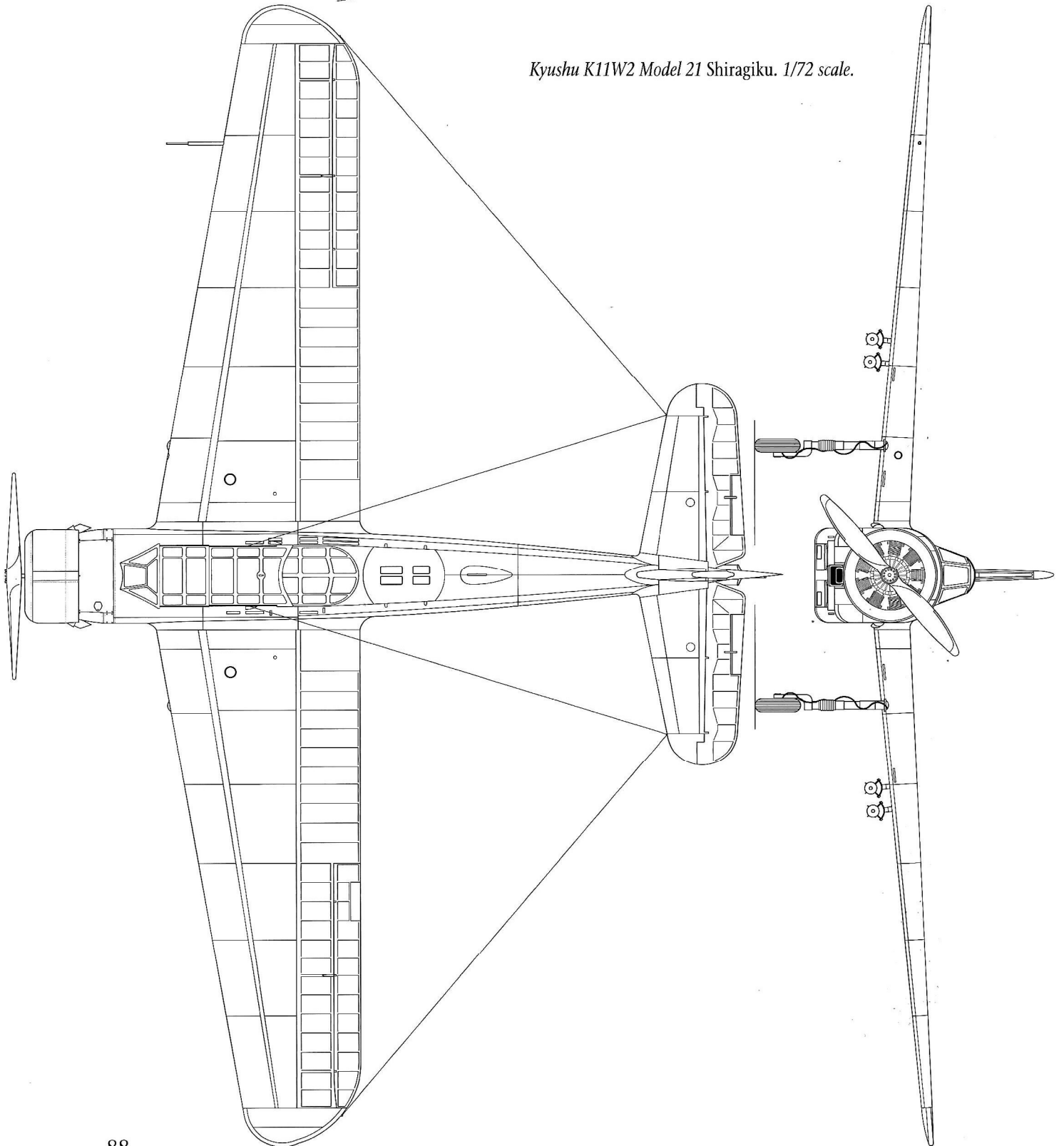
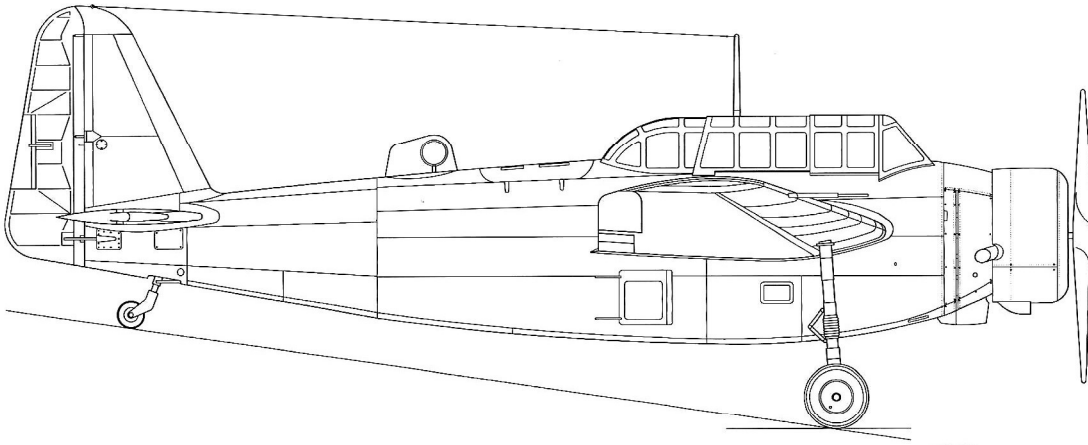
