

EDITOR'S NOTE:

"Japanese Warhawk" was first published in Japan in the now defunct *Sekai no Kokuki*, (The World's Aircraft) September, 1954, under the authorship of initials, Y. U. In 1971 Osamu "Sam" Tagaya, Bronx, New York prepared a translation for the AAHS Journal. It was not published at that time, as a search was being made by editor John Sloan into the identity of the author, also as to whom were the American pilots involved in the story. Time passed with an exchange of letters to various persons who might be helpful. Not until July, 1974 was the authorship revealed. Eugene Souberman, also of the Bronx, sent a copy of Osamu "Sam" Tagaya's translation to William H. Bartsch in Fiji, who fortunately was able to determine the identity of Mr. Y. U. In the letter received from Mr. Bartsch he stated:

"The author is obviously Yasushi Ushijima, who was a Captain and leader of the 2nd chutai of the 21st Sentai during the period October 1942-April 1945. Ushijima was with the 84th Dokuritso chutai (independent squadron) based at Hanoi and was detached (as he notes page 2 of the manuscript) to the Philippines for the period April-May, 1942 at Cebu and Davao. The "Lt. K." he mentions is obviously Masaki Kanda, who was a Lieutenant in the 84th, and later Captain in 1944 in the 21st Sentai with Ushijima.

"Ushijima indicates that he and his fellow pilots took over the work of the Philippine Air Defense from the Yakuyama detachment of the 24th Sentai. This is incorrect: the 24th Sentai had left the Philippines in January 1942, and there is no record of a Yakuyama with it. Rather, Ushijima means the 3rd chutai of the 50th Sentai, which was based at Clark Field during January-March 1942 and at Zabian March-April 42 (the chutai, that is). Indeed, Lt. Takehisa Yakuyama was the leader of the third chutai of the 50th Sentai during the period August 1941-August 1942.

On page 2, bottom, I wonder what air attack by the US was mounted on Manila at this time? No B-17's reached this far north from bases in Australia. On page 10, bottom, Ushijima refers to a squadron commander Hoshi, but I find no record of him in the 84th Dokuritso chutai. On page 11, Ushijima mentions being in Rangoon and flying a Ki-45 Nick. This is correct and helps further to identify him. My source of information is a Japanese account of fighter squadrons of the IJAAF during World War II."

Mr. Osamu "Sam" Tagaya who has made a study of the *Sekai no Kokuki* publications has this comment to make regarding Ushijima flying a Ki-45 in Burma: "In the December, 1955 issue of *Sekai no Kokuki* (No. 54), this same Mr. Y.U. wrote an article concerning his combat experience with the Ki-45."

"Sam" Tagaya also has this to say to his preparation of the story for AAHS readers: "I have tried to write as literal a translation as possible, and for this reason, a number of passages are perhaps a little awkward. In order to retain the 'flavor' of the Japanese original, I have left the names of Japanese aircraft in the Japanese system, but have inserted after them, their Allied code names for the benefit of American readers. The author states that there may be some factual errors in his article. Indeed, there are several, but, of course, I have not corrected them. For example, the "Martin bomber" which he mentions as having attacked Manila was obviously the 10 B-25's and 3 B-17's which moved up to Del Monte from Australia on April 11, 1942, and for two days attacked targets at Cebu, Davao, and Nichols Field, Luzon. Another thing, the "Mayaybaly Airfield" must have been Del Monte or one of its subsidiaries. And lastly, I was unable to locate "San Fuernas" on the map, and so, was forced to reconstruct the name from the Japanese phonetics. As a result, the spelling might be incorrect."

At this writing the identity of the American pilots has not been determined.

NEWS and Comment from our MEMBERS

LOCKHEED'S MODEL 12 ADDENDUM

Thomas M. Emmert, Peabody, Massachusetts

To bring the Lockheed Model 12 story up to date (Volume 19, Number 4) the following information should be included.

C/n 1204 originally delivered to Bureau of Air Commerce, CAA didn't come into existence until 8/22/38.

c/n 1207 as PP-AVF operated by Aerovias Brasil SA; as XH-TEK it was employed by Transportes Aereos Centro-Americanos, Ltd. (TACA), Tegucigalpa, Honduras.

c/n 1208 operated by Cruziero do Sol as PP-CBW.

c/n 1235 retired from the Brazilian military to become PT-CDU, of PROSPEC S.A.

c/n 1244, like 1243, originally delivered to Western Air Express. (The story of c/n 1243 in the introductory text is somewhat confused — fortunately the sequence in the c/n listing is more accurate.)

c/n 1257: As PP-PBV, this ship operated by Panair do Brasil, Rio de Janeiro, Brazil.

c/n 1263 destroyed *prior to* 6/11/43; unable to confirm exact date of midair collision.

c/n 1264 as IM-18 belonged to Expresso Intermexicano.

c/n 1278 — the proper Portuguese phrase is "Forca Aerea Brasileira"

c/n 1295's history should read as follow:

L2-27 Netherlands East Indies Government
NF753 Royal Air Force
PB2 HRH Prince Bernhard
EX753 Netherlands Communication Squadron
T-5 Royal Netherlands Air Force 344 Squadron (written off 8/4/49)

c/n 1296 L2-28 surrendered to Japan early in WW II.

c/n 1298 became LV761 of the RAF.

c/n 1300 became LV760 of the RAF, damaged beyond repair 3/3/45,

Kanchripapa.

c/n 1304:

L2-36 Netherlands East Indies Government
PJ-AKC KLM Airlines, Curacao, Netherlands Antilles
AX236 Netherlands Communication Squadron
T-1 RAAF
SE-BXP Airtaco A.B., Stockholm, Sweden
SE-BXP Dagens Nyheter A.B.
SE-BXP A.B. Linjeflyg, Stockholm
OY-ADB Zone-Redningskorpset
Scan Fly A.S. (scrapped 9/65, Kastrup)

c/n 1305:

L2-37 N.E.I.G.
L2-101
T-301 Indonesian Air Force

c/n 1306:

L2-38 N.E.I.G.
PJ-AKD KLM Airlines
BX238 Netherlands Communication Sqn.
T-2 RAAF
SE-BXR etc. (as listed)

c/n 1313:

L2-45 N.E.I.G.
PJ-AKE KLM Airlines (not used, stored in Curacao)
CX245 Netherlands Comm. Sqn.
T-3 RAAF
SE-BXU (registration assigned but not taken up; broken up, Kastrup, 1960)

c/n 1314:

L2-46 N.E.I.G.
PJ-AKF KLM Airlines (not used, stored in Curacao)
DX246 Netherlands Comm. Sqn.
T-4 RAAF (scrapped by 1950)

c/n 212-01 became RAF LV762.

Last but not least, the following names should be added to ACKNOWLEDGEMENTS: Vito A. Cedrini of Rio de Janeiro; and Russ Peete of Lockheed, who furnished material from Charles H. Paris; and Sam Redmond of Continental Airlines.