shonen, Maru, Robert Mikesch, N. Saito, Sekai-no-Kokuki, Shashin-Shuko, Sora, S. Tachibana, J. Tindal, M. Toda, USAF, P. Vercammen.



Ki.43-IIa, 26th Air Combat Regiment, New Guinea 1943. Formerly a light bomber regiment, formed as a fighter regiment in 1942.

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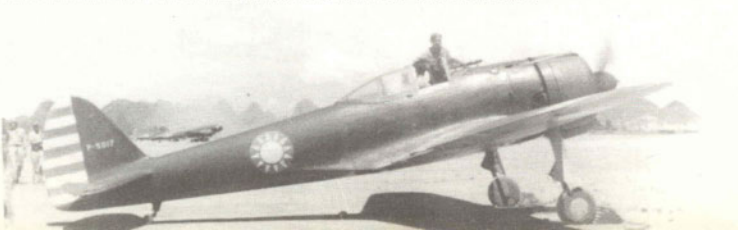
Above: Captured Ki-43-1c flown by Nationalist Chinese in the Spring of 1943. Typical Chinese "Russian" camouflage has been applied. Below: Camouflage is olive top, light grey undersides. (J. Canary via Bueschel).

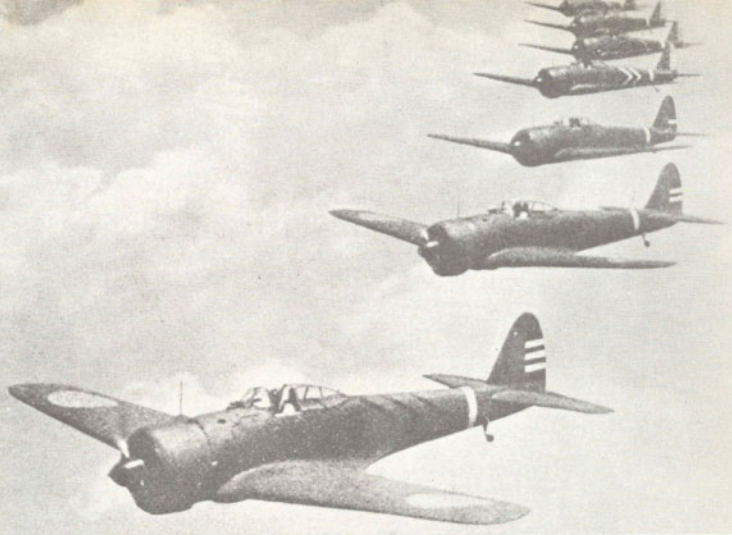


Below: P-5017 markings on fin indicate Hayabusa is a "Pursuit" aircraft of the Chinese Air Force (CAF). "Hump" flying USAAF C-47's in background. (J. Canary via Bueschel).



Below: Chinese pilots and mechanics maintained and tested the captured Ki-43-1c. (J. Canary via Bueschel).





One of the most famous Hayabusa photos and widely circulated in the Greater East Asia Co-Prosperty Sphere news media. Believed to be Model Ic Hayabusas of the 1st Regiment over French Indo-China early in 1942. (Hiko-Shonen via Bueschel).

## NAKAJIMA Ki.43 HAYABUSA I—III

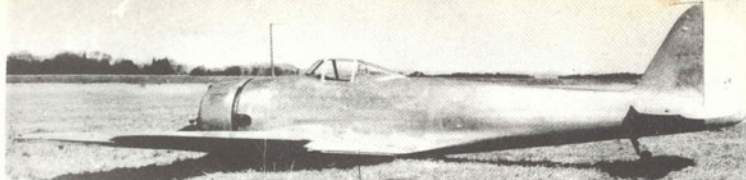
In a matter of minutes World War 2 would come to an end. It was approaching midnight, the 14th of August, 1945, and a P-61 Black Widow of the USAAF 548th Night Fighter Squadron based in the Ryukyus was tracking a night flying Japanese fighter. Lt. Clyde, the pilot, and radar operator Dale Leford visually identified it as an "Oscar" as they forced it closer and closer to the water. They watched it explode as it smacked into a wave. By the time their P-61 touched down again at Ila Shima it was thirty minutes after midnight on the morning of August 15th. The Pacific War was officially over, and their gunless "kill" was the last air-to-air score of the war.

It was fitting that the final Japanese Army Air Force loss should be a Nakajima Ki.43 Type 1 Fighter Hayabusa (Peregrine Falcon), the "Oscar" of Pacific theatre fame. It confirmed the Hayabusa's unique position as one of the very few fighter aircraft of World War 2 to remain in active combat and production from the first day of the war to the last. It wasn't the Hayabusa's outstanding performance that kept it in first line service that long. While this may have been the case at the beginning of its combat career in December 1941, the practicalities of desperate need and production ease kept it there over the years. Even the end of WW2 failed to terminate the "Falcon's" career, and some were still in service across the expanse of the Orient until the 1950's. This is the story of that long career.

### Origins and Initial Production

The outstanding success of the Nakajima Ki.27 Type 97 Fighter (see AIRCAM No. 18) had established chief

engineer Hideo Itokawa as the dean of Japanese Army fighter designers. With this one design the Nakajima Aircraft Company (Nakajima Hikoki K.K.) ended Kawasaki's historic role as the prime supplier of Army fighters, a position held by the smaller firm by virtue of consistently winning a series of design competitions. With selection of the Nakajima Ki.27 design, the JAAF totally rejected the designs of the other two bidding firms for the Type 97 Fighter contract. The timing of this victory was particularly appropriate for Nakajima, for a new attitude toward Army aircraft design competitions was sweeping over Army Air Headquarters in Tokyo. The fantastic cost faced by the manufacturing firms in an open competition where there could be only one winner imposed financial burdens on these producers which could no longer be tolerated by the firms. Political pressure to eliminate the competitive selection of aircraft was applied by Mitsubishi and Kawasaki and reached into the halls of the Japanese Diet, and members of this legislative body passed the word in no uncertain terms to Army Air. Thus, at the very time when the JAAF was considering a follow-on design to their new Type 97 Fighter they were restricted to the selection of a single supplier. At that moment Nakajima stood alone as the producer of modern monoplane fighters for the JAAF. In December of 1937 the firm received a development contract with the secret Kiatai (Airframe Number) Ki.43 designation for a next generation fighter to replace the Ki.27. By the beginning of 1938 designer Itokawa had assembled a staff of engineers and draftsmen in the Army Design Section at Nakajima and had started preliminary drawings. While the Ki.43 would ultimately become the lowest numeri-



Ki-43-Kai prototype Ki.4312 after belly landing during testing. Final production Ki.43 followed this basic form. (Sekai-no-Kokoku via Bueschel).

cally designated aircraft in the 40-series of Ki numbers to reach production, it would be among the last to receive this acceptance. An agonizing three years of alternating failures and successes confronted its designers and production engineers before the full promise of its design was realized.

The initial specs called for an aircraft that was as manoeuvrable as the Ki. 27, yet capable of greater speed, faster climb and longer range. While adherence to the requirements for the fighter would have given the JAAF the utopian aircraft they were seeking, this performance was beyond the capabilities of the current state-of-the-art. The Ki. 43 was designed by a committee, and it looked it. When the first Ki. 4301 prototype was completed on December 12th, 1938, the designing staff were not particularly proud of their efforts. The design concessions forced upon Itokawa soon backfired. When Nakajima's own tests were first conducted on Ki. 4301 at Ojima Airfield at Ota in January 1939 it was obvious the original specs would not be met. Two more prototypes were completed; Ki. 4302 in February and Ki. 4303 in March, and entered the Army test programme in March 1939. It was standard JAAF procedure to build three prototypes, test them, and either drop the project or pursue it.

With the arrival of crack Army pilots used to flying the manoeuvrable Ki. 27, the Ki. 43 was under trial. The reports were turned in quickly. The Ki. 43 prototypes were stiff, unresponsive to controls, and slow. The landing gear was difficult to retract, the aircraft was too heavy, and the cockpit cover was awkward. All of this was particularly hurtful as a modified Ki. 27-Kai had been constructed with a retractable landing gear that bettered the Ki. 43's performance. Following long-winded discussions and reports about the superior manoeuvrability of the Ki. 27, which most Army pilots were then flying without their cockpit covers, the Ki. 43 was flatly rejected for Army consideration and the matter was considered as dropped.

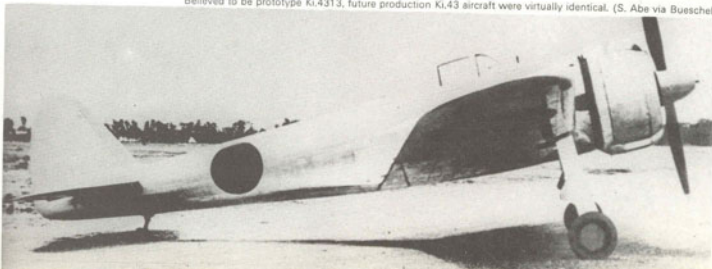
It doesn't take a manufacturing company long to face a major financial crisis when they are asked to give away a lot of free engineering time and advice; it is the most expensive product they have to sell. With rejection of the Ki. 43 Nakajima was facing trouble, not the least of which was a loss of enthusiasm in the design staffs. This group had been unfairly hampered by unrealistic demands, and their egos were bruised. One positive thing

did come out of the Ki. 43 experience, and that was the apparent success of its new power plant. This was a Nakajima 14-cylinder twin-row radial engine based on current American power plants. It was designated the Ha. 25, and in the same year as the initial tests it was accepted for production as the Nakajima Type 99, 950 h.p. engine, thus beating the production acceptance of its platform aircraft by two years. The Ha. 25 went on to create the famed Sakae series of power plants used on the Mitsubishi A6M Zero-sen series of Japanese naval fighters.

The story of the Ki. 43 would normally have stopped here, except for the persistence of the design and sales staffs of Nakajima. They had too much in the project to give up, and did not intend to abdicate their position as a JAAF fighter producer. This time they didn't listen to the Army and set their own goals, and undertook a complete redesign programme. The first of the new Ki. 43-Kai prototypes was completed in November 1939 as the Ki. 4304, to be followed by four more, and then an additional five with the last Ki. 4313 prototype completed in September 1940. This time around every trick in the designer's book was applied, with variations in construction, fittings, power plants and armament being tried. Prototypes Ki. 4305 and Ki. 4313 even mounted advanced Ha. 105 versions of the Ha. 25 power plant. A variety of armaments were also tried on the new prototypes, with these variations showing up in later production models of the fighter. By the time prototype Ki. 4312 was being tested in autumn 1940 the design was fairly well frozen and production approval was under consideration. Prototype Ki. 4313 cinched the design, and utilized "Butterfly" combat flaps, a technical feature that made the Ki. 43 one of the most dangerous fighters in the air at the start of the Pacific War. First applied to prototype Ki. 4311, this device was uniquely Japanese and was ultimately copied by other nations. These wide chord flaps could be dropped in combat, resulting in a greatly increased controllable wing area. The Ki. 43's manoeuvrability could thus be instantly enhanced, giving the aircraft a phenomenally tight turning radius and the nimbleness to beat a slower reacting opponent. The JAAF's utopian fighter was now a reality, and on January 9, 1941, Nakajima was officially informed of production approval of the Ki. 43 as the Type 1 Fighter.

Production started at Nakajima's Ota plant in April as the Model Ia, a pre-production model used to set up the

Believed to be prototype Ki.4313, future production Ki.43 aircraft were virtually identical. (S. Abe via Bueschel).



tooling and iron the bugs out of the production line. By the end of June the Model Ia was phased out and the refined model Ib got started on the lines in July. By the end of September the Model Ib line was converted to the Model Ic, with two 12.7 mm. machine guns, and the definitive first production model was off and running. Most of the Ia and Ib models were shipped off to the Akeno Army Flying School and other test and training locations while Model Ic production got underway for service in the combat regiments. The name Hayabusa was given to the combat model to look good in press reports, and by December 8th, 1941, the 59th and 64th Air Combat Fighter Regiments had already received forty of the fighters between them. Their numbers in service rose rapidly as Nakajima production got into full swing.

### The Falcon enters the fight

One of the biggest heroes to come out of the Sino-Japanese "Incident" was Captain Tateo Kato, commander of the 64th Air Combat Regiment, and a veteran of three years of aerial combat over China, Manchoukuo and Outer Mongolia. Kato was also a flamboyant personality who had the loyalty and affection of his men. His young good looks, intelligent eyes and handlebar moustache made good Press, and his courage backed up the image. It was only natural that this Super-Hero should have one of the first cracks at the Army's new fighter, so Kato's 64th was slated for initial deliveries. While the press reported Kato's assignment to the Military College in Japan, the 64th was called back to Japan and undertook an extensive programme of pre-flight and final flight training on the Ki. 43. There were signs of war in the air, negotiations with the United States were all but terminated, and the 64th slowly became proficient in the use of their new mounts.

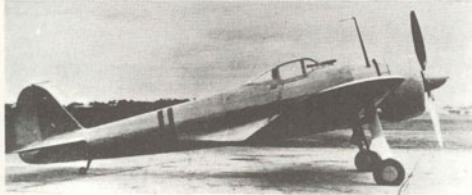
Joining the 64th in its aerial adventure was the 59th Air Combat Regiment, known throughout Japan by the flashy lightning stripe markings on its Ki. 27 aircraft. In October of 1941 the 59th was already in training with the Hayabusa at Tachikawa. The 59th had received its first Type 1 Fighters in the late summer and fall of the year. Training was accelerated as the year came to a close and the almost physical and environmental tension of the past months of political activity drew to its ultimate conclusion. You could feel it; there was war in the air. Common Japanese Air Force talk of imminent fighting with the A-B-D Powers (American, British and Dutch) late in November and in the first few days of December 1941 may not have been official, yet it was accurate. Then suddenly, on December 8th, 1941 (Japanese time), in a series of lightning attacks across the broadest fronts in

any war in history, Japan attacked at Pearl Harbor, the Philippines, Hong Kong, Thailand and Malaya. Movement of JAAF units into Thailand, including the 59th and 64th, jeopardised the British plan for the defence of Singapore. The march was on, and the Royal Air Force in Malaya and Burma, joined by the American A.V.G., found themselves in Buffalos, Hurricanes and P-40's, facing the JAAF Ki. 27 fighters they expected to see, plus a new retractable-gear fighter they knew nothing about. The result was slaughter. Kato's 64th Regiment, by March 1942 headquartered at Rangoon, became the most famous fighting unit in Asia as their "kill" scores mounted. The Hayabusa was in the fight, and would remain there until this war had come to a close.