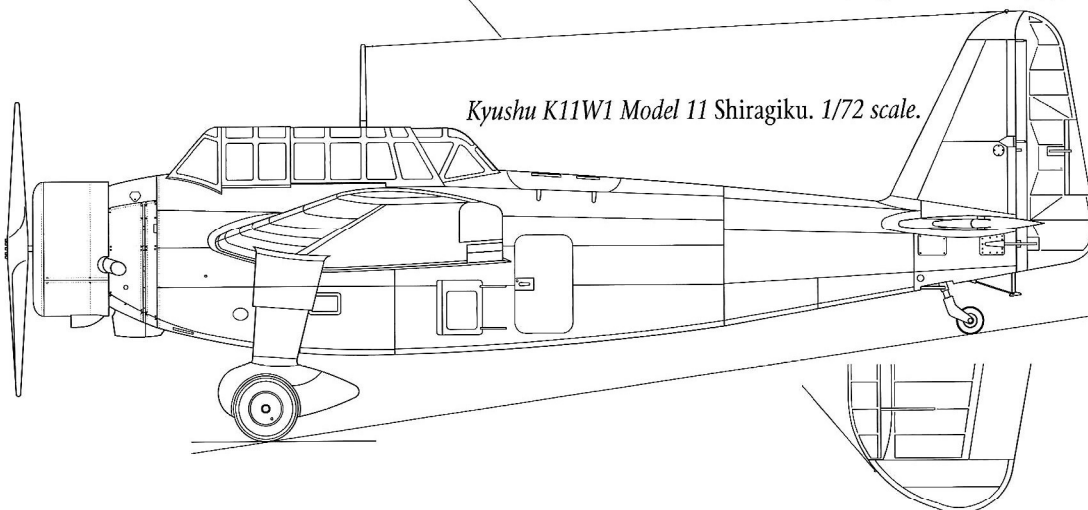
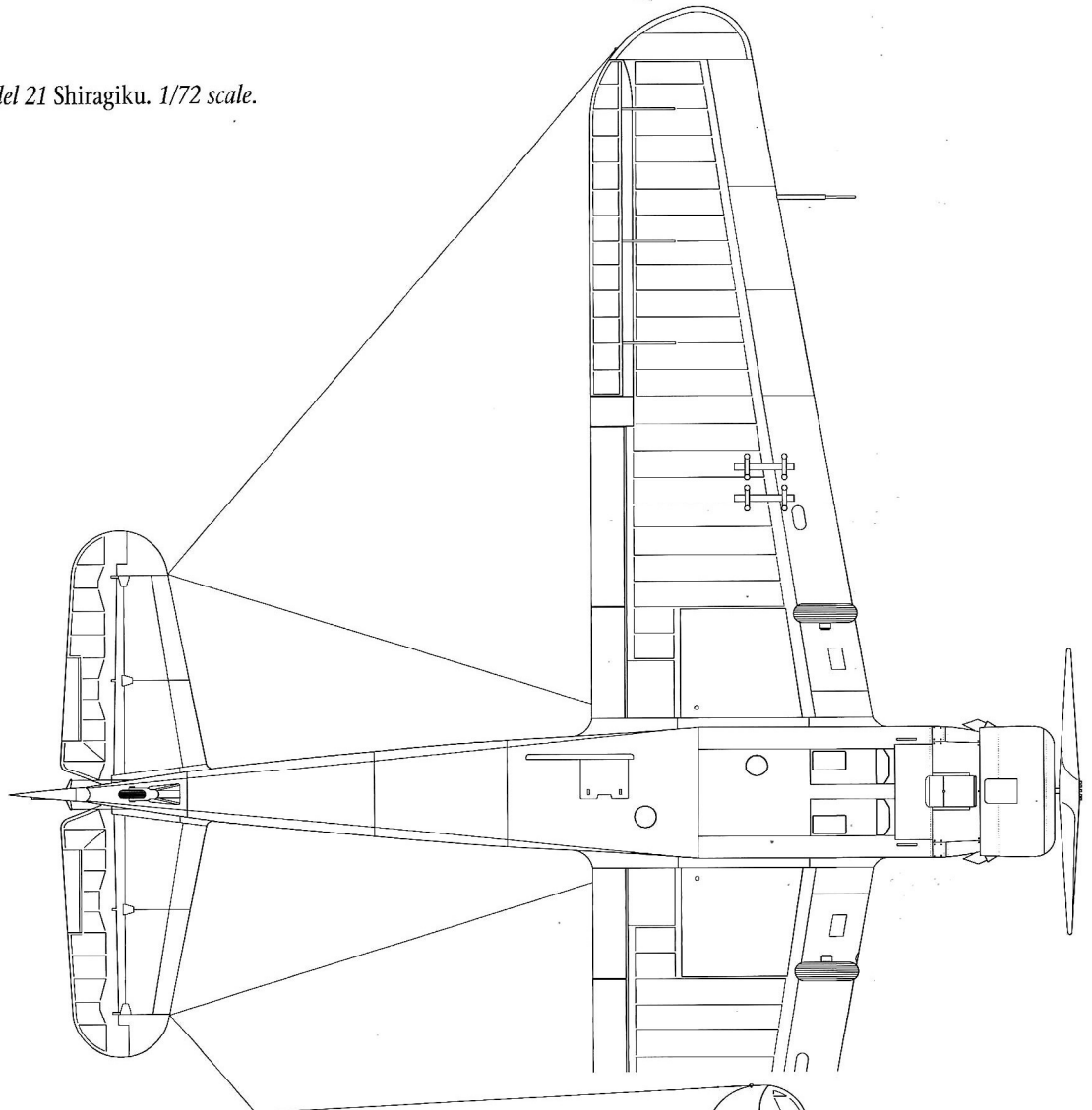


