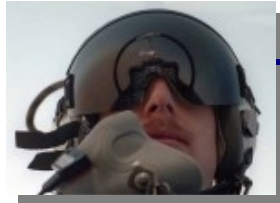




PostStrike[®]

October 2000

IPMS Ottawa Newsletter



From the Cockpit

Editor's Note

Special points of interest:

- Another "Razorback" Review.
- Weapons Systems and Missile Designations.
- Several conventions in the year 2001 – book your hotel rooms!

This month brings an Ad Hoc contest, and with school for the kids officially starting, also usually marks the beginning of the busy season for model builders – hopefully, this will translate into full display tables.

Our last meeting was a mixed bag of great topics, with an excellent aircraft slide presentation, and Mike Belcher sharing his experiences of business ownership, while Terry Jones gave a rundown of the preliminary financials for CAPCON 2001.

Next year appears to be a busy agenda on the convention front, with the IPMS-USA National

Convention in Chicago (July 4-7th) within travelling reach, NOREASTCON in Toronto (May 4th and 5th), The Canadian War Museum, and our very own CAPCON 2001 (September 15th)! Sounds to me like a good reason (or excuse) to buy those kits that have caught our eyes this past year.

The website has been redesigned, with new information posted in the areas of Kit Reviews, an Event Calendar, and Reference Material. The reference material section will expand slowly, as both information and space become available. Presently, there is some excellent photographs of a Canadian RAM – I, provided by Kazutomo Tsurui at <http://vgr.iwarp.com>, which

were taken at the Worthington Park Museum, CFB Borden. A few of these photos are shown in this newsletter.

Additionally, I have tried to place more of a 'community' spin on the site, offering insights into the Ottawa region, and a bulletin board for people to exchange information: This approach is in hopes of attracting more interest to IPMS Ottawa for new members, CAPCON 2001, and the Canadian War Museum contest. Regionally, especially with the museums which have been a great support to us, we have quite diverse offerings – it is well worth marketing our shows and regional competitions to attract the model building community.

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The Prez Sez

Joe Podrebarac

As we now prepare our homes and cars for winter, we should start thinking about getting back to the modeling table. A good summer rest should bring new inspiration to finish what was started last spring or start something completely new. Being new to this hobby a few years ago I couldn't believe the stories of modeler's kit stashes. "What over 300 unbuilt kits?", I would say

with disbelief, but as I enter the fall and mull over the next kit to be build I count up over 100 myself. And what did I just do, bought a couple more that I didn't have yet. I seems that the definition of the average modeler requires of an unbuilt buffer before the start 'new' building. I've decided to build at least one a month - should only take about nine years to finish the stuff I have

if I don't buy more. My wife kicked me out of the dining room cabinet last year, so my next job is to build a display cabinet. Oh yes, the club auction is only five months away!



US Weapons Systems Designations

Jim MacKenzie

"Bring a model, bring a friend."

There have been hundreds of Weapons System projects launched by the USAF, here are but a few to give an idea of the scope of these designations.

WS102	-	Convair B-58 Hustler
WS117	-	Advanced reconnaissance system - pilotless?
WS126	-	Bomber defence missile - B-52
WS132	-	Bomber defence missile - WS110A bomber
WS315	-	Douglas Thor and Martin Titan ICBMs
WS431	-	Traffic control - approach and landing
WS432	-	Crash locator
WS438	-	Intelligence data handling
WS445	-	Jet Cargo System

IPMS Ottawa

President: Joe Podrebarac
Treasurer: Terry Jones
Public Relations: Wayne Giles
Contest Director: Mike Belcher
PostStrike Editor & WebMaster: Bruce Grinstead

IPMS Ottawa is the local chapter of **IPMS Canada**. Meetings are held at the Science and Technology Museum on the first Wednesday of each month from 7:30pm to 9:30pm. Visitors and guests are welcome.

Club Membership Information
 Dues are \$15.00 per year which permits members to take part in club contests, events, and the yearly members auction.

