

**INDIVIDUAL HISTORY**

**KAWASAKI Ki-100-1b BAPC.83/8476M**  
**MUSEUM ACCESSION NUMBER 85/AF/68**

- 1945 Assembled at Kawasaki's Kagamigahara factory in the last week of June 1945 as a KI-100 Otsu; production for the Imperial Japanese Army Air Force ceased in August 1945, totalling some 390 aircraft. Constructors' number 16336. Other than having an all-round vision canopy, the -1b airframe was identical to the Kawasaki Ki-61-11 Hien (Tony) with a Mitsubishi 1,500 h.p.14 cylinder radial engine replacing the Kawasaki liquid cooled in-line engine, of which there was a shortage. Most of the 118 Ki100-1b aircraft completed were assigned to the defence of the Japanese home islands.
- Giuseppe Picarella's research suggests the aircraft when new was initially sent to the Kagamigahara Army Depot and accepted into the IJAAF during the first two weeks of July 1945.
- Aug 45 Originally thought to have been captured by American forces occupying Japan from 28<sup>th</sup> August - the origin and early history of the Museum's aircraft was unclear for many years, although the US military authorities did allocate a number of aircraft surrendered in Japan for RAF use in Oct/Nov 45.
- However, research by Giuseppe Picarella (Aeroplane February 2006 pp.70 – 75) seems to have confirmed this airframe's origins. It appears to have been one of the 24 aircraft found at Tan Son Nhut (Saigon) airfield in what was then French Indo-China, and was in serviceable condition. Japanese ferry pilot Sergeant Y. Kishi was found, and during interrogation disclosed that he had delivered the aircraft by air some 2,500 miles from Japan shortly before the surrender, it being intended as a morale booster.
- Nov 45 To permit test flying, the engine was stripped and serviced by Japanese personnel at the start of the month, and Kishi was chosen for the initial post-overhaul test flight.
- 26 Nov 45 After an unknown number of flights, Kishi was cleared to fly the aircraft to Bien Hoa airfield, 15 miles away, to start the flight test programme, taking off at 09.07. On the approach the undercarriage refused to lower, and he was forced to return to Tan Son Nhut and make a wheels-up landing, collapsing the oil cooler and damaging the propeller and tailwheel.

The aircraft was repaired by Japanese personnel using parts scavenged from other aircraft at the airfield, including a propeller from a Ki-46-II Dinah and an oil cooler and its fairing from a Nakajima Ki-84 'Frank'.

A ki-61 provided fuel cooler, starboard undercarriage door, wing pylons and tailwheel unit. The aircraft was repaired for ground operations only.

- Dec 45    Repairs completed.
- Late 45    Possibly moved to the former Imperial Japanese Navy airstrip at Tebrau, Johore State, Malaya to join the Allied Technical Air Intelligence Unit, south-east Asia (ATAIU - SEA) collection of Japanese aircraft which were flown in RAF markings by Japanese pilots. These flights were for the benefit of press or visiting VIPs rather than actual evaluation, possibly to confirm the airworthiness of those initially intended for shipment to Farnborough for evaluation.
- Apr 46    Probably one of the aircraft earlier selected for shipment at Tebrau by S/Ldr Prosho on 25 Mar 46 and crated by Japanese personnel supervised by No.390 MU Seletar. They were selected on behalf of Air Ministry Intelligence in association with the Ministry of Aircraft Production and of 64 aircraft initially selected only four were allowed shipping space by the Ministry of War Transport, whose priority was the repatriation of personnel for demobilisation.
- Jun 46    Probably one of four Japanese aircraft loaded onto a Royal Navy ship at Singapore as uncrated deck cargo for shipment back to the UK as museum items, though referred to as an 'Oscar' in AHB correspondence of the time. (The others were the Zeke now displayed as a cockpit section at the Imperial War Museum, a 'Cyprus' biplane trainer burnt at RAF Wroughton c.1957, and the Mitsubishi 'Dinah' also now at Cosford.)
- 24 Aug 46    Ship arrived at Portsmouth.
- Probably the aircraft transferred to No 47 MU Sealand, near Liverpool for crating and storage and recorded there as an 'Oscar II' in Feb 1947 which type was the similar layout Nakajima Ki-43.
- Feb 48    At the German Air Force Equipment Centre at RAF Stanmore Park, Middx. By 1954 it was listed by the AHB as an 'Oscar' in the list of AHB aircraft published in the Nov 54 edition of Air Pictorial.
- Late 55    To No 15 MU RAF Wroughton, Wilts for storage alongside other Air historical Branch airframes. Still officially listed as an Oscar II at this time.
- Mid 58    AHB collection moved to storage at RAF Fulbeck, Lincs.