Kyushu K11W2 Model 21 Shiragiku. 1/72 scale.

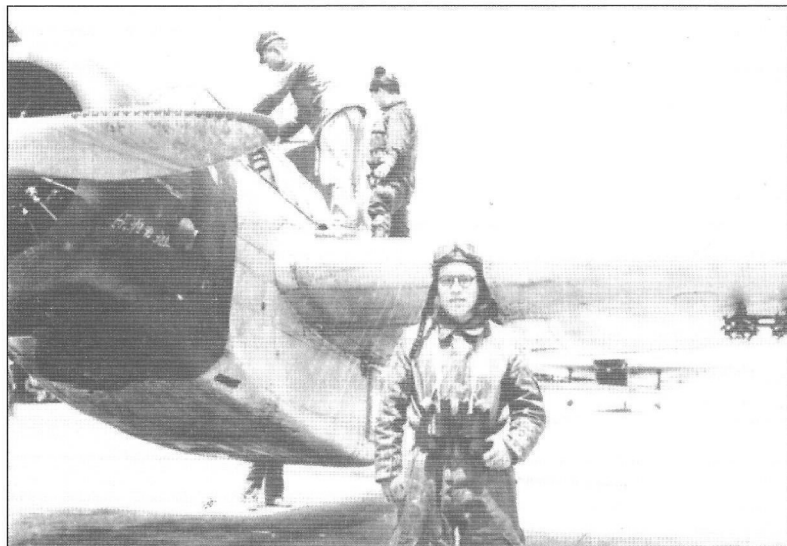




Kyushu K11W2 Model 21 Shiragiku. 1/72 scale.



