

Sakamoto: "What is the reason for this?"

Itogawa: "There are two possible explanations. One is to escape the propeller wake. With such an amount of dihedral, the stabilizer can escape from almost all of the wake. The other possibility is to protect the tail surfaces when landing."

Sakamoto: "I imagine that is a desirable feature in an aircraft with a tri-cycle landing gear, isn't it?"

Itogawa: "Yes, I believe this feature was adopted in the DC-4 for the first time. I'm not sure if it was first, but anyway it had some dihedral. The latter reason may be pure conjecture. To escape the wake is the most reasonable purpose I guess."

Yagi: "Yes, I imagine it is the closest reason."

Results of the tests were somewhat disappointing to the Japanese and the reports stated "In range the DC-5 is inferior, as well as in seating capacity, and may be compared unfavorably with the famous DC-3", a transport type then in use by the JNAF and Japan Air Transport Co. No distinction was made between the DC-5 as a short range feeder line type as opposed to the longer ranged DC-3. After completion of the testing the DC-5 was used off-and-on as a utility transport and a radio-navigational trainer. It was also displayed at a number of exhibitions of captured Allied aircraft and was still in flyable condition as late as February 1944.

There is a JAAF technical description of the DC-5 in the February 1943 issue of Koku Asahi, Japan's leading wartime aviation magazine. The following excerpt from that are of interest; Span 77.985'; Length 62.171'; Height 19.849'; Wing area 824.52 sq ft; weight empty 14,836 lb; Weight loaded 20,943.90 lb; Power plant Wright Cyclone GR-1820-G102A, 900 hp at 8,661 feet; Propeller diameter 11,483'; Wing loading 26.428 lbs/sq ft; H.P. Loading 11.64 lbs/sq ft; Total fuel capacity 549.48 U.S. Gal; Total Lubricating Oil Capacity 31.7 U.S. Gal; Maximum speed 215.63 mph at 8,858.16 ft alt; Service ceiling 22,965'; Range approximately 932 miles.

THE UNITED STATES AIR FORCE DICTIONARY

Although the language of the U. S. Air Force is primarily the English language, it is set apart by the feature of its special vocabulary adapted for use in carrying out military operations. This publication analyzes in detail this special vocabulary for the purpose of providing guidance to all interested persons in the use of that part of the English language that relates in some significant way to the U.S. Air Force.

Included in the more than 16,500 entries are: terms of purely military interest and terms closely associated with them in the conduct of modern warfare, a certain number of philosophical words, a number of obsolete or historical terms, included for their historical interest; a limited amount of slang that has been found in general usage; and abbreviations, both historical and current, which are authorized and commonly used..

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