- Jun 60 Delivered still crated to RAF Colerne, Wilts where it was rebuilt, correctly identified and repainted dark green overall along with the AHB's Ju88, but was reported as a 'Tojo' in the Aug 1960 Air Britain Digest (p.93).
- Sep 60 Displayed restored at RAF Biggin Hill, Kent
- Sep 61 Photographed in static park at RAF Finningley. Colour Photo - Aeromilitaria Spring 1999 - back page.
- c.1961 Moved to RAF Cosford, Salop , joining a small collection of AHB aircraft there by March of that year. Air Britain Digest August 1962 p.98 records figure 2 visible under the paint on the fin at this stage.
- 15 Sep 62 Displayed at the Battle of Britain open day at RAF Ternhill, Salop. Photos - Flight International 15 Nov 62 p.797; Aeroplane February 2006 p.71.
- 1963/4 Repainted at RAF Cosford in a glossy version of its original factory scheme.  
Other photos in early preservation scheme of dark green overall - Sekai No Kesakuki No.36 Apr 73 p.74.
- Photo displayed at Cosford - Flying Review International Nov 63 p.57.
- Sep 68 Displayed at RAF Gaydon, Warwicks' Battle of Britain Day event alongside Cosford's' Me410 and Meteor prototype. Photo - Control Column Nov.68 p.5. Carried newly applied 244<sup>th</sup> Sentai colour scheme of pale green overall with dark green splotches over, with blood red fin and rudder with white lightning flash motif and two yellow stars superimposed upon it, plus 10 victory silhouettes in white beneath the port side cockpit canopy and code '24' on the undercarriage legs. Colour photo - Sekai No Kesakuki No.36, Apr 73 p.34-35. B/W photo – Aeroplane February 2006 p.72.
- 20 Sep 69 Again displayed at Gaydon's Battle of Britain Airshow.
- 19 Feb 70 Displayed at RAF Finningley BoB display.
- Repainted dark green overall in 1972 with markings representing the colours of the 5<sup>th</sup> Sentai (Fighter Regiment) based at Chofu near Tokyo or Yakkaichi in defence of the Japanese home islands, coded '24' on the rudder. Photo – Aeroplane February 2006 p.72.  
This refurbishment was reported in Control Column Oct 72 p.152; 'The aircraft is said to be in sufficiently good condition to be made airworthy'.
- 13 Feb 76 Allotted RAF Maintenance serial 8476M

- 13 Nov85 To RAF St Athan for the regional aircraft collection held there. Allocated the RAF Instructional Airframe No. 8476M whilst at St.Athan.
- 86 Mitsubishi Kinsei 62 radial engine restored to ground running condition at RAF St Athan. Photos - Flypast Sep 86 p.43; Aeroplane Monthly Apr 88 p. 184; Aeroplane Monthly Feb 89 p.69; Flypast Dec 91 p.23; Wrecks and Relics 11<sup>th</sup> Edition p.186; Famous Airplanes of the World No 23, July 1990 (X003-2414); Aeroplane February 2006 p.73; Lost Aviation Collections of Britain (Ellis).  
Wing Commander Paul Brindley, Officer in charge of the Historic Aircraft Collection worked on the aircraft in his spare time with particular attention needed by the fuel injection system.  
See also Flypast Dec 87 p.65 - the aircraft was visited by its 82-year-old designer, Mr Takeo Doi in August 1987. The engine was run up on approximately 40 occasions whilst at St. Athan.
- c. Mar 89 Returned to the Aerospace Museum at RAF Cosford following the closure and dispersal of the St Athan regional collection. Photos - War Prizes (027726) p. 153; Broken Wings of The Samurai (028008) p.174; Aeroplane Monthly Museums Guide 1992 p.3; Flypast Jun 98 p.28; Supplement to Aeroplane April 2000 p.43; War Prizes – The Album p.117.  
  
The only known complete survivor of its type, although a few small Ki-100 components are exhibited in Japan.
- 1992 Stripped down to bare metal at Cosford, revealing several original stencil markings, which were traced and kept for future reference. Photo – Aeroplane February 2006 p.73. Repainted-its seventh paint scheme since construction; see Aeroplane February 2006 pp.70 – 75.
- 11 Nov 03 By road to RAF Museum Hendon for display in new Milestones of Flight Building, following refurbishment and repainting by RAFM staff at MBCC Cosford. Photos under refurbishment; cover of Royal Air Force Museum Newsletter Autumn/Winter 2003; Aeroplane February 2006 p.74-75. Photos on display; Wingspan International 20 p.64; Aeroplane February 2006 pp.71/74; Aero Detail 32 – J.I.A Fighter Kawasaki Ki100, Picarella 2010.
- 28 Sept 11 By road to RAFM Cosford for initial storage dismantled in the MBCC (photo-Aircraft Magazine December 2011 p.11) and future display. Photo – Flypast March 2012 p.129.
- 30 Jan 12 Placed on public display at RAFM Cosford.

**TEXT; ANDREW SIMPSON**

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