Kyushu K11W1 Model 11 Shiragiku. 1/72 scale.



Kyushu K11W1 Model 11 presenting details of its two-blade propeller and front section of the fuselage.

Musen Denshinki (Type 3 Model 6 airborne radar – KMX). The detector antenna was installed in a fairing, on top of the fuselage, in front of the vertical stabilizer. The main undercarriage was not faired and there was no skid under the rear fuselage behind the tail wheel. The canopy frame was also changed. Combat load comprised two 60 kg depth charges. The transport and patrol versions had their crews reduced to three members. The main advantage of the K11W2 was uncomplicated structure, low power engine and minimal use of hard-to-obtain materials.

At the end of the war the K11W1 trainers were crudely adapted to carry one 250 kg bomb and utilized by suicide *Kamikaze* units, including the *Tokushima Kokutai* and *Kochi Kokutai* as part of the *Kikusui* (floating chrysanthemum) operation. Low speed of the *Shiragiku* aircraft made them

easy targets for American fighters, thus the suicide attacks in May and June 1945 were performed only at night. At that time the two-man crew, pilot and navigator, flew at an altitude of 100 m to avoid radar detection. Pilot training for suicide attacks was conducted at air bases in Tokushima, Kochi, Suzuka and Oi. The *Tokushima Kokutai* unit that flew their missions from the Kushira base lost 56 airmen and the *Kochi Kokutai* from the Kanoya base lost 52 airmen. In face of strong opposition in the air, their effectiveness was minimal.

In August 1945 at least two K11W2 aircraft were entirely painted in matt white with green cross capitulation insignia. They were used as courier aircraft to carry officers of occupational forces and representatives of the Japanese government delegations in the area of Shanghai.

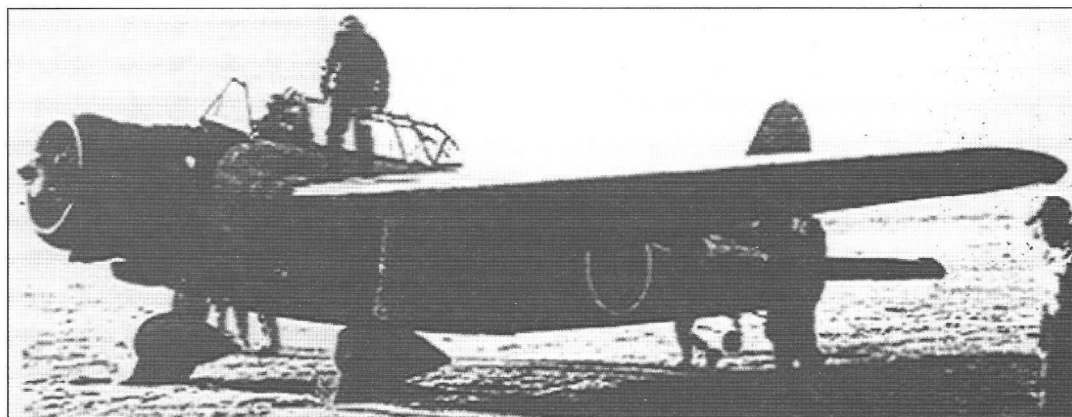
Paint scheme

The multi-role K11W1 training aircraft was painted on top and side surfaces in yellow-orange. Engine cowling and the front part of the fuselage was flat black. The *Hinomaru* on upper and lower wing surfaces, as well as on the sides of the fuselage, were painted with a white border. The patrol K11W aircraft were painted on top and side surfaces in dark green, lower surfaces were light grey or yellow-orange. The *Hinomaru* on the sides of the fuselage and on upper wing surfaces were painted without borders, whereas the ones on the lower wing surface had white borders. Leading edges, to half the wingspan, were painted orange. Identification markings on the vertical stabilizer were white or yellow.

The two K11W2 aircraft that flew after the Japanese surrender were painted white on all surfaces. The *Hinomaru* that could be seen from under the white paint were painted over with green crosses. One of the aircraft had the green crosses painted only on the sides of the fuselage and had a black number "1" on the stabilizer. The other aircraft had the green crosses painted also on lower and upper wing surfaces and its stabilizer bore a black "2".