As Hayabusa production became fully on-stream JAAF units were rapidly re-equipped or newly created. The 1st Fighter Regiment converted from the Ki. 27 to the Ki. 43 by early 1942 in Burma, and later the Dutch East Indies. The 11th, of Nomonhan fame, received their first Ki. 43 aircraft in January 1942, and soon took a heavy load of aerial combat against the Dutch East Indies, American and Commonwealth air forces in the Japanese surge across the Indies. The 24th and 33rd Fighter, and 13th Fighter-Attack Regiments, were converted to the Ki. 43-Ic and were moved into the Indies in the spring of 1942, remaining in New Guinea and the "North of Australia" area until 1944. The 50th and the 77th, both crack Ki. 27 units when the Pacific War began, showed up in Burma and the eastern fringes of India with Hayabusa fighters in February and June of 1942. From this point forward the earlier Ki. 27 Type 97 Fighter became a rarity in the combat zones, with the Hayabusa gaining fame as a tough opponent, and an aircraft with which to avoid a dogfight at all costs.

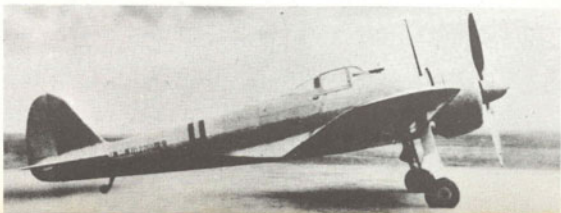
New units were also formed. The 65th Light Bomber Regiment converted to Hayabusas and settled in for home defence in Chosen, known to the Allies as Korea, and Manchoukuo, a Japanese satellite nation made up of the three northern provinces of China and known to the Allies as Manchuria. The Ki. 27 counter-Soviet patrols in Manchoukuo were strengthened by Hayabusas of the new 203rd Regiment. The 47th Independent Fighter Company in China received Ki. 43-Ic models prior to its conversion to a regiment in May 1942. The 24th and 71st Independent Fighter Companies, both dispatched to Sumatra in the late spring and summer of 1942, received Ki. 43-Ic fighters as original equipment. The Japanese Army's Falcon had staked out its territorial imperative and looked as if it just might keep all of the other birds away.

It wasn't until the advent of two completely discon-



Left: Pre-production Model Ia or Model Ib under service test in the fall of 1941. Aircraft is gull-green overall with two "experimental" red stripes (Sora via Bueschel).

Below: The same photograph was used by the JAAF for the preparation of Aikoku (Patriotism) cards passed out at local functions to thank the Japanese populace for contributing funds for the purchase of Army aircraft. This example was re-touched for Aikoku No. 2203 circa Winter 1942-1943. (S. Abe via Bueschel).





Believed to be an early pre-production Ki.43-1a model under service test this Type 1 Fighter is natural dural with purple anti-glare panel and white combat stripe. (M. Toda via Bueschel).

nected events within months of each other that the Hayabusa's bubble of invincibility was finally burst. But when the image loss came, it was rapid. Allied pilots soon learned that fast passes at a Hayabusa, with a complete avoidance of close-quarters combat, gave their heavier aircraft an advantage. When a virtually intact Ki. 43-1c was downed at Chittagong near the Indian border in the spring of 1942, with only the undersides damaged, the Allies finally had a research prize that revealed other weaknesses of the Hayabusa in combat. The captured aircraft, a Hayabusa of the 2nd Company, 50th Fighter Regiment, also revealed much about Japanese nomenclature and regimental markings. Soon many Hayabusa wrecks were being exhibited in India, and flyable examples were under test by the Australians, the Nationalist Chinese and the American Air Forces in China.

The second event was a far more telling one, yet its significance was not recognized by the Allies for some time. The Japanese populace, and specifically the JAAF, felt it immediately. On May 22, 1942, Japan's greatest flying hero, Lieut. Colonel Tateshi Kato, having just downed a British Blenheim bomber as his 58th "kill", was suddenly missing in action. He did not return after a sortie over the Bay of Bengal. While it was thought that a British Hurricane shot him down, his fate remains unknown. Thus Japan's national hero disappeared in a shroud of mystery, without physical remains to present to his ancestors. In a catharsis of agony and repentance the entire Japanese Empire observed his death. The mood of national depression seemed to indicate that the end of one phase of the war was over, and another was about to begin. Kato was elevated two ranks posthumously to an Air Force Major General, his regiment having scored 268 victories under his command. Later in the year a statue of Kato would be erected in the Hall of the War God at the Akeno Army Flying School as an inspiration to future JAAF pilots. The timing of Kato's death almost seemed to be based on clairvoyance, for one month later the Battle of Midway was over and the course of the war had changed.

#### The Hayabusa comes of age

The theory behind obsolescence-at-delivery is that any production item can be improved, with the newer model stepping in to maintain production as the earlier model has reached its peak of usefulness. This is particularly true of well engineered aircraft, and can be continued again and again as long as the airframe shows promise. The Ki. 43 was the JAAF's best example of such renewable design vitality.

As the Model 1c Hayabusa flowed into combat, experiments were being conducted on the airframe in order to improve its performance and capability. The first of what eventually led to five Ki. 43-II prototypes was completed at Nakajima's experimental shops at Ota in February 1942 just as the Ki. 43-1c was proving itself superior to the surviving RAF, Royal Australian, American, Dutch and other Allied aircraft in Burma and the Dutch East Indies. Many small details were refined or added on the new Ki. 43-II, including an optical gun sight, modest pilot armour of 13 mm. steel, an improved radiator, re-engineered wing tips, and a complete re-routing of the air intake systems to accommodate the powerful new 1120 h.p. Nakajima Ha. 115 power plant selected for the second-generation Hayabusa, the latter an advanced development of the Ha. 25 series. The room was also needed for the addition of a two-stage supercharger.

As the five prototypes were modified, re-evaluated and tested between February and May 1942, plans were made to convert the Nakajima production lines at Ota to the first Ki. 43-IIa production model without undue delay. Certain specifics were frozen into the design, including the armament of two Ho. 103 Type 1 machine guns of 12.7 mm., plus provisions for two 30 kg. bombs and up to two 250 kg. bombs for special needs. The airframe revisions and wing strengthening required to carry this arms load remained with the Ki. 43 design throughout the remainder of its career, making this the standard armament for all future production models. As the years progressed this armament became increasingly inadequate, yet it remained until the very last Hayabusa model.

In a masterpiece of production engineering the Ki.

Early model Ki.43-1a or Ki.43-1b at Akeno Army Flying School late in 1941. Type 97 Ki.27 fighters used as trainers landing in background. (Sora via Bueschel).





An early Model I at Akeno, with school marks eliminated by Japanese censor. (Hiko-Nippon via Bueschel).

43-IIa was phased into the lines at Ota with the first production issue in November 1942. Within sixty days the Ki. 43-IIa rate of production was running smoothly and exceeding that experienced with the Ki. 43-Ic. While most were standard models, a substantial number were also built as tropical models with the addition of a large filtering system, evidence of Japan's new commitment in South-East Asia. Nakajima continued to produce the Ki. 43-IIa model until September 1944 when it dropped Hayabusa production to concentrate on the newer Ki. 84.

Recognition of the Hayabusa's role as the JAAF's standard fighter for the foreseeable future also dictated the need for alternate sources of supply, with both Tachikawa and the 1st Army Air Arsenal also located at Tachikawa (and commonly referred to as Rikugun) in line for production orders. The Army Air Arsenal was also slated for Ki. 43-IIa production, with Tachikawa held in reserve for a later model. The Rikugun facility theoretically produced its first Ki. 43-IIa in October 1942, finishing seven by the end of the year, but the facts of the matter were far less encouraging. Nothing seemed to work right. The jigs didn't match, and the workers were inexperienced. By the end of the year only four patched up examples were actually ready for delivery, and things just got worse the next year. The whole idea was dropped in November 1943 with 49 of the poorly-assembled fighters having been completed.

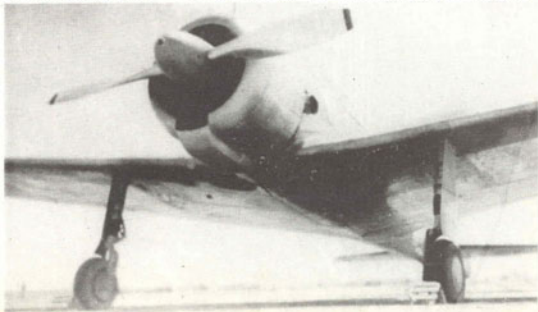
Distribution of the Ki. 43-IIa and its tropical version to JAAF units began company by company in the spring of 1943, with units up to strength by the coming of summer. The "North of Australia" 1st, 13th, 24th, 26th and 33rd Regiments all received the Ki. 43-IIa, but now things had changed. Japan's island positions were on the defensive, and new Allied fighters now outclassed the Hayabusa in speed and armament. The Ki. 43-IIa models also showed up with the 25th Regiment in occupied China, a number of the Home Island Defence units in Japan, including the 54th and 63rd Regiments, and in the famous 64th Regiment in Thailand, now renamed the "Kato Regiment". The combat experiences of late 1942

made it quite evident that the changes being made in the Hayabusa were not keeping up with the times. In June 1942, even as the Ki. 43-IIa model was finalized for production, Nakajima experimented with a further modification of the Model 2. By the end of August, and a third new prototype, the basic concepts of the Ki. 43-IIb model were established. Slated for Tachikawa production, the Ki. 43-IIb had its wings clipped and a simple jet-effect exhaust mounted in place of the open exhaust of the Ki. 43-IIa model. These design tricks boosted the speed by almost 40 km/hr., making the Model IIB a better performer than its Model IIA sister of a few months earlier. Tachikawa became the sole producer and began production in May 1943. The early fall of 1943 saw the Ki. 43-IIb Hayabusa start to enter service in virtually every combat zone patrolled by the JAAF.

#### Fighting for its life

The days of the Richthofen-like regimental commander floating protectively overhead, watching his Japanese "Army Eagles" destroy hapless enemy opponents, were over in the Pacific. Replacing them for a now harried JAAF were slashing attacks against jungle bases in New Guinea in which bombs were falling and strafing attacks were all but over before the Japanese pilots could even get to their aircraft. In Thailand and Indo-China, and north into China itself, Allied bombers were miraculously bombing Japanese installations while leaving local facilities intact. Over Burma the battle was a brutal give-and-take. North to Manchoukuo the potential battle with the Soviet Union was always there, but the game was a waiting one. And over Japan the JAAF held its breath. Nothing yet. But somehow the inexorable return to Japan and the need to defend the homeland became more of a reality day by day.

Japanese defence was just beginning to firm up late in 1943 and early in 1944, a time-consuming task considering the Doolittle Raid took place almost two years earlier. New units equipped with the Hayabusa, such as the 20th Regiment at Lake Otami on Hokkaido; the 51st and



Wide track landing gear gave the Ki. 43-I the same ground stability as the earlier Ki. 27. (Koku-Asahi via Bueschel).



Introducing the Hayabusa. Highly retouched photograph released in January 1942 shows lines of the aircraft. (Hiko-Nippon via Bueschel).

248th at Ozuki; the 52nd at Bofu and the 71st at Kamiyama, Shimane, plus re-equipment of other units with the Hayabusa such as the 54th Regiment on Hokkaido and the 47th Regiment moved in from China to protect Tokyo, made the new Ki. 43-IIa and Ki. 43-IIb fighters important in Japan's defence. Across the Sea of Japan a large force-in-being was tied up in Manchoukuo awaiting any possible Russian moves. Hayabusa became the prime fighter of the Counter-Soviet Patrol, creating an unused inventory of well-equipped fighter forces that the JAAF would soon draw on to patch holes in the enormous defensive quilt of Japan's newly won empire. New Hayabusa regiments were formed and stationed in Manchoukuo, including the 30th and the 26th, the latter at Eimonton, and both formerly flying light bombers. New fighter units created from scratch included the 48th and 203rd Regiments. Older Ki. 27 units still serving in Manchoukuo, including the 59th, 68th and 77th regiments, were also re-equipped.

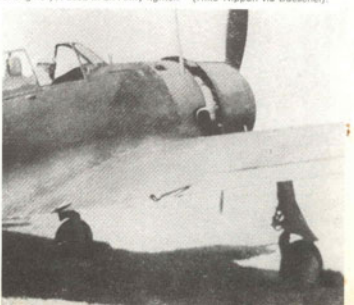
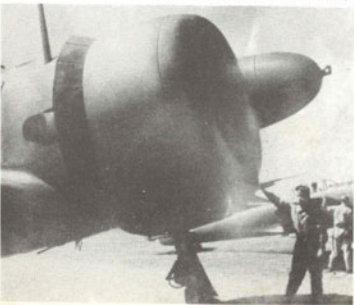
In Korea the 65th Regiment received Hayabusas, as did the 25th and 31st Regiments in China opposing the American Air Forces there. In Burma and Thailand the newer Hayabusa models reached the 21st, 50th and 64th Regiments. But it was in the South-West Pacific area that the greatest changes were made, for it was here that the combat lines were being clearly drawn. As Allied pressures increased additional shifts were made to check the Japanese rate of retreat. In the beginning the battle-tested 24th and 33rd and 63rd Regiments in New Guinea, plus the 11th and 13th Hayabusa Regiments at Rabaul, seemed capable of holding the line with the normal rate of attrition and the support of other fighter units in the area. But the dam broke as General MacArthur's "Island Hopping" tactics began to take their toll. Suddenly the JAAF's positions across New Guinea and the "North of Australia" area were virtually defenceless and fighter cover was desperately needed. The JAAF scoured its resources and frantically shifted units into New Guinea

that were ill-equipped for jungle fighting. Japan's defence perimeter was weakened in a series of emergency moves that in themselves failed. While the JAAF had a difficult enough time getting the transferred units into New Guinea to save the situation, when things got worse they couldn't get them out. Units pulled out of Manchoukuo included the 26th and the veteran 77th, the latter moved first to Burma and then immediately to New Guinea. The 68th was also moved after conversion from Hayabusas to the newer Kawasaki Ki. 61 fighters. Japan itself provided the 248th Hayabusa Regiment. Yet by the end of 1942 it was hard to find a Japanese fighter over New Guinea, and by the spring of 1944 the once powerful JAAF was a litter of weed-filled wreckage, its aircraft smashed on the ground before they got a chance to take off. The destruction of the Hayabusa units was so total that complete regiments disappeared from everywhere but the JAAF records in Tokyo. The 77th never flew as a unit again, its wreckage still to be found in the jungles. The 248th and 68th Regiments were officially disbanded at JAAF Headquarters in Tokyo on August 20, 1944. Other regiments barely got officers and men out of the trap, leaving their Ki. 43 aircraft behind them.