Poststrike is the official journal of the IPMS Ottawa Chapter. Articles may be copied and re-used provided credit is given to the original author and IPMS Ottawa. Contributions are welcome from any readers of **Poststrike**, not just club members. IPMS Ottawa does not pay for any submissions. No promise is made to publish submitted material and where necessary submissions will be edited. Submissions of articles, tips, items needed, or questions for **Poststrike** can be dropped off at a meeting or sent to:

ipms@igs.net

British Civil Registrations and 'Q'

Jim MacKenzie

This is more of a query than anything else. As I understand it the letter 'Q' is not currently used in British civil aircraft registrations and has not been used for some time. The last reported use of 'Q' was the registration G-EBTQ for a Jupiter engined Fokker F. VIIA. As a footnote this aircraft was lost near Iceland on 02 Sept 1927 during an attempt to cross the Atlantic. Info anyone - ? Thanks...

IPMS Canada

Club members are encouraged to become members of our national association and parent body IPMS Canada. Memberships are \$24.00 Canadian per year and are available from:

IPMS Canada
 PO Box 626, Station B
 Ottawa, Ontario
 K1P 5P7

Inquiries or submissions can be made via their Internet address:

mig@ipmscanada.com
 or visit their website at:
www.ipmscanada.com

Events Calendar

November

Ralph Leonardo Trophy Contest (1/72 planes)

December

Ad Hoc (Out of the Box), Executive Elections



Japanese Aircraft: Names and Numbers No. 19

by Jim MacKenzie

One additional, and very important, method of identifying Japanese WW2 aircraft is the Project Designations or Short Titles used by the military. When identifying experimental and development projects, the Japanese Army and Navy went their separate ways: However, they devised designations that were short, simple and easy to use. These short titles continued in use even after the aircraft had been officially accepted for production and had received an official designation or long title.

During the 1930s the Army set up a system that covered all aspects of aircraft equipment from airframes to bombs to radios. An item in each of several categories would receive a designation consisting of one Japanese symbol and a number taken from it's own chronological accounting list. The Army chose 'Ki' for aircraft designations with 'Ki' being the short form of 'Kitai' which translates as 'airframe'. In the same vein, engines were designated as 'Ha' which is the short form of 'Hatsudoki' which means 'engine'. Cannons were designated as 'Ho' and machine guns as 'Te'. Gliders were considered as a special kind of aircraft and they were given the designation 'Ku' which is the abbreviation symbol of 'Guraida'. 'Ka' designated Autogyros and of course there were numerous other designations for various projects, such as 'Igo' for Guided Missiles, 'Te-Go' relating to an Experimental Observation Machine and 'SS'

being assigned to an Experimental Twin-engine Research Plane.

Having decided on the designation system they wanted, the Japanese Army then retroactively designated several aircraft that remained in their inventory from earlier years. The Mitsubishi Army Type 93 Heavy Bomber became the Ki-1 and the system progressed consecutively from there until the Ki-120 designation was reached. From that point on numerous gaps appear in the system with the Ki-230 being the last 'Ki' number that I have located. As far as the missing numbers are concerned it is most likely that the majority of them were 'paper' projects and details were either lost or destroyed during the late stages of the Pacific War. Incidentally the Ki-120 was an Experimental Army Transport project by an unknown manufacturer and the Ki-230 was a projected development of the Ki-115b which itself was a still-borne development of the Nakajima Ki-115 Tsurugi Special Attack aircraft.

In order to indicate major modifications to an airframe the Japanese Army added Roman numerals to the basic 'Ki' number. Minor modifications were shown as lower case Roman letters appended to the numerals. For instance, Ki-43-II identifies the second major modification of the basic Ki-43 design. If the letter 'a' is appended to the designation as 'Ki-43-IIa' this signifies a minor modification to the second major modifica-

tion. In addition an abbreviation of the Japanese word 'Kaizo' which means modification may appear in the aircraft's designation as 'KAI'. For example, the original Ki-45 design was not a success and it was subsequently modified and found suitable for further production as the Ki-45KAI with following models designated as Ki-45KA1a, b, c, d, and e which indicated, in this case, armament changes. The word Kaizo is almost always seen in it's short form in full capital letters, so that the confusing designation 'Ki-45kaia' or similar does not occur.

Although the Army kept it's 'Ki' system secret because it was sequential and revealed the number of aircraft designs that had been developed, these numbers were well known to most aviation personnel because the numbers were written on the name plates attached to various parts of the airframe.