Technical data

- **Description:** single-engine mid-wing cantilever monoplane aircraft for training bomber crews (K11W1), light patrol or transport aircraft (K11W2). All metal structure with fabric covered ailerons and control surfaces (K11W1) or entirely wooden structure partially covered with fabric (K11W2).



Early production version of the Kyushu K11W1 Model 11.

- **Crew:** five, in enclosed cockpits (K11W1), three in the patrol version (K11W2) .
- **Power plant:** one 9-cylinder air-cooled radial Hitachi GK2B *Amakaze* 21 (Ha-21-21) engine producing 515 hp (379 kW) at take-off and 480 hp (353 kW) at 1,500 m; metal two-blade fixed pitch propeller with 2.72 m diameter; fuel capacity 480 l and 40 l of oil.
- **Armament:** one flexible Type 92 7.7 mm machine gun in the rear cockpit (K11W1 and K11W2).
- **Bomb load:** two 30 kg training bombs or four 10 kg training bombs, depending on mission (K11W1 and K11W2).

Type	K11W1 Model 11	K11W2 Model 21
Dimensions		
Wing span [m]	14.967	14.967
Length [m]	10.23	10.23
Height [m]	3.93	3.93
Wing area [m ²]	30.50	30.50
Weights		
Empty [kg]	1,677	1,679
Takeoff [kg]	2,569	2,644
Maximum takeoff [kg]		2,800
Payload [kg]	892	965
Wing loading [kg/m ²]	87.18	86.69
Power loading [kg/hp]	4.99	5.13
Performance		
Maximum speed at 1,500 m [km/h]	224	229 ¹
Cruising speed at 1,000 m [km/h]	167	176
Landing speed [km/h]	106	104
Climb to 3,000 m in	18'37"	8'00" ²
Ceiling [m]	5,620	5,620
Range [km]	870	650
Maximum range [km]	1,180	1,175

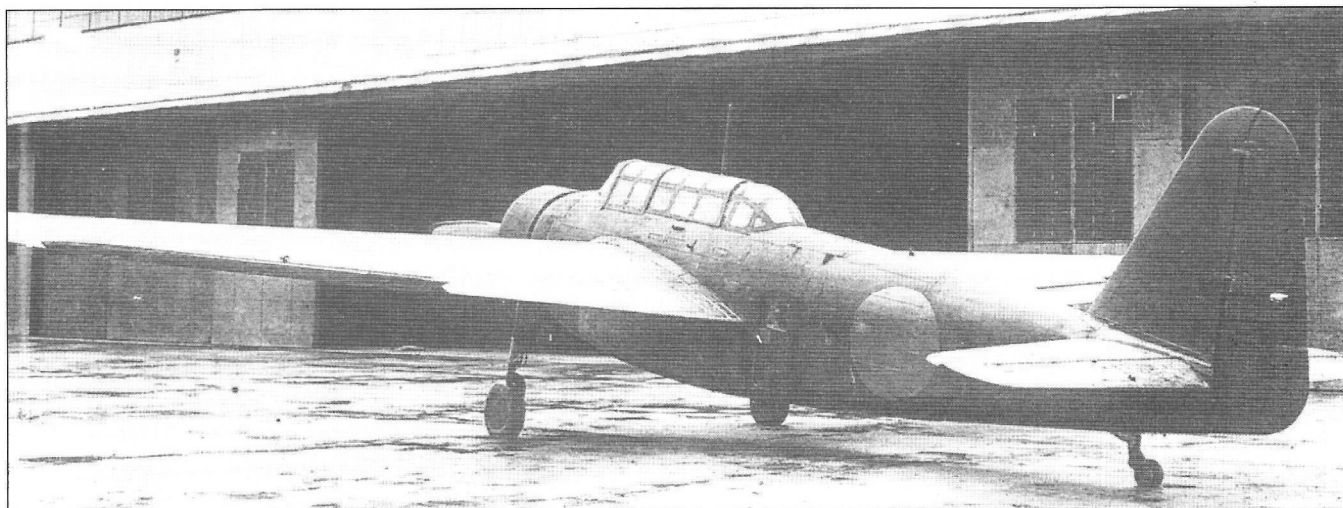
¹ at 1,500 m

² at 1,400 m

Production

Kyushu Hikoki Kabushiki Kaisha in Zasshonokuma in Fukuoka Prefecture	
K11W1 prototypes 1942	4
K11W1 5 prototypes and serial production 1943	209
K11W1 serial production 1944	520
K11W1 and K11W2 serial production 1945	65
Total	798

Rear side view of the Kyushu K11W1 Model 11. Note the long, multi-segment canopy covering the cockpit of the aircraft's five men crew.