The JAAF attempted to redress part of this balance by more aggressive tactics in the Burma area, attacking the "Hump" route of American transports bringing supplies into China from India. Early in 1944, Japanese bombers escorted by Hayabusas attacked the Allied air bases in Assam. Lone Hayabusas intercepted slow C-46 and C-47 transports in the rarified air over the mountains. JAAF inventories in Burma were supported by stealing needed aircraft from Manchoukuo, Chosen and China, keeping these cannibalized units at low strength. Then, on March 27th, 1944, an entire JAAF force of twenty fighters and eighteen bombers was wiped out by American P-40 and P-51 fighters, with the exception of one returning Hayabusa. The shattered pilot told the story of the battle and his survival over Radio Tokyo in what must be considered

Right: Sand-and-spinach camouflage of early service models can just be made out. (Hiko-Nippon via Bueschel).

Left: The Nakajima Ha.25 was the most powerful engine yet used in an Army fighter. (Hiko-Nippon via Bueschel).





The Imperial Navy jumped the gun on the JAAF and introduced their new Zero-Sen fighter in December 1941. The Army countered in January 1942 with a Hayabusa press introduction. Photographs are highly retouched to remove markings. (Hiko-Nippon via Bueschel).

as a major propaganda goof. By May 1944, as the Japanese drove hard toward Kohima, sweeps of up to thirty Hayabusas over the Imphal area supported the Japanese ground forces. It was Japan's last significant offensive, for the front ultimately collapsed and the JAAF was again on the run.

And then things went from bad to worse. By now American bombers were over Japan. The loss of closer islands would mean that the bombers would soon be accompanied by fighters. And the newer, faster and now manouverable Allied fighters were knocking down the nimble Hayabusa in greater numbers. Yet the Ki. 43 series still remained numerically the most important Army fighter in Japanese service due to its uncomplicated long production runs and model improvements. The invasion of the Philippines, and the defence of Japan, would both find the Hayabusa in use in greater numbers than any other single Army fighter type, primarily because there were so many. These final tests of Japan's resolve would ultimately sap the JAAF of its strength, while individual Hayabusa units and pilots would demonstrate great courage and skill against a far stronger enemy.

#### The last Hayabusas

Nakajima's production interest in the Ki. 43 ended with the conversion of the Ota lines to the later Ki. 84 Hayate Type 4 Fighter. The Hayabusa increasingly became a Tachikawa project. Late models of the Ki. 43-IIb, beginning around July 1944, had single exhaust stacks that further improved performance. These Ki. 43-II-Kai models led the way to the last production model, the Ki. 43-IIIa mounting the more powerful Nakajima Ha-115-II radial of 1190 h.p. After testing of some Nakajima prototypes, the Ki. 43-IIIa entered production at Tachikawa in October 1944 with only a slight drop in the Hayabusa production rate that was picked up within thirty days. Over a thousand of these models eventually reached service. Tachikawa also experimented on its own with a further model designed for Home Island Defence that would carry two 20-mm. cannon and have a more powerful Mitsubishi Ha.112-II engine of 1290 h.p. Only two of these clip-winged Ki. 43-IIIb prototypes were built, and testing was just underway when the war ended. The Ki. 43-IIIa remained the definitive production model as Japan defended the remnants of its imperial holdings.

The JAAF's master plan to block American invasion and eventual control of the Philippines Islands began to take physical shape in the late summer of 1944. By the time the American landing had taken place at Leyte on October 19th, shifts had been made throughout the JAAF to strengthen the Philippines. Regiments were pulled out of New Guinea, Burma, Thailand and China and sent to the 4th Air Army in the Philippines with their Hayabusas often supported by some of the new Ki. 84 Hayate fighters, the Hayabusa replacement. These units included the 1st, 11th, 13th, 24th, 31st, 33rd and 65th regiments, as well as the 24th Independent Fighter Company then in Sumatra. Hayabusa regiments transferred out of Japan included the 20th from Formosa, the 51st, 52nd, 54th,

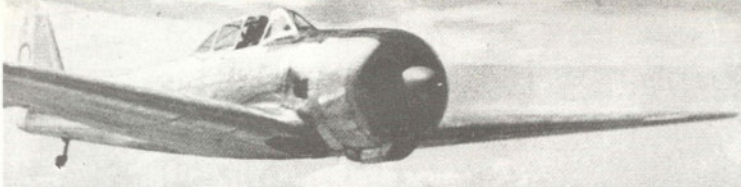
63rd, 73rd and 246th out of the home islands, as well as the hastily-created 71st and 72nd Regiments. Most of these units reached the Philippines in late October or mid-November 1944 to face an enemy stronger in numbers and equipped with superior aircraft. The Japanese losses were staggering, and when some of the surviving units were rotated back to Japan the following spring only the pilots returned, their aircraft having been abandoned or lost in the battle. Some of the units never made it, and were terminated in the records months after the campaign. The 11th, 72nd and 73rd regiments, among others, were completely decimated and useless as viable units. Typical was the 30th Regiment, transferred twice in October and November 1944, virtually destroyed in December, and finally returned to Japan as a skeleton force in May 1945.

Elsewhere new challenges were facing the JAAF, with the 23rd Hayabusa Regiment putting up a short but strong defence at Iwo Jima in February 1945, followed by the toughest fighting of the Pacific War at Okinawa beginning in April. Here the 13th Regiment, pulled out of Celebes; and the 52nd, 65th, 101st, 102nd and 204th Hayabusa regiments, among others, fought hard and well against Allied opposition. Lieutenant Ryotaro Kamibo, top scoring Japanese "ace" of the Okinawa campaign, with over seventy reported "kills", was a Hayabusa pilot. Many unnamed and unknown Japanese "aces" earned their titles at Okinawa, only to be killed in action and to remain anonymous. The Hayabusa also made its debut as a Taiatari type at Okinawa, becoming one of the most used Army aircraft for suicide missions.

The final bastion was Japan itself. The Hayabusa had proved to be notably unsuccessful against the American B-29, yet many remained on station as day and night fighters for use against escorting fighters and the Allied carrier aircraft then beginning to appear in numbers over Japan. Hayabusas at the various training schools throughout Japan also doubled as defence fighters when an alert

Refuelling the Ki.43-1c at its press introduction. (Hiko-Nippon via Bueschel).





The Type 1 Fighter makes its appearance. This is one of the first photos of the Ki-43 released to the Japanese press in January 1942 and shows an early model assigned to the Army Flying School at Akeno. (Koku-Asahi via Bueschel).

sounded in their areas. It was in these battlefields that the Hayabusa saw its last major combat. Home Defence units flying the Hayabusa included the 20th, 112th and 246th Regiments in the Middle Defence Sector; the 23rd and 47th in the Eastern Defence Sector; the 71st in the Western Defence Sector; with others including the 30th, 51st, 52nd, 54th, 65th, 101st, 102nd and 103rd somehow surviving the Philippines and Okinawa campaigns to fight again in the skies over Japan. In Manchoukou the 48th, 104th, 203rd and 204th Regiments still flew Hayabusas to face the Soviets and Outer Mongolians in their more modern Lavochkin and Yakovlev fighters in a battle that lasted less than a week before Japan finally capitulated and ended the fighting on August 15th, 1945.

#### Foreign and Post-War Use

No Pacific War aircraft was more widely used or more widely distributed than the Nakajima Hayabusa series. The result of this geographic distribution was that the aircraft survived the war in some numbers and continued to be used after the defeat of Japan.

Prime foreign user of the Hayabusa, and the only air force to which the aircraft was officially exported, was the Royal Thai Air Force. As a member of the so-called Greater East-Asia Co-Prosperity Sphere and a co-belligerent of Japan, the maintenance of a separate air force by Thailand was of great propaganda value while a somewhat limited tactical asset to Japan. In the spring of 1944 a Company of former JAAF Ki-43-IIb Hayabusa fighters was transferred to the Royal Thai Air Force to replace its obsolete American Curtiss Hawk-III and H-75N fighters. This also gave the Japanese the opportunity to infiltrate the RTAF, already recognized as a hotbed of pro-Allied feeling within the Thai armed forces, and a group that had little sympathy with Japan's cause. JAAF instructors worked with the American-educated Thais, but they were soon dismissed to leave the Thai pilots on their own. Ultimately, the RTAF flew a squadron of the Hayabusa fighters in southern China under JAAF command, while others were retained for the

defence of Bangkok where they rarely took to the air.

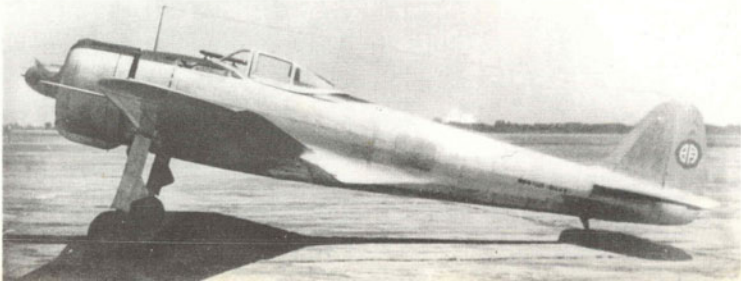
When the war ended the Thais rushed their aircraft through a normalization process, removing all evidences of wartime paint and insignia. The wartime Thai insignia made use of the Japanese Hinomaru on the upper wing surfaces, something the Thais would prefer not to remember in the post-war years. The historic pre-war Thai roundel insignia was applied to the surviving Hayabusa fighters by the first week in September, 1945, the aircraft themselves now a natural dural. These fighters remained in first-line service until the late 1940's when they were replaced with more modern British and American types.

In the Dutch East Indies the Hayabusa became the first fighter of the newly-formed Indonesian People's Security Force, a nationalistic outgrowth of an underground group that gained strength during the Japanese occupation. Opposed to renewed Dutch control, the insurgent force built up an air force out of wrecks found in the former JAAF dump at Djakarta and elsewhere in the islands. A number of Hayabusas, probably belonging to the JAAF 33rd Regiment stationed at Medan in the Indies when the war ended, served with the Indonesian forces between 1946 and 1949.

A number of Hayabusa fighters were flying in Nationalist Chinese colours after the war had ended. Others were captured by the Red Army of China forces as they spread into Manchuria in October 1945. They were used sporadically in China's Civil War.

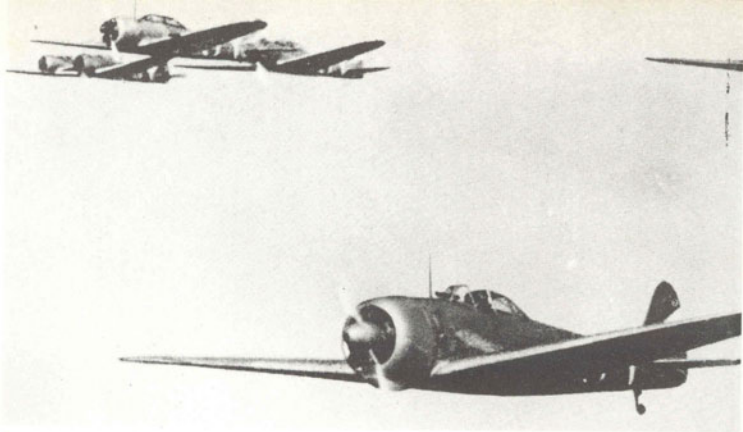
Possibly the most unconventional user of the Hayabusa was the Republic of France. Faced by a rising Viet insurgency as they returned to French Indo-China, and having few aircraft on hand to quell the disturbances, the French utilized confiscated Japanese aircraft in the area. The last Hayabusas of the once-proud "Kato Regiment" and others were soon impressed into French service, being flown by Groupes de Chasse I/7 and II/7 in counter-insurgency operations. They were quickly replaced by more modern American aircraft flying under French colours.

Early all-dural Ki-43-I at Akeno Army Flying School in the summer of 1942. Inscription forward of stabilizer indicates this is aircraft No. 1029 purchased for JAAF with funds collected in public drives. Individual number 89 appears above Akeno marking. (Koku-Asahi via Bueschel).



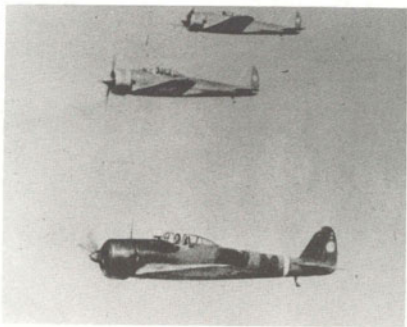


Trio of early Model 1 Type 1 Fighters over Akeno Army Flying School, Summer 1942. (Koku-Asahi via Bueschel).



Above: The 11th Air Combat Regiment flies its Ki-43-Ic Hayabusas over the Dutch East Indies in Summer 1942. This photograph was wire transmitted to neutral nations and widely reproduced throughout the world during the war. (R. Bueschel).

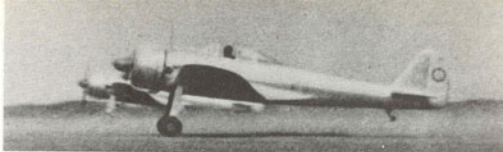
Right: In the air. (Koku-Asahi via Bueschel).



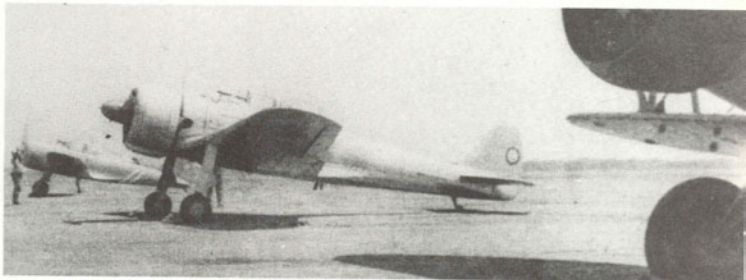
Below: Tno taking off at Akeno. (Koku-Asahi via Bueschel).



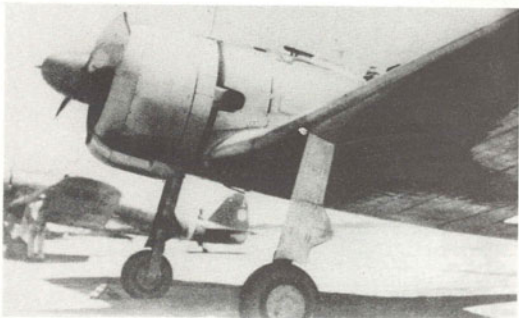
Right: Landing. (Koku-Asahi via Bueschel).



Below: The new "trainer" at Akeno. Ki.27 trainer variant without spats in background  
biplane Ki.9-Kai in foreground. (Koku-Asahi  
via Bueschel).