The Japanese Navy used a system somewhat similar to the US Navy's designation system of four alpha-numeric elements: [1] A mission type symbol or letter. [2] A one or two digit number showing the projects sequence within the mission category. [3] A symbol or letter identifying the designing firm, which was usually, but not always, manufacturer. [4] Numbers and letters indicating a particular modification. So we can have the A6M5 in which the 'A' denotes the mission role of 'Carrier Fighter'. The '6' indicates that it was the

sixth design within the Carrier Fighter mission category. 'M' tells us that Mitsubishi was the designer. The '5' indicates that this was the fifth model of that particular fighter.

In order to show that an aircraft had been adapted or modified to perform a different mission than the original specification a 'dash' and one or more symbols were used. Example, the J1N1 Irving was no longer functioning as a land-based day fighter, as the 'J' mission symbol implied, and had been turned into a night fighter which required 'S' as a mission symbol. To simplify the change in designation without causing too much fuss or confusion the Japanese added the '-S' to the end of the original designation and 'ta-da' we have a J1N1-S Night Fighter.

When the Mitsubishi A6M2 was modified to seaplane configuration by Nakajima it took the designation A6M2-N. Sometimes it is thought that the 'N' stands for Nakajima, however what it indicates in Japanese Navy terms is 'Fighter Seaplane'. Remember that the third unit in the designation stands for the designer which is usually, but not always, the manufacturer. So here we have the 'Carrier Fighter' modified as shown by the '-N' into a 'Fighter Seaplane'.

Additions and corrections requested and appreciated.

Canadian RAM Mk.I Photo Session

Photographs by Kazutomo Tsurui



Located two hours North of downtown Toronto, Worthington Park Museum is located on CFB Borden, Canada.

The museum has a strong contingent of Canadian Army vehicles on display, and also a RAM – II that is under restoration.

Website references:

<http://www.geocities.com/Pentagon/6209/>

<http://vgr.iwarp.com/>



P-47D Thunderbolt "Razor-Back" Academy 1/72

Kit Review by John Benson
IPMS #36429

Academy provides models with some of the best bang for your buck products available, this trend continues with their recent release of the early P-47D Thunderbolt with the razorback fuselage. The kit consists of 53 parts on three gray sprues, one clear sprue and a decal sheet featuring the markings of Lt. Cecil O. Dean, 317th FS/325th FG, in the Spring of 1944, Foggia Italy; and Lt. A.H. Rainbow, 391st FS/366th FG, in France, Late 1944. Surface detail is finely scribed and includes some rivet detail around the wing root, underwing area, and around the gun bay and shell ejection chute panels. The overall appearance is excellent and there is no flash on the kit whatsoever. In the cockpit there is raised detail on the instrument panel, side walls and floor. There are some decent looking rudder pedals attached to the instrument panel, the seat however, is just a plain looking bucket. There are two types of props

included with the kit a Hamilton Standard and a Curtis Electric, I assume. The engine seems rather out of proportion to me with a huge crankcase and rather smallish cylinders, the overall shape seems a bit wrong to me as well and a replacement might be in order. The landing gear bays have adequate depth and raised detail. The wheels have six spokes on the exterior and a solid disk on the inside, with a light diamond pattern they are entirely acceptable. Under wing stores provided are: two 500 lb. bombs, one paper drop tank, one teardrop metal drop tank, two bazooka rocket tubes. The wing guns do not have the appropriate angle on the wing like every other thunderbolt kit in this scale but this is not a terribly difficult fix. Having virtually no references (I know, but Jugs have never been one of my priorities) I can't account for its accu-

racy, but it sure looks nice in the box and for nine bucks it really can't be beat.

SPECIFICATIONS P-47D

(From WPAFB Website)

Span: 40 ft. 9 in.

Length: 36 ft. 2 in.

Height: 14 ft. 8 in.

Weight: 17,500 lbs. max.

Armament: Six or eight .50 cal. machine guns and either ten rockets or 2,500 lb. of bombs

Engine: One Pratt & Whitney R-2800-59 of 2,430 hp.

Crew: One

Cost: \$85,000

PERFORMANCE

Maximum speed: 433 mph.

Cruising speed: 350 mph.

Range: 1,030 miles

Service Ceiling: 42,000 ft.

"Thank you to John Benson of IPMS El Paso, Texas, for the P-47D Thunderbolt kit review."

Editor

"The wing guns do not have the appropriate angle on the wing..."





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