*Kyushu K11W1
Model 11 trainer of the
Tokushima Kokutai in
flight.*



*Kyushu K11W2
Model 21 trainer on an
airfield.*

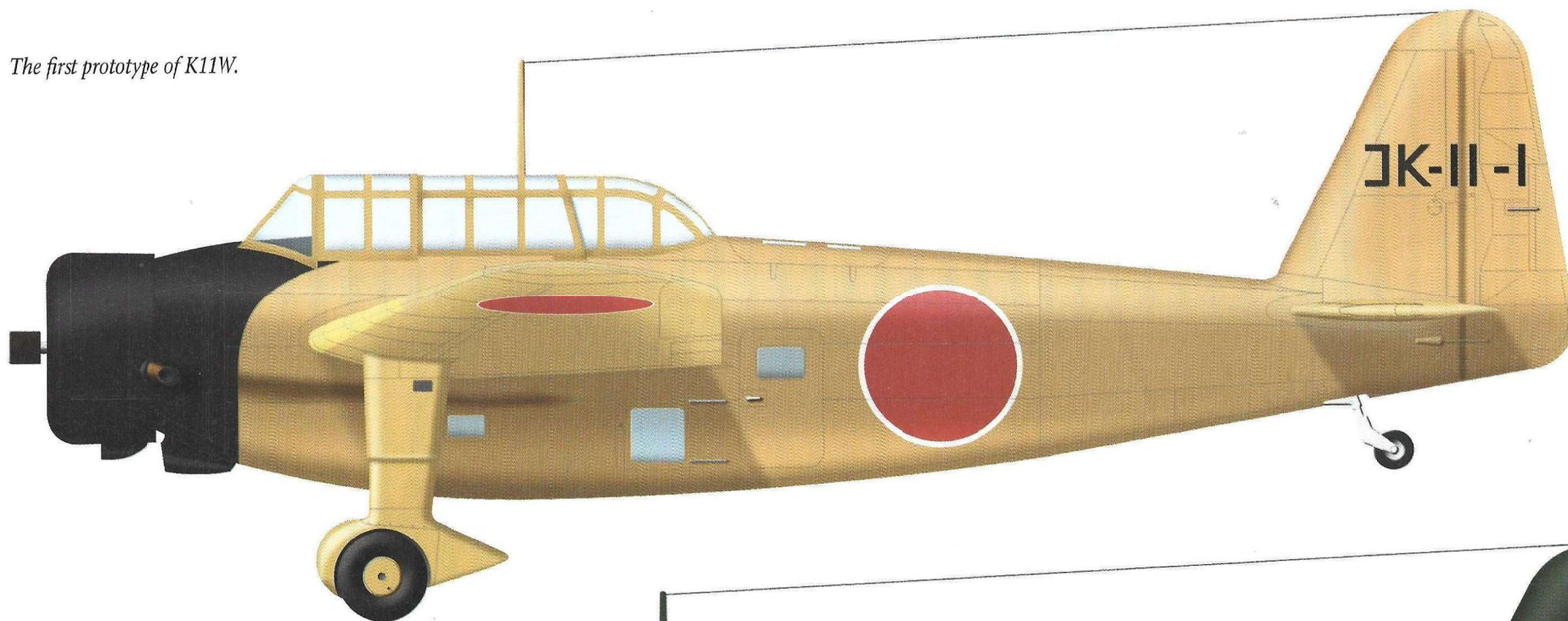


*Kyushu K11W2
Model 21 trainer in
a hangar.*



*Kyushu K11W1 of the
Yokosuka Kokutai in
a hangar.*

The first prototype of K11W.



*Kyushu K11W2 Model 21 of
Shanghai Kokutai.*