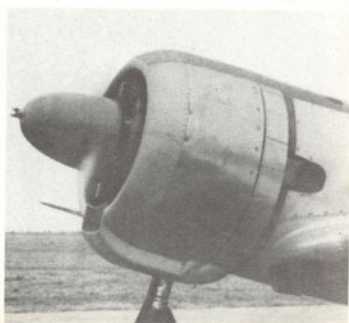
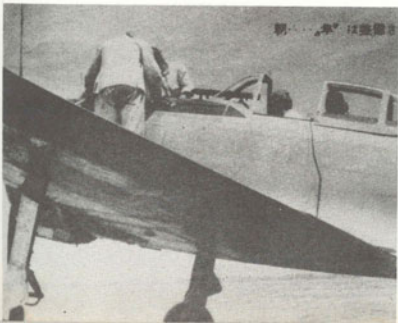


Right: Model I's at Akeno. Natural dural  
aircraft in foreground, camouflaged in  
rear. (Koku-Asahi via Bueschel).



Below left: Arming a Model I at Akeno.  
(Hiko-Nippon via Bueschel).

Below right: The working end of the Ha.25  
powered Ki.43-1c at Akeno, Summer 1942.  
(Koku-Asahi via Bueschel).





Above: Training conversion flight from Akeno, July 1942. (Koku-Shonen via Bueschel).



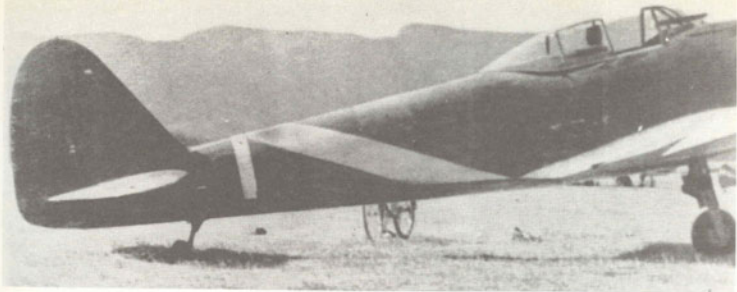
Above: The perfect platform for a "dogfighting" air force, the Ki-43-1c was perhaps the most manoeuvrable monoplane fighter of WW2. (R. Bueschel).

Below: First known combat photo of the Hayabusa. Taken in January 1942, it shows a Ki-43-1c under the right wing of a Ki-21 bomber. (Asahigraph via Bueschel).



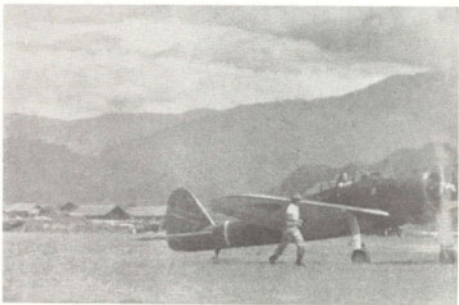
Above: Beauty of line. A conversion training Model 1 climbs over Akeno. (Koku-Asahi via Bueschel).





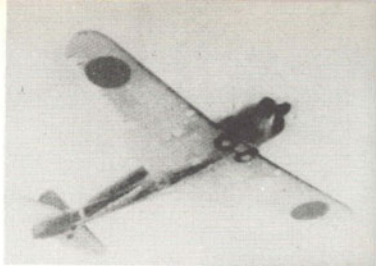
Above: The Ki-43-1c at war. Hayabusa of the commander, 2nd Company, 64th Regiment, at a north Malayan airfield as the unit worked south. (Koku-Asahi via Bueschel).

Right: Malay peninsula, March 1942. A Hayabusa of 2nd Company, 64th Regiment. (Koku-Asahi via Bueschel).



Below: Another Ki-43-1c of the 64th in Malaya. (Koku-Asahi via Bueschel).





Above: Published as a photograph of Lt. Colonel (posthumously Major General) Tateo Kato's actual aircraft at the time of his death in May 1942, this is actually a Ki-43-1c of the 50th Regiment. (Hiko-Nippon via Bueschel).

Left: Tateo Kato as a Captain in China when his 2nd Fighter Battalion flew Ki.10 Type 95 Fighters. (Shashin-Shuho via Bueschel).



Above: Ki-43-1c in the Dutch East Indies in the early months of 1942. Unit is unidentified. Colour of company marking appears on cowling and spinner. (R. Bueschel).

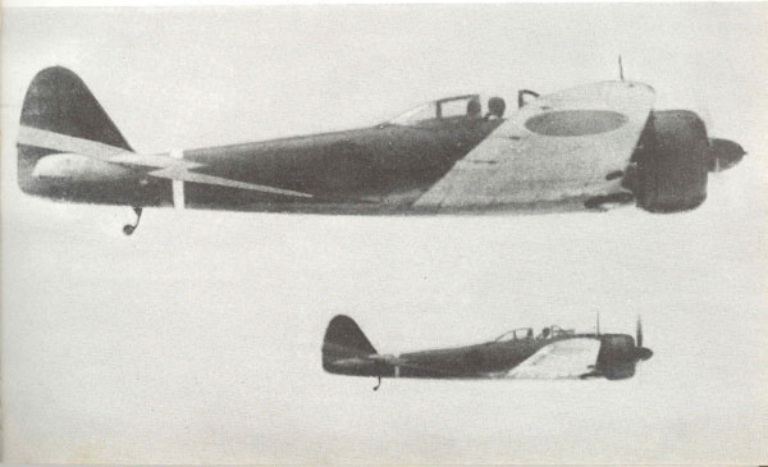
Below: The 50th Air Combat Regiment warms up the Ki-43-1c's of the 2nd Company in Burma late in 1942. Note absence of outline around fuselage Hinomaru. (Hiko-Shonen via Bueschel).

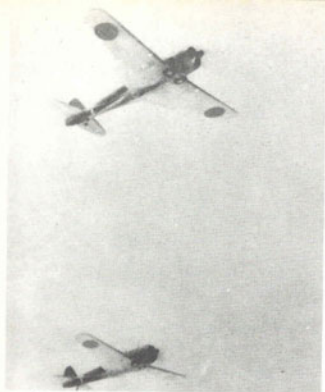




Above: Hayabusas of the 50th, 2nd Company, over Burma-India area early in 1942. Early in the Pacific War this unit was highly publicized and its lightning stripe markings were often illustrated in the Japanese press. (R. Bueschel).

Below: Two Hayabusas of the 50th in close formation. (R. Bueschel).



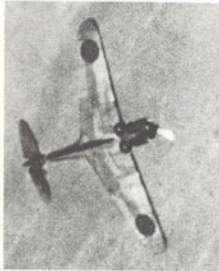


Above: Hayabusa's of the 50th. (Hiko-Nippon via Bueschel).

Right: Pilots of the 50th Regiment return from a mission and discuss their encounters with "A, B" (American and British) aircraft on their airfield in Burma, early in 1942. Ki.43-1c Hayabusas in background. (R. Bueschel).



Above: The 50th over Burma, April 1942. (Koku-Shonen via Bueschel).



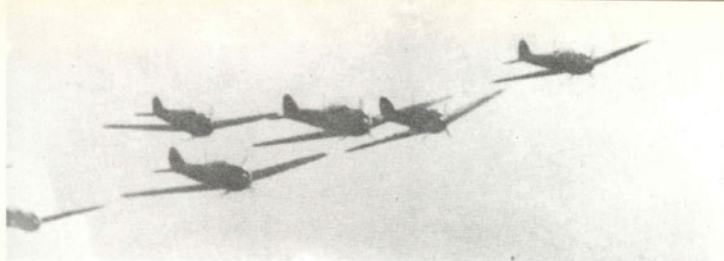
Left: The Model 1c Hayabusa in flight. Tip of fuselage marking suggests it is of the 50th Regiment. (R. Bueschel)



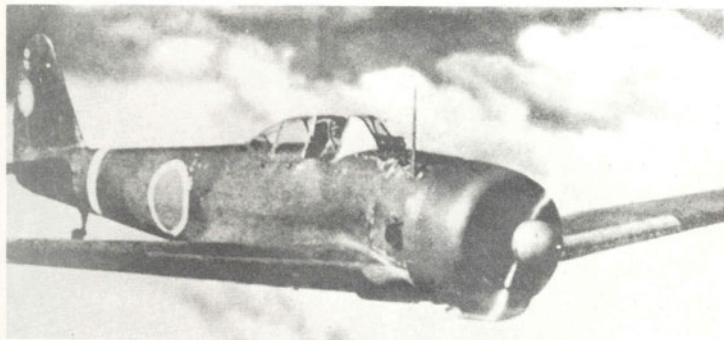
Above: Closing in for the "kill". (R. Bueschel).



Left: Getting started at the Army Aviation Maintenance School at Tokorozawa, Spring 1943. The Maintenance School had examples of all JAAF equipment for training purposes. (H. Ando via Bueschel).

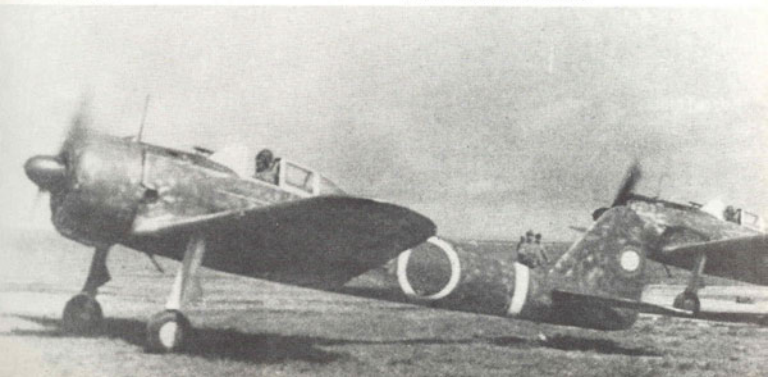


Above: Hayabusas in combat formation. The performance of these aircraft made remarkable aerobatic teams possible. JAAF units in Japan gave public displays at air shows. (R. Bueschel).



Above: Early sand-and-spinach camouflaged Ki-43-1c over Akeno in January 1943. Individual aircraft marking 17 is in white at top of rudder. Full combat markings, including white stripe, are applied. (Koku-Asahi via Bueschel).

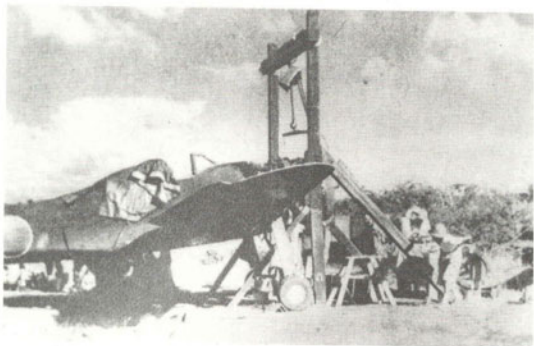
Below: By the late summer of 1943 most Hayabusas at the Akeno Army Flying School were splotch camouflaged to double as defence fighters in the event their use was necessary. These are Ki-43-1c models. (Koku-Asahi via Bueschel).





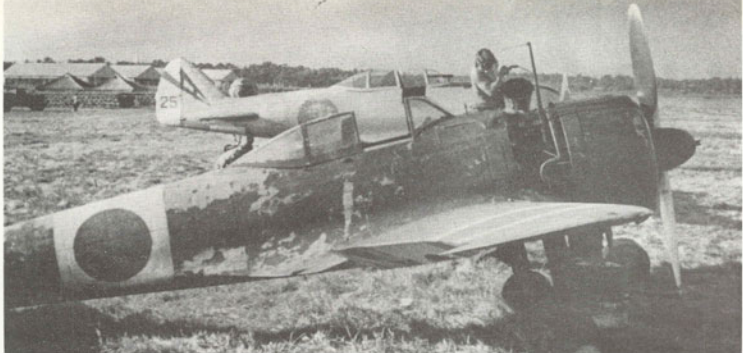
Above: Fussa Airfield, Yokota, hosts a variety of aircraft. Ki-43-1c, in foreground, Kawasaki Type 10 version of American Lockheed 14 appears through landing gear legs. (R. Bueschel).

Right: Field maintenance in Burma, November 1942. Unit unidentified. (Asahigraph via Bueschel).



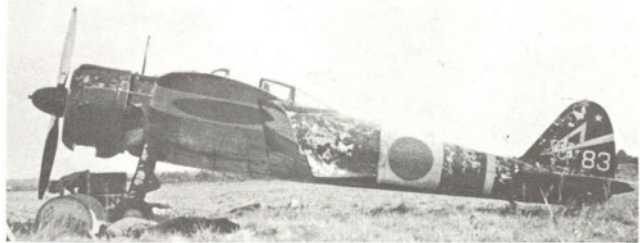
Below: A Ki-43-1c warms up. This photograph was taken in Japan in 1944 at a Home Defence base and demonstrates the use longevity of early Hayabusa models. (Hideya Ando via Bueschel).





Above: The 47th Regiment (formerly Independent Fighter Company) flew Ki-44 Shoki fighters in Tokyo defence in autumn 1944, yet still retained some Ki-43-1c fighters from its stay in China. (M. Toda via Bueschel).

Below: A combat veteran of many years, this Hayabusa 1c of the 47th Regiment is shown at Narimasu Airfield north-west of Tokyo in the autumn of 1944. (M. Toda via Bueschel).



Below: Another view of the 47th's veteran Ki-43-1c. (M. Toda via Bueschel).





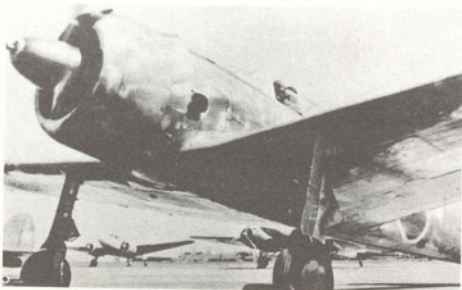
Above: The Model 11a enters service, Spring 1943. Unit not identified. (Hiko-Nippon via Bueschel).



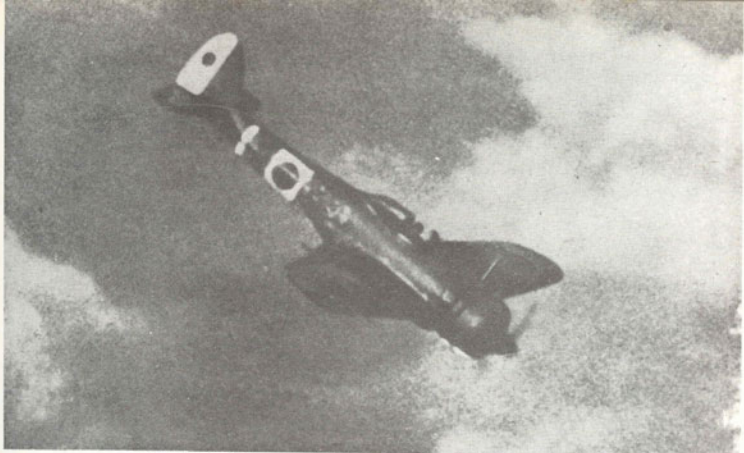
Above: Ki-43-IIa fighters in service, June 1943. (Koku-Shonen via Bueschel).



Above: Another view of the newly delivered Ki-43-IIa model to service units, June 1943. (Koku-Shonen via Bueschel).



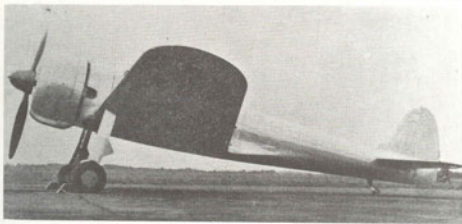
Left: Akeno received Ki-43-IIa aircraft for conversion as soon as deliveries began. (S. Tachibana via Bueschel).



Above: "Bandage" markings later used for Home Defence units were first tried at Akeno late in 1942. (Koku-Asahi via Bueschel).



Above: Ki-43-11a at the Tokorozawa Maintenance School. Aircraft was flown, disassembled and maintained, flown again in a repeating cycle for instruction of ground crews. (Hideya Ando via Bueschel).



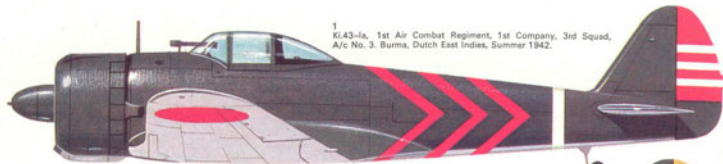
Left: Japanese censor has removed markings for this Ki-43-1c photo prior to release. Base was Akeno. (Hiko-Nippon via Bueschel)

Below: Line-up at Akeno. Full combat markings. (M. Toda via Bueschel).





The Alamo Army Flying School flew P-51s—its fighters late in 1943. Standard camouflage, although combat stripes is missing in this case. (H. Anco via Bureschel).



1  
Ki43-1a, 1st Air Combat Regiment, 1st Company, 3rd Squad,  
A/c No. 3. Burma, Dutch East Indies, Summer 1942.



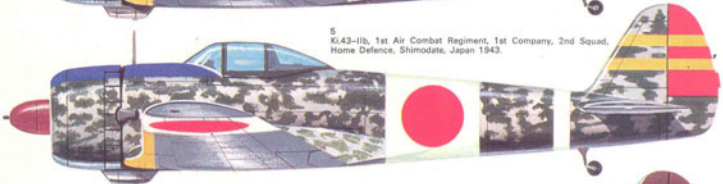
2  
Ki43-1a, 1st Air Combat Regiment, 3rd Company, 2nd Squad,  
A/c No. 3. Burma, Dutch East Indies, Summer 1942.



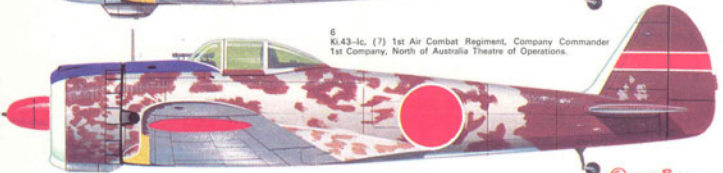
3  
Ki43-1a, 1st Air Combat Regiment, 3rd Company, 2nd Squad,  
A/c No. 1. Burma, Dutch East Indies, Summer 1942.



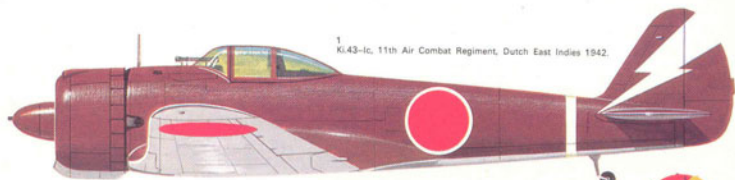
4  
Ki43-11b, 1st Air Combat Regiment, 1st Company, 1st Squad,  
Home Defence 1943-1945.



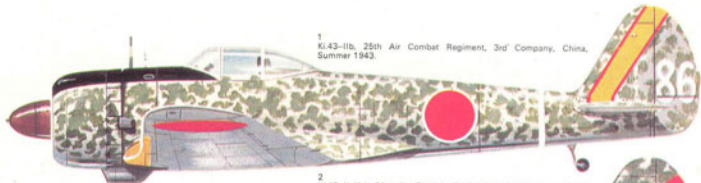
5  
Ki43-11b, 1st Air Combat Regiment, 1st Company, 2nd Squad,  
Home Defence, Shimodate, Japan 1943.



6  
Ki43-1c, (?) 1st Air Combat Regiment, Company Commander  
1st Company, North of Australia Theatre of Operations.



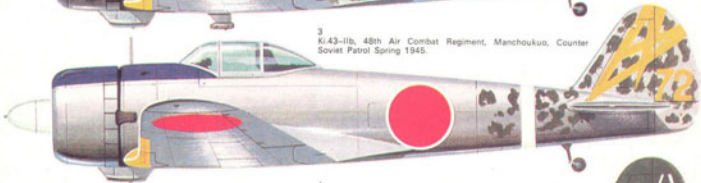
1  
Ki.43-IIb, 25th Air Combat Regiment, 3rd Company, China,  
Summer 1943.



2  
Ki.43-II-Kai, 31st Air Combat Regiment, 3rd Company, South  
China, Burma, Spring-Summer 1944. Light bomber Regiment re-  
formed as a fighter Regiment in February 1944.



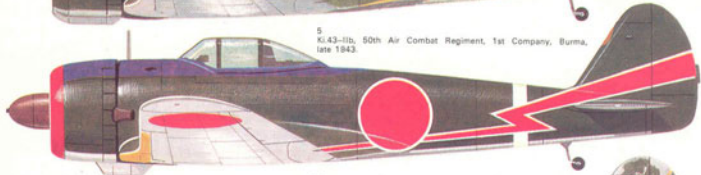
3  
Ki.43-IIb, 48th Air Combat Regiment, Manchoukuo, Counter  
Soviet Patrol Spring 1945.



4  
Ki.43-Ic, 50th Air Combat Regiment, 2nd Company, Burma,  
Summer 1942.



5  
Ki.43-IIb, 50th Air Combat Regiment, 1st Company, Burma,  
late 1943.



6  
Ki.43-IIa, 5th Air Combat Regiment, 1st Company, Home Island  
Defence, China, Formosa, late 1943.



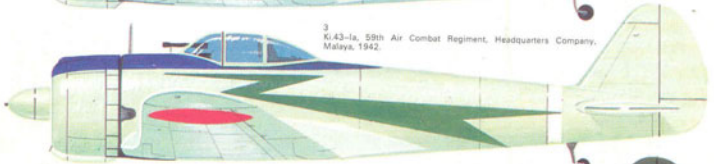
1  
Ki.43-1a, 59th Air Combat Regiment, 1st Company, Tachikawa,  
Japan, Oct. 1941.



2  
Ki.43-1a, 59th Air Combat Regiment, 2nd Company, Tachikawa,  
Japan, Oct. 1941.



3  
Ki.43-1a, 59th Air Combat Regiment, Headquarters Company,  
Malaya, 1942.



4  
Ki.43-11b, 59th Air Combat Regiment, 2nd Company, Manchoukuo,  
Summer 1943.



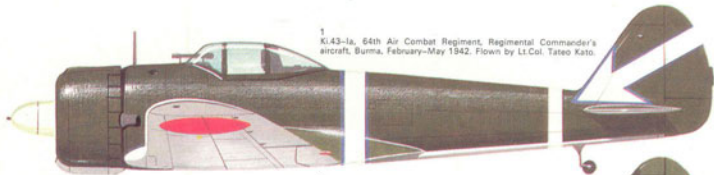
5  
Ki.43-11b, 59th Air Combat Regiment, 3rd Company, Manchoukuo,  
Summer 1943.



6  
Ki.43-11a, 63rd Air Combat Regiment, 3rd Company, New Guinea,  
Summer 1944.



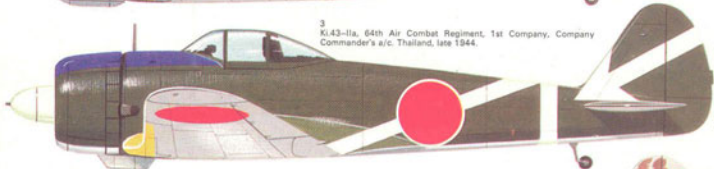
1  
Ki.43-1a, 64th Air Combat Regiment, Regimental Commander's  
aircraft, Burma, February-May 1942. Flown by Lt.Col. Tateo Kato.



2  
Ki.43-1a, 64th Air Combat Regiment, 2nd Company, Company  
Commander's a/c. Malaya, Dec. 10th 1941, Burma, May 1942.  
Flown by 1st Lt. Hinoki.



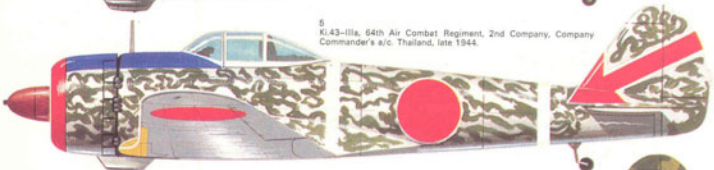
3  
Ki.43-11a, 64th Air Combat Regiment, 1st Company, Company  
Commander's a/c. Thailand, late 1944.



4  
Ki.43-11a, 64th Air Combat Regiment, 3rd Company, Company  
Commander's a/c. Thailand, late 1944.

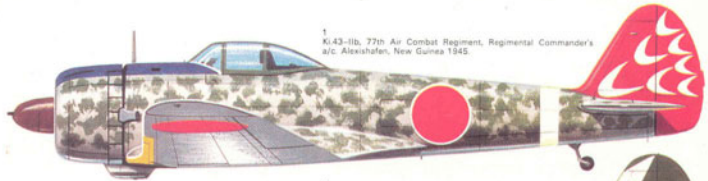


5  
Ki.43-111a, 64th Air Combat Regiment, 2nd Company, Company  
Commander's a/c. Thailand, late 1944.



6  
Ki.43-11b, 77th Air Combat Regiment, Headquarters Company,  
Burma late 1943.





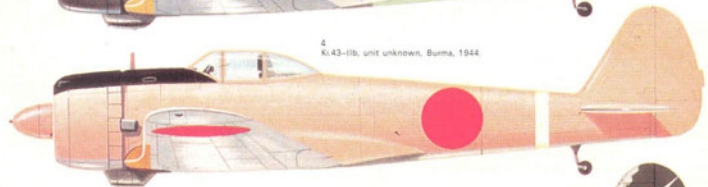
1  
Ki-43-11b, 77th Air Combat Regiment, Regimental Commander's  
a/c. Alessiafah, New Guinea 1945.



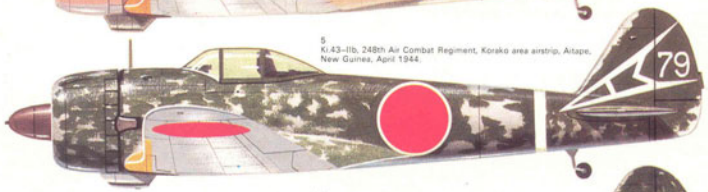
2  
Ki-43-11b, 204th Air Combat Regiment, Regimental Commander's  
a/c. Burma 1945.



3  
Ki-43-11b, 204th Air Combat Regiment, 2nd Company, Company  
Commander's a/c. Home Island Defence and Formosa, 1945.



4  
Ki-43-11b, unit unknown, Burma, 1944.

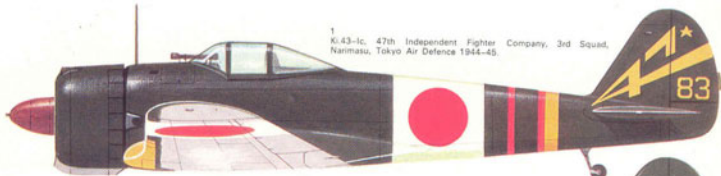


5  
Ki-43-11b, 248th Air Combat Regiment, Korako area airstrip, Aitape,  
New Guinea, April 1944.



6  
Ki-43-11b, (?) 1st Air Combat Regiment, North of Australia Theatre  
of Operation, June 1943.

1  
Ki.43-1c, 47th Independent Fighter Company, 3rd Squad,  
Narimasu, Tokyo Air Defence 1944-45.



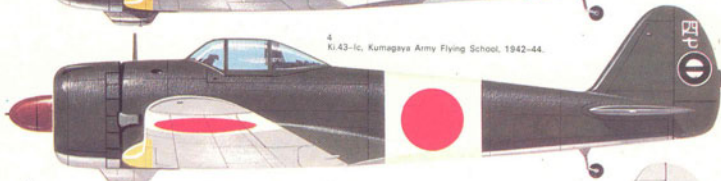
2  
Ki.43-111a, 1st Special Attack Force, Kamikaze Flight, Mito Airfield,  
Honshu, Spring 1945. Company Commander's a/c.



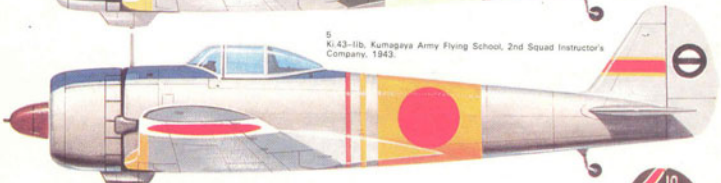
3  
Ki.43-111b, Akeno Air Training Division/Home Defence, August 1945.



4  
Ki.43-1c, Kumagaya Army Flying School, 1942-44.

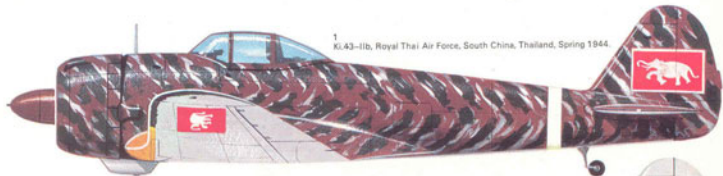


5  
Ki.43-111b, Kumagaya Army Flying School, 2nd Squad Instructor's  
Company, 1943.



6  
Ki.43-111a, 39th Flight Training Company, Yokoshiba Airfield,  
March 1945.

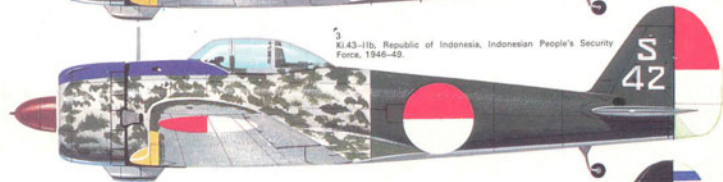




1  
Ki-43-11b, Royal Thai Air Force, South China, Thailand, Spring 1944.



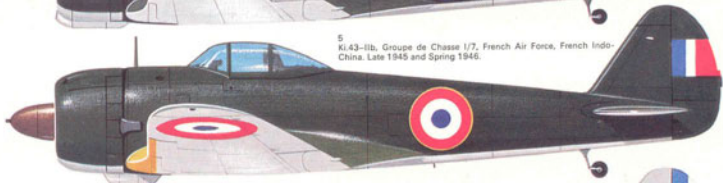
2  
Ki-43-11b, Royal Thai Air Force, Don Muang Airfield, Bangkok, Thailand, September 1945.



3  
Ki-43-11b, Republic of Indonesia, Indonesian People's Security Force, 1946-49.



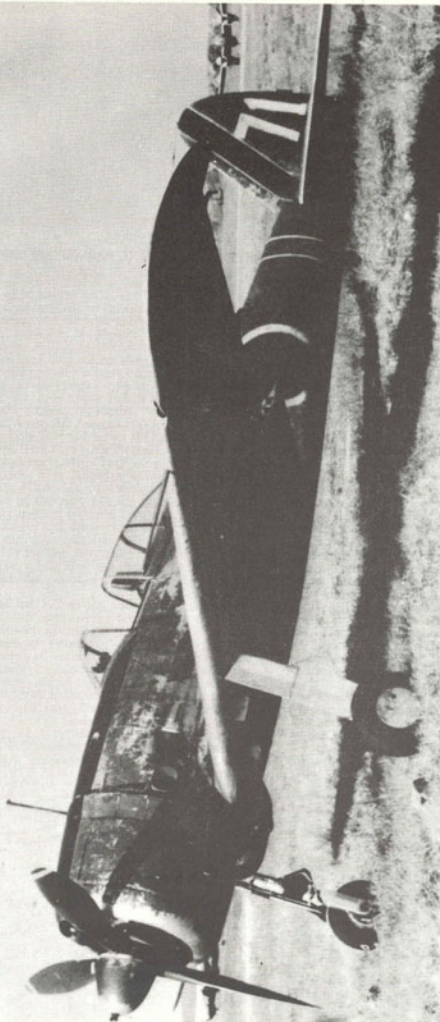
4  
Ki-43-11c, Chinese Air Force, Spring 1946.



5  
Ki-43-11b, Groupe de Chasse 1/7, French Air Force, French Indo-China, Late 1945 and Spring 1946.



6  
Ki-43-11b, Groupe de Chasse 1/7, Pnon-Penh, French Indo-China, Late 1945 and early 1946.



Company Commander's Hayabusa K53-IIe of 2nd Company, 25th Regiment in China in 1944. Markings are red with white outlines. (Hiroya Ando via Blueshift).

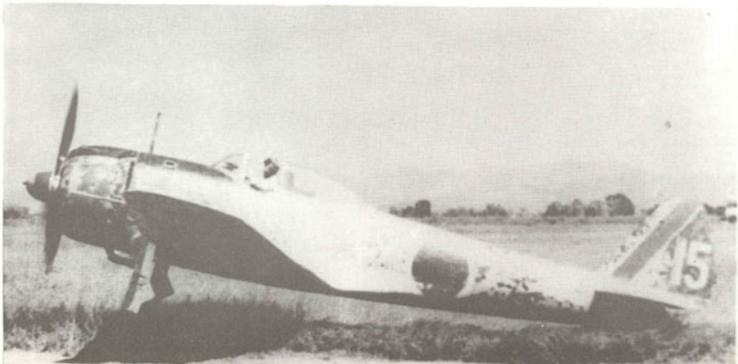


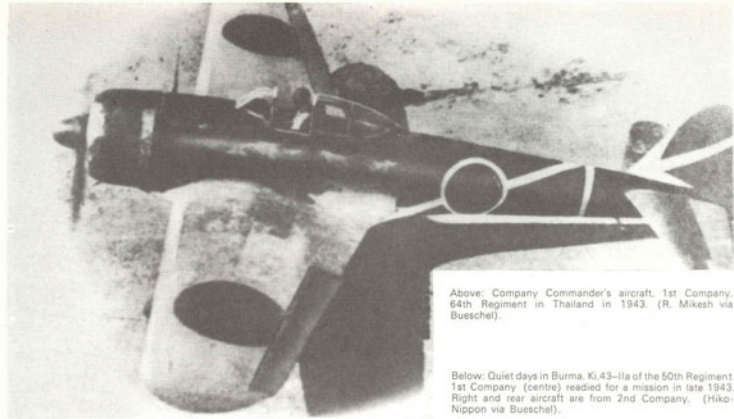
Above: Chinese occupation force flew Ki-43-IIa. This is aircraft 55, 1st Company, 25th Regiment in Summer 1943. Spotted camouflage over dural (M-Toda via Bueschel).

Below: Aircraft 20, 2nd Company, 25th Regiment in China. Note white spinner. (R. Bueschel).



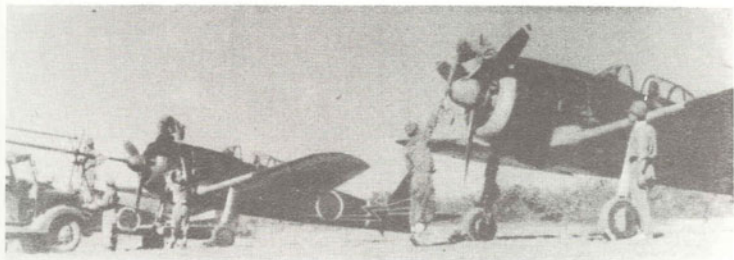
Below: Headquarters company Hayabusa of the 25th Regiment ready for take-off in China. The 25th saw much action against Chennault's forces in SW China. (R. Mikesh via Bueschel).





Above: Company Commander's aircraft, 1st Company, 64th Regiment in Thailand in 1943. (R. Mikesh via Bueschel).

Below: Quiet days in Burma. Ki.43-IIa of the 50th Regiment, 1st Company (centre) readied for a mission in late 1943. Right and rear aircraft are from 2nd Company. (Hiko-Nippon via Bueschel).



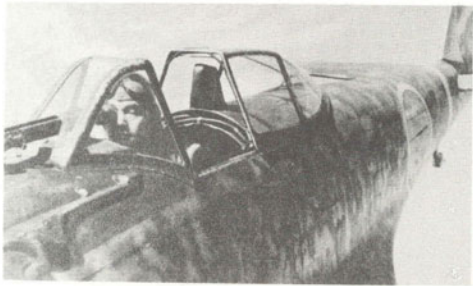
Below: Life in the combat zones with the Ki.43-IIa, July 1943. (Hiko-Nippon via Bueschel).



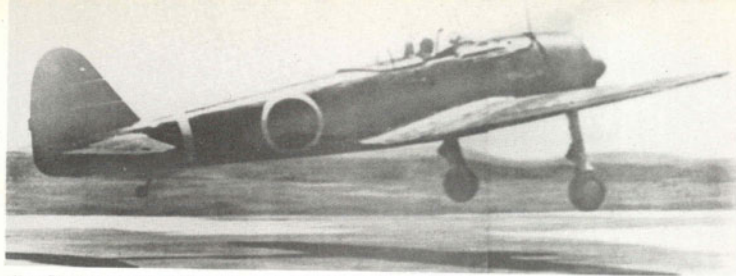


Above: Another still from a wartime aviation movie. Aircraft painted like those of the 64th Regiment were used for realism. (S. Tachibana via Bueschel).

Right: Still from "Hayabusa Regiment" shows cockpit details. (S. Tachibana via Bueschel).



Left: A typical movie still showing the heroics expressed on the screen in the 1943 Japanese wartime movie "Hayabusa Regiment". Aircraft is a Ki-43-IIa. (S. Tachibana via Bueschel).

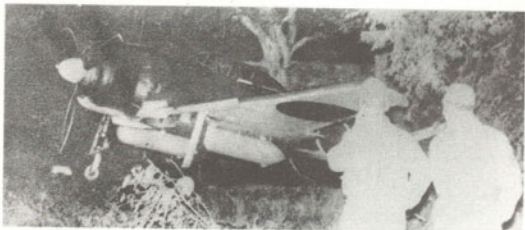


Above: Taking off with the new Ki.43-IIa equipment, Summer 1943. (Koku-Asahi via Bueschel).

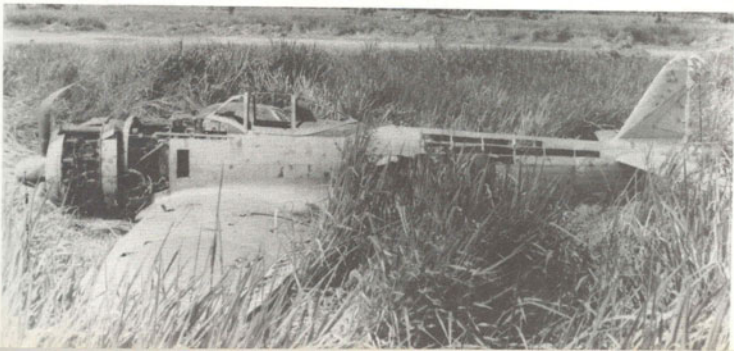


Above: Conversion training of unknown unit (possibly 1st Regiment) in Summer of 1943 (Koku-Asahi via Bueschel).

Right: Night fighter variants of the Ki.43-IIa were pressed into service in Japan in the fall of 1944 after the beginning of night raids by American B-29's. Fuel tanks extended time over target cities. (Koku-Shonen via Bueschel).



Below: Tropical Ki.43-IIa-Kai Haya-busa believed to be of 3rd Company, 63rd Air Combat Regiment, in New Guinea. (J. Canary via Bueschel).

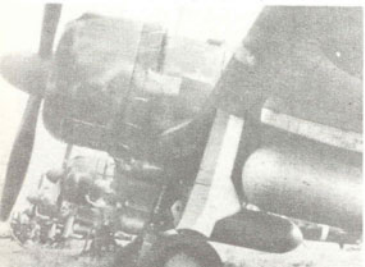




Above: Full-rear view of Hayabusa shows skinny fuselage and large horizontal tail surfaces. (J. Canary via Bueschel).



Above: Wrecked aircraft shows weathering of splotted camouflage over dull to good advantage. (J. Canary via Bueschel).



Above: Hayabusa Ki.43-11b models could carry long range tanks or up to two 250kg. bombs for long range or fighter-bomber missions. Splotted camouflage is well shown here. Time is July 1944. (Hiko-Nippon via Bueschel).



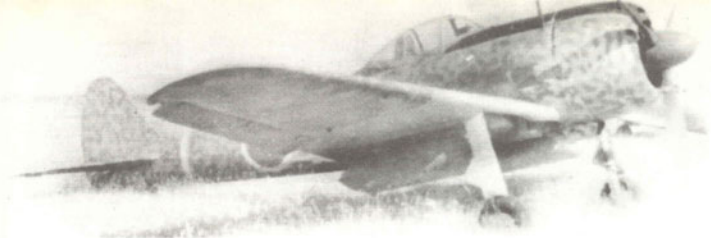
Above: The 63rd Regiment had long been posted to Home Island defence, and was then moved to New Guinea in 1943 where it saw much action. (J. Canary via Bueschel).



Above: Derelict Ki.43-11b flown by the Regimental Commander of the 204th Air Combat Regiment, on a Burmese airfield. (IWM)

Below: Only known photograph of a Hayabusa of the 33rd Regiment, New Guinea, at the end of 1943. This unit was moved to the Philippines the following September. Aircraft is of the 1st Company. (Hiko-Shonen via Bueschel).





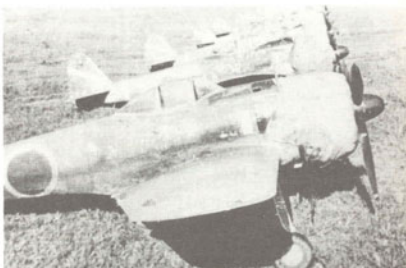
Above: Ki.43-11b with drop tanks, unit unknown. (Sekai-no-Kokuki via Bueschel).



Above: Combat-ready Hayabusa of the Akeno Air Training Division takes off for a daylight interception. Aircraft in foreground are Ki.44 Shoki fighters. (Shashin-Shuhu via Bueschel).

Right: Hayabusas of the 1st Company, 25th Regiment in central China in the Summer of 1944. (Hiko-Shonen via Bueschel).

Below: The last flight. Late model Hayabusa with a 500kg. bomb takes off on a Taiatarai (suicide) mission. Within the hour the pilot in the picture had died. (S. Abe via Bueschel).



Above: Combat-weary Hayabusas of the 1st and Headquarters companies of the 64th Regiment line up at an airfield in Thailand late in 1944. (R. Mikesh via Bueschel).

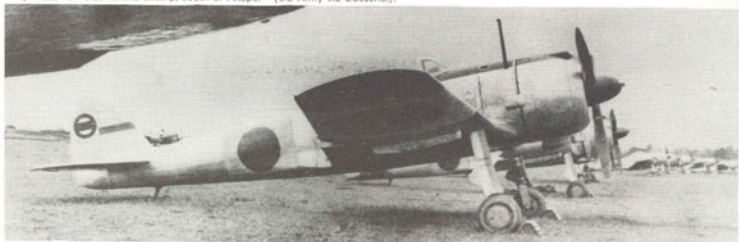


Above: By the fall of 1944 all that remained of the 77th, one of the JAAF's oldest regiments, was wreckage in the jungles of New Guinea. This Ki.43-11b, flown by the regimental commander, was found at Alexishafen Airfield. Tail marking is seven white "sevens" on a solid red field. (R. Mikesh via Bueschel).





Above: Wreckage of tropical Ki.43-IIb possibly from the ill-fated 248th Regiment. Unit was completely obliterated in New Guinea. Photo taken April 22, 1944, at Korako airstrip, south of Aitape. (US Army via Bueschel).



Above: Model IIB Hayabusa of 2nd Squad, Instructor's Company, Kumagaya Army Flying School in early 1944. (R. Mikesh via Bueschel).



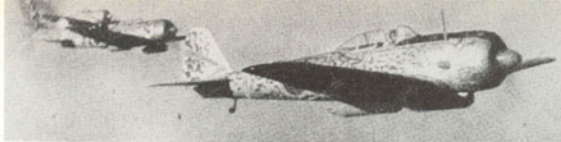
Above: Kumagaya conversion trainers in full Home Defence markings doubled as interceptors. (R. Mikesh via Bueschel).

Right: The Instructor's Company at Kumagaya Army Flying School was equipped with Ki.43-IIb. Fuselage "bandage" was yellow. (R. Mikesh via Bueschel).



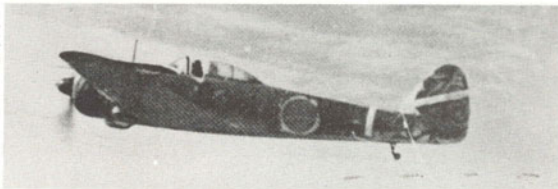
Below: Combat ready, Japanese Home Island Defence, Spring 1945. (N. Saito via Bueschel).





Left: Fighter-bomber Ki.43-IIb aircraft of the 64th Regiment over Thailand, February 1944. (Koku-Shonen via Bueschel).

Right: Slim, trim, beautiful in the air, but sadly obsolete by fall 1944. A Ki.43-II-Kai Hayabusa of 1st Company, 64th Regiment, flies over Thailand. (S. Tachibana via Bueschel).

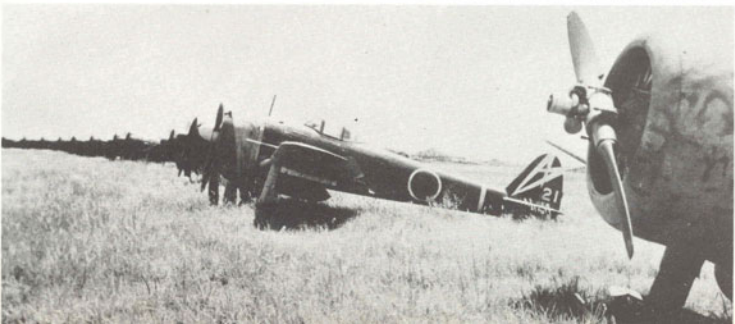


Above: Hayabusa units often flew aircraft with a variety of camouflage schemes. Photo shows unidentified unit operating in the Imphal area in June 1944. (Shashin-Snuho via Bueschel).

Left: Wing mounts could be used for drop tanks or bombs. Unit unknown. (J. Tindal via Bueschel).

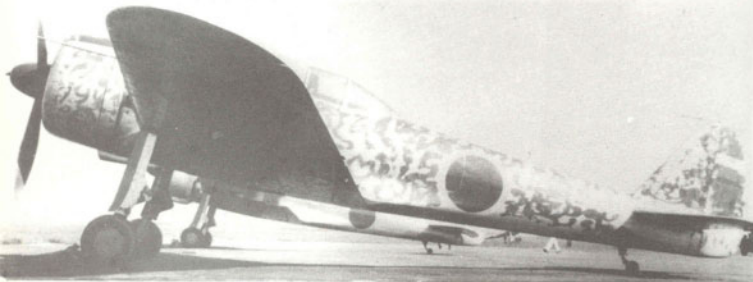
Below: Model Ki.43-II-Kai of the 20th Regiment, Middle Defence Sector, Itami, Hyogo, Japan, in Winter 1944-1945. (M. Toda via Bueschel).

Below: Line-up of the 48th Regiment at Kiangwan Airfield, Shanghai, China, at the end of the war. Photo was taken by a US Army photographer on September 8, 1945. Aircraft at far right is a Manshu Ki.79 trainer. (US Army via Bueschel).

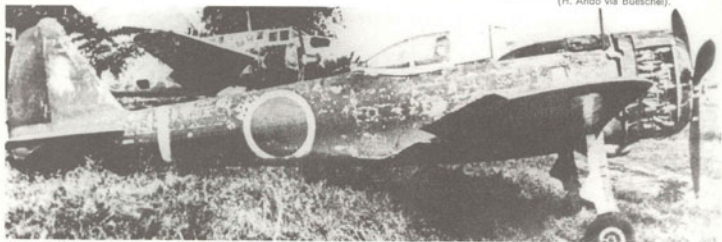




Above: Home Defence Ki.43-IIIa Hayabusa carries white "Bandage" markings on wings and fuselage. (M. Toda via Bueschel).



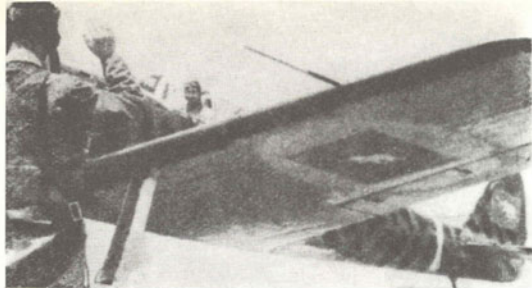
Above: Aikoku (Patriotism) Aircraft No. 2068 purchased with public funds collected in wartime subscription drive. Aircraft is Ki.43-IIb. (H. Ando via Bueschel).



Above: Ki.43-II-Kai of 1st Company, 1st Air Combat Regiment at Clark Field in the Philippines as found by American forces in late 1944. Unit was attached to the 12th Air Brigade of the 4th Air Army. (R. Mikesh via Bueschel).

Below: "Headless" Hayabusa stacked by American occupation forces at Kiro, Japan, in May 1946 prior to burning. Markings are of Akeno Air Training Division. In last months of war Hayabusas assigned to training also served as interceptors and Taiatari (Suicide) types. (H. Anderson via Bueschel).





Left: Former JAAF Ki.43-IIb fighters were turned over to Royal Thai Air Force in late Spring 1944. Note circular area of former Japanese Hinomaru partially filled by Thai elephant insignia. (Koku-Asahi via Bueschel).

Right: Thai Hayabusa Fighter Company flew beside JAAF units. Wartime Thai insignia was ancient Royal white elephant on red field which appeared as a red "spot" for identification, making it similar to Japanese insignia. For absolute identification Thai upper wing surfaces carried normal Japanese Hinomaru markings in red, or dark orange, the latter fading to pink. (Koku-Asahi via Bueschel).



Below: Ki.43-IIb, Groupe de Chasse 1/7, Pnon-Penh, French Indo-China, late 1945 early 1946. (via C-J. Ehrengardt).



Below: Salvaged from a JAAF dump at Djakarta at the end of the war, the Hayabusa served the Indonesian insurgents as a fighter-bomber against the Dutch from 1946 to 1949. Aircraft appearing under the right wing are former JAAF Manshu Ki.79 trainers in Indonesian service. (W. Green via Bueschel).





**A1**  
Upper surfaces, fuselage bands  
left white for clarity, under surfaces  
standard pale grey. A2 similar scheme.

Note: red shown black  
in all images.



**A3**  
Green/brown upper  
surface scheme, no standard  
pattern for the green/brown  
segments, under surfaces standard grey.



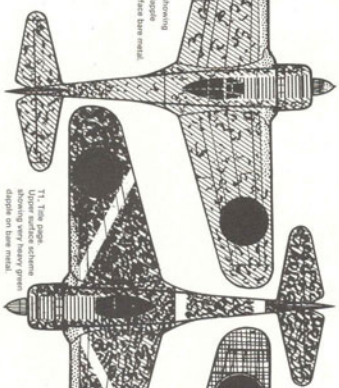
**A4**  
Upper surface scheme,  
under surface base metal.



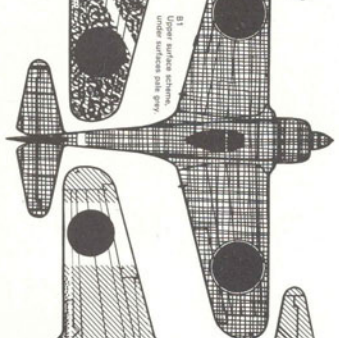
**A5**  
Standard Home Defence scheme  
showing position of fuselage  
and wing white bands.



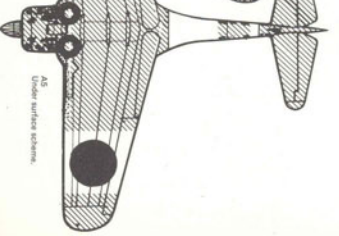
**B8**  
Upper surface scheme, showing  
minimum use of green/olive  
on base metal, under surfaces base metal.



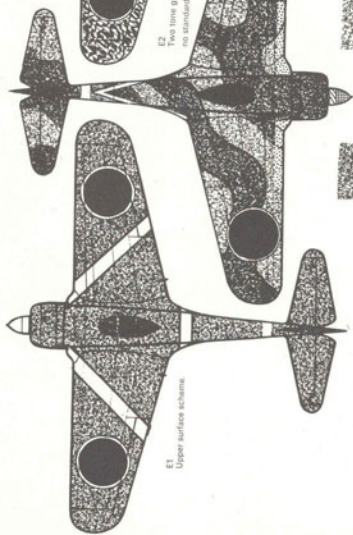
**T1, T2a page**  
Upper surface scheme  
showing very heavy green  
dapple on base metal.



**B1**  
Upper surface scheme,  
under surfaces pale grey.



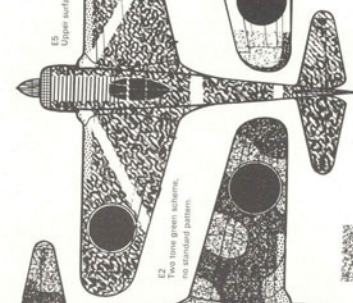
**A5**  
Upper surface scheme.



E1 Upper surface scheme.



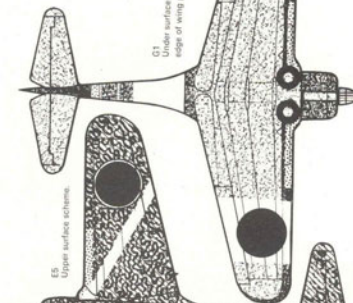
Dark Green



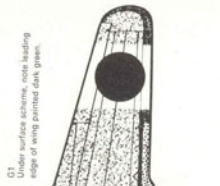
E2 Two tone green scheme, no standard pattern.



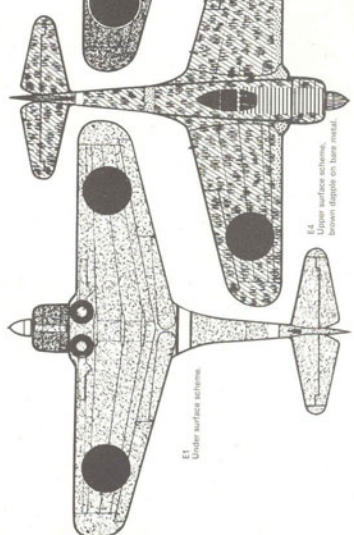
Medium Green



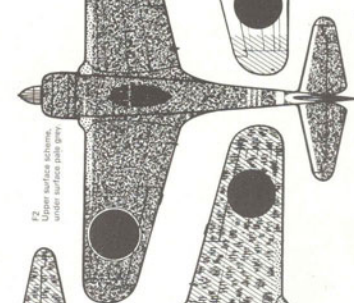
E5 Upper surface scheme.



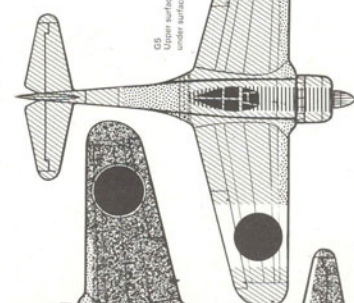
G1 Under surface scheme, note leading edge of wing painted dark green.



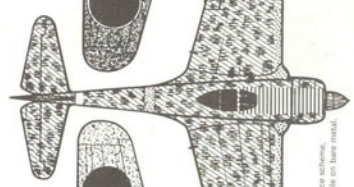
E3 Under surface scheme.



F2 Upper surface scheme, upper surface pale grey, under surface pale grey.



G5 Upper surface scheme, under surfaces identical.

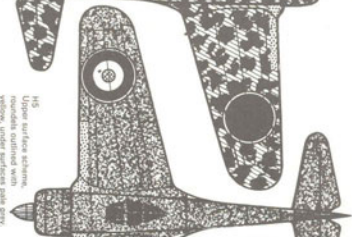


E4 Upper surface scheme, brown dapples on bare metal.

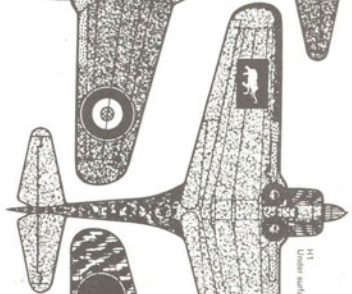
H3  
 Top page  
 Upper surface scheme,  
 under surface base metal.



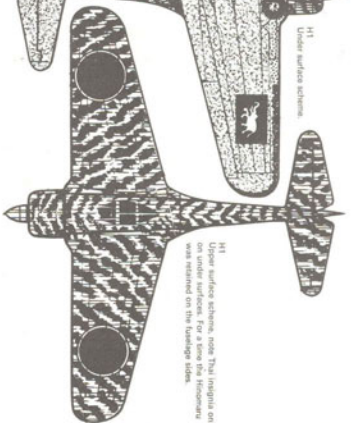
H5  
 Upper surface scheme,  
 roundels outlined with  
 yellow, under surfaces pale grey.



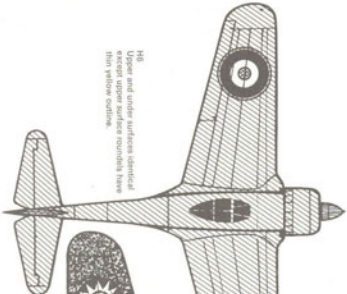
H1  
 Under surface scheme.



H1  
 Upper surface scheme, nose Thai insignia only  
 on under surface, for a time the fuselage  
 was stained on the fuselage sides.



H6  
 Upper and under surfaces identical  
 except upper surface roundels have  
 thin yellow outlines.



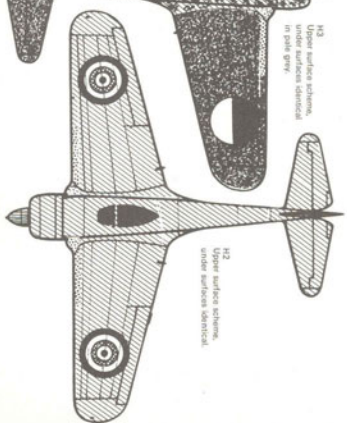
H4  
 Upper surface scheme,  
 under surface identical  
 in pale grey.



H3  
 Upper surface scheme,  
 under surface identical  
 in pale grey.



H2  
 Upper surface scheme,  
 under surface identical.



**AIR COMBAT REGIMENTS:**

Regiment	When used	Area of Operations	Former A/C	Later A/C	Comments
1st Fighter	Early 1942–early 1945	French Indo-China · Burma Dutch East Indies · "North of Australia" Area · Rabaul · Philippines	Ki.27	Ki.84	Saw much combat. Remnants pulled out of the Philippines. Unit officially disbanded in July 1945.
2nd Reconnaissance	1942–July 1945	China · SW Pacific	Ki.27	Ki.84	Unit officially disbanded in July 1945.
11th Fighter	Jan. 1942–Nov. 1944	Malaya · French Indo-China Dutch East Indies · Burma · Rabaul · Philippines.	Ki.27	Ki.84	Saw much combat. Virtually annihilated in the Philippines.
13th Fighter-Attack	April 1943–end of war	Japan (Home Defence) · "North of Australia" Area · New Guinea · Rabaul · Dutch East Indies · Celebes · French Indo-China · Philippines · Okinawa · Formosa	Ki.10 Ki.27	Ki.84 Ki.45	Saw much combat. Unit frequently decimated and rebuilt.
20th Fighter	Dec. 1, 1943–end of war	Japan (Hokkaido) · Philippines · Formosa · Okinawa · Japan (Middle Defence Sector)	None	Ki.84	Unit formed at Itami, Hyogo on Dec. 1, 1943 with Ki.43 as original equipment. Assigned to night fighter operations in late 1944.
21st Fighter	Oct. 15, 1942–Dec. 1944	French Indo-China · Dutch East Indies · Malaya · Burma	Ki.27	Ki.84 Ki.45	84th Independent Fighter Company and 82nd Independent Light Bomber Company reformed as a fighter regiment at Hanoi, French Indo-China, on Oct. 15, 1942.
23rd Fighter	Oct. 11, 1944–end of war	Iwo Jima · Japan (Eastern Defence Sector)	None	Ki.44 Ki.61	Former Training Company reformed at Ioba, Chiba, Japan, on Oct. 11, 1944 with Ki.43 as original equipment.
24th Fighter	March 1942–late 1944	Dutch East Indies · "North of Australia" Area · New Guinea · Philippines · China	Ki.27	Ki.45	Saw much combat.
25th Fighter	Oct. 20, 1942–end of war	China · Korea	None	Ki.84	Chinese occupation force. Unit formed at Kanko, China, on Oct. 20, 1942 with Ki.43 as original equipment.
26th Fighter	Oct. 2, 1942–end of war	Manchoukuo · China · Philippines · French Indo-China · Sumatra · "North of Australia" Area · New Guinea · Formosa	Ki.51b	Ki.61	Formerly Light Bomber Regiment. Unit reformed at Emonten, Manchoukuo, on Oct. 2, 1942 with Ki.43 as original equipment. Saw much combat.
30th Fighter	February 1944–May 30, 1945	Manchoukuo · Philippines Japan (Home Defence)	Ki.30 Ki.51b	None	Formerly Light Bomber Regiment. Unit reformed in Manchoukuo in February 1944 with Ki.43 as original equipment. Officially disbanded May 30, 1945.
31st Fighter	February 1944–May 30, 1945	China · French Indo-China · Philippines · Thailand	Ki.30 Ki.51b	None	Formerly Light Bomber Regiment. Unit reformed in China in February 1944 with Ki.43 as original equipment. Unit disbanded May 30, 1945.
33rd Fighter	Spring 1942–May 1945	French Indo-China · Dutch East Indies · "North of Australia" Area · New Guinea Philippines · Sumatra	Ki.10 Ki.27	Ki.61	Saw much combat. Decimated in the Dutch East Indies and officially disbanded in the records in May 1945.
47th Fighter	May 1942–late 1944	Japan (Eastern Defence Sector)	None	Ki.44 Ki.84	Formerly 47th Independent Fighter Company. Reformed as 47th Regiment in May 1942. Retained some Ki.43 aircraft.
48th Fighter	Nov. 5, 1943–end of war	Manchoukuo	None	None	Unit formed at Botankoshu, Manchoukuo, on November 5, 1943 with Ki.43 as original equipment. Counter-Soviet patrol. Unit disbanded at Taiken, Manchoukuo, at war's end.
50th Fighter	Feb. 1942–early 1945	Burma · Thailand · French Indo-China · Philippines · Formosa	Ki.27	Ki.84	One of first units to receive Ki.43. French Indo-China and Thailand Occupation Force.
51st Fighter	April 28, 1944–end of war	Japan · Philippines · Japan (Home Defence)	None	Ki.84	Unit formed at Ozuki, Yamaguchi, Japan, on April 28, 1944 with Ki.43 as original equipment.
52nd Fighter	April 28, 1944–end of war	Japan · Philippines · Okinawa · Japan (Home Defence)	None	Ki.84	Unit formed at Bofu, Hofu, Yamaguchi, Japan, on April 28, 1944 with Ki.43 as original equipment.
54th Fighter	Late 1942–end of war	Japan (Hokkaido Defence) · Eastern China · Kurile Island Philippines · Karafuto · Sakhalin	Ki.27	None	Flew Ki.27 until late 1942 when replaced by Ki.43. Unit had four years of home island defence. Disbanded at Sapporo, Ishikari, at war's end.
59th Fighter	Autumn 1941–Summer 1943	Japan · French Indo-China Malaya · Dutch East Indies · Manchoukuo	Ki.27	Ki.61 Ki.100	Saw much combat. One of two units to enter the Pacific War with Ki.43 equipment on service test.

AIR COMBAT REGIMENTS:						
Regiment	When used	Area of Operations		Former A/C	Later A/C	Comments
63rd Fighter	Feb. 25, 1943–end of war	Japan (Hokkaido) · New Guinea · Philippines		Ki.27	None	Saw much combat. Unit formed at Hachinohe, Amori, on Feb. 25, 1943 with Ki.27 and Ki.43 as original equipment.
64th Fighter	Summer 1941–end of war	Japan · French Indo-China · Malaya · Sumatra · Java · Burma · Thailand		Ki.10 · Ki.27	Ki.44 · Ki.84	Saw much combat. Reportedly first unit to receive the Ki.43 and one of two units to enter the Pacific War with Ki.43 equipment. Used Ki.43 longer than any other JAAF unit. Regimental Commander Lt./Col. Tateo Kato was killed over the Bay of Bengal and became a national hero.
65th Fighter	July 1941–early 1945	China · Philippines · Formosa · Okinawa · Japan (Home Defence)		Ki.32 · Ki.51b	Ki.45 · Ki.61	Formerly Light Bomber Regiment. Unit reformed in China in July 1941 with Ki.43 as original equipment.
68th Fighter	May 1942–March 1943	Manchoukuo		Ki.27	Ki.61	Replaced Ki.27 with Ki.43 in Manchoukuo. Later converted to Ki.61 in March 1943 and sent to New Guinea where it was all but annihilated.
71st Fighter	June 30, 1944–end of war	Philippines · Japan (Western Defence Sector)		Ki.51b	Ki.84	Formerly Light Bomber Regiment. Hastily reformed as Fighter for Philippines defence on June 30, 1944 with Ki.43 and Ki.84 as original equipment.
72nd Fighter	May 1944–May 1945	Japan · Philippines		None	Ki.84	Unit hastily formed for Philippines defence. Official formation was June 30, 1944. Sent to Philippines in December. Virtually annihilated there. Unit officially disbanded May 30, 1945.
73rd Fighter	Sept. 17, 1943–May 1945	Japan · Philippines		None	Ki.84	Unit formed at Kashiwabara at Gifu, Japan, on Sept. 17, 1943. Assigned to Philippines defence in December 1944 and virtually annihilated there. Officially disbanded May 30, 1945 for the record.
77th Fighter	June 1942–Aug. 20, 1944	Manchoukuo · Burma · Dutch East Indies · New Guinea		Ki.10 · Ki.27	None	One of best known JAAF Regiments. Saw much combat. Completely annihilated in New Guinea and officially disbanded for the records at Hollandia, New Guinea, on August 20, 1944.
101st Fighter	Sept. 1944–end of war	Okinawa · Japan (Home Island Defence)		None	Ki.84	Unit officially formed at Kameyama, Shimane, Japan, on Nov. 10, 1944 with Ki.43 and Ki.84 as original equipment.
102nd Fighter	Sept. 1944–July 30, 1945	Okinawa · Japan (Home Island Defence)		None	Ki.84	Formed at Kameyama, Shimane, Japan, along with 101st Fighter on Nov. 10, 1944. Ki.43 and Ki.84 both original equipment. Losses led to transfer of 102nd remnants to the 103rd Fighter Regiment on July 30, 1945.
103rd Fighter	Sept. 1944–end of war	Yura, Awaji Islands		None	Ki.84	Unit formed at Kameyama, Shimane, Japan, on Aug. 25, 1944. Expanded by remnants of 102nd Fighter Regiment in Summer 1945.
104th Fighter	Nov. 30, 1944–end of war	Manchoukuo		None	Ki.84	Counter Soviet Patrol. Unit formed at Heizan, Manchoukuo, on Nov. 30, 1944. Fought against Russian and Mongolian aircraft in last week of war.
112th Fighter	July 10, 1945–end of war	Japan (Middle Defence Sector)		None	Ki.84	One of last new Regiments. Formed at Komaki, Gifu, Japan, on July 10, 1945 with Ki.43 and Ki.84 aircraft. Unit in process of being moved to Gifu City when war ended.
203rd Fighter	April 1942–end of war	Manchoukuo		None	None	Counter Soviet Patrol. Unit formed in Manchoukuo in April 1942 with Ki.43 as original equipment. Fought less than a week in Soviet and Mongolian invasion in August 1945.
204th Fighter	July 20, 1944–end of war	Japan (Kyushu) · Burma · French Indo-China · Japan (Home Island Defence) · Formosa · Manchoukuo		Ki.27	None	Formerly Bomber Regiment flying Ki.27 fighters. Unit reformed at Chinzai, Kyushu, Japan, on July 20, 1944 with Ki.27 and Ki.43 as original equipment.
246th Fighter	June 1943–April 1945	Japan (Osaka) · Philippines · Japan (Middle Defence Sector)		Ki.27	Ki.84	Home defence unit transferred to Philippines in November 1944.
248th Fighter	Aug. 10, 1942–Aug. 20, 1944	Japan (Ozaki) · New Guinea		None	None	Unit formed at Ozaki, Yamaguchi, Japan, on Aug. 10, 1942 with Ki.43 as original equipment. Annihilated in New Guinea. Officially disbanded in New Guinea by JAAF headquarters, Tokyo, on August 20, 1944 for the record.

#### INDEPENDENT COMPANIES:

Company	When used	Area of Operations	Former A/C	Later A/C	Comments
24th Fighter	May 1942–Jan. 1945	Sumatra · Philippines	None	Ki.84	Saw much combat. Unit transferred to Philippines in Oct. 1944.

<b>INDEPENDENT COMPANIES:</b>					
Company	When used	Area of Operations	Former A/C	Later A/C	Comments
47th Fighter	Sept. 15, 1941– May 1942	China · Malaya	None	Ki.44	Unit formed at Canton, China, on Sept. 15, 1941 with Ki.43 and experimental Ki.44 prototypes as original equipment. Known as the "Kingfisher Company." Later reformed as 47th Air Combat Fighter Regiment
71st Fighter	July 1941–end of war	Japan · Sumatra · Andaman Islands · French Indo-China · Malaya	None	None	Saw much combat. Unit reportedly disbanded in May 1945, although Ki.43 remained in use with 71st Fighter until end of war.
<b>FLIGHT TRAINING COMPANIES:</b>					
Company	When used	Location	Former A/C	Later A/C	Comments
39th	Spring 1945– end of war	Yokoshiba Airfield	Ki.79	Ki.61	Used in Home Island Defence in addition to training.
<b>FLIGHT DRILLING COMPANIES:</b>					
Company	When used	Location	Former A/C	Later A/C	Comments
1st	July 1944–end of war		None	None	Unit formed in July 1944 when Drilling Companies were established.
2nd	July 1944–end of war		None	None	As above
4th	July 1944–end of war		None	None	As above
5th	July 1944–end of war		Ki.27	Ki.61	As above
13th	Nov. 1944–end of war		None	None	
14th	Oct. 1944–Dec. 1944		None	None	Unit disbanded in December 1944.
17th	Oct. 1944–end of war		None	None	
19th	Oct. 1944–end of war		None	None	
<b>TRAINING SCHOOLS:</b>					
School	When used	Location	Former A/C	Later A/C	Comments
Akeno Army Flying School	Nov. 1941– June 1944	Akeno · Hitachi	Ki.27	Ki.44	First flying school to initiate Ki.43 pilot training Reformed in June 1944 to create both the Akeno Air Training Division and Hitachi Air Training Division.
Akeno Air Training Division	June 1944– end of war	Akeno	None	Ki.44	Former Akeno Army Flying School. Unit formed in June 1944 with Ki.43 and Ki.44 equipment.
Kumagaya Army Flying School	1942–1944	Kumagaya	Ki.27	None	Joined Akeno AFS for Ki.43 flight training due to Pacific War JAAF expansion.
Army Aviation Maintenance School	Early 1942– end of war	Tokorozawa	All JAAF aircraft	All JAAF aircraft	Supplied to Army Aviation Maintenance School for Ki.43 maintenance and repair training.
<b>TAIATARI (Suicide) REGIMENTS:</b>					
Regiment	When used	Area of Operations	Former A/C	Later A/C	Comments
1st Special Attack	Summer 1945	Japan (Honshu)	None	Unknown	Regimental headquarters and facilities at Mito Airfield, Honshu, Japan, in last few months of War.
<b>FOREIGN SERVICE:</b>					
Country and Unit	When used	Area of Operations	Comments		
Royal Thai Air Force (Thailand)	Late 1943–1948	Thailand · South China · Malaya · French Indo-China Thailand	Standard Royal Thai Air Force fighter during Pacific War. Remained in service as fighter until 1948.		
Republic of China Air Force (Nationalist China)	1943–1948	China	Captured examples test flown by Nationalists during Pacific War. A few captured examples flown by Nationalists during Chinese Civil War, 1946–1949.		
Red Army Air Force (Communist China)	Oct. 1945–July 1946	Manchuria · North China	Former JAAF aircraft acquired in Manchuria (Manchoukuo) and North China by the Chinese Red Army (Communist China). Flown by Red Army Air Force until Chinese Communist military forces were reformed in July 1946.		
People's Liberation Army Air Force (Communist China)	July 1946–1949	North China · Central China	People's Liberation Army Air Force formed in July 1946. Sporadic use of Ki.43 along with Ki.44 and Ki.84 in Chinese Civil War, 1946–1949.		
Air Army of France	Aug. 1945–1946.	French Indo-China	Former JAAF aircraft confiscated in French Indo-China after Japan's surrender. Flown by Groupes de Chasse I/7 and II/7 against Viet insurgents until arrival of later American aircraft.		
Indonesian People's Security Force	Sept. 1945–1949	Dutch East Indies · Indonesia	Former JAAF aircraft. Flown by Indonesian Nationalist pilots against Netherlands East Indies Air Force.		

NOTE: These lists are not to be regarded as complete as only those for which Ki.43 use has been confirmed have been identified.

