

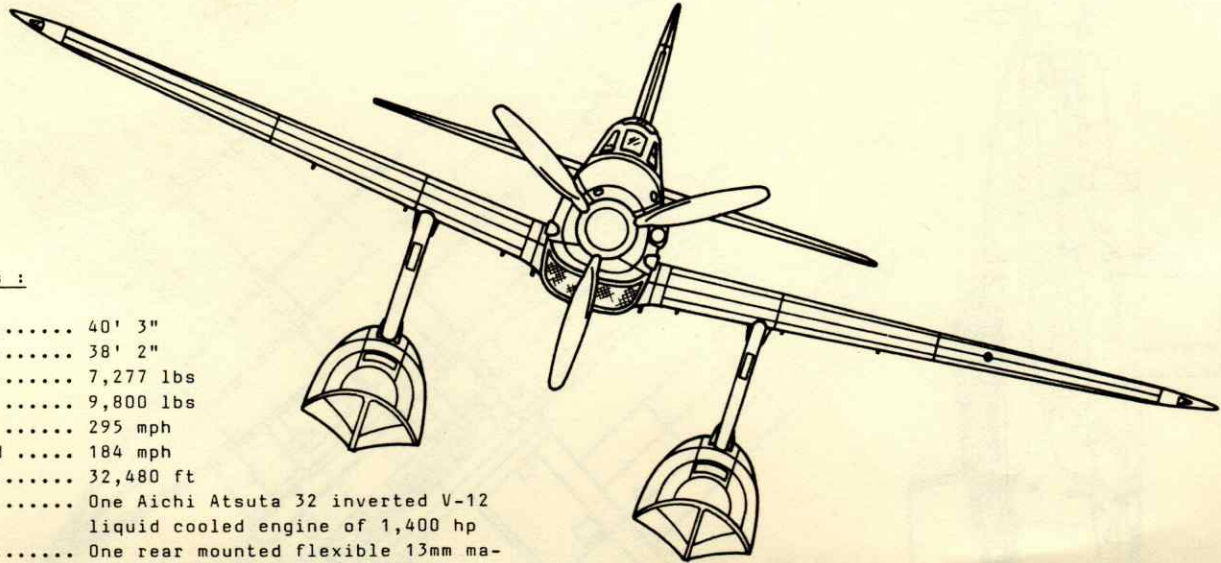
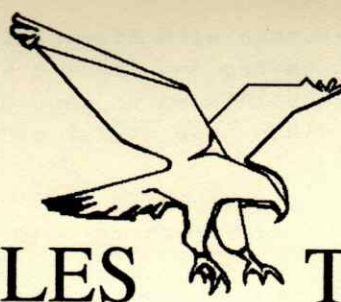
AICHI M6A1

1/72
SCALE

EAGLES TALON
PO BOX 190084, ST. LOUIS, MO. 63119 USA

SEIRAN

ET 133



Specifications :

Wing Span 40' 3"
Length 38' 2"
Weight empty 7,277 lbs
Weight loaded 9,800 lbs
Maximum speed 295 mph
Cruising speed 184 mph
Ceiling 32,480 ft
Engine One Aichi Atsuta 32 inverted V-12
liquid cooled engine of 1,400 hp
Armament One rear mounted flexible 13mm ma-
chine gun and two 551 lbs or one
1,874 lbs bomb

HISTORY :

The Japanese Navy originally had a request for eighteen submarines of the I-400 class each displacing 4,600 tons and able to cruise 41,575 naut miles at 14 kts, but only five were actually ordered and built. The unique thing about these I-400 subs was that each had a large hanger on deck that could house three aircraft, not for reconnaissance, as previously in history, but for attack.

Aichi began the M6A1 Navy Special Attack Bomber in 1842 according to requirements laid down in 17-Shi. It required an aircraft that was fast, catapult launched, and able to be folded up to be stored in the hanger.

Norio Ozaki, Yasuhiro Ozawa and Morishige Mori led the development of the Aichi model AM-24. Two versions were developed, the sub based aircraft which sat on a pair of cantilever floats that could be jettisoned in combat, and a trainer version that had the floats replaced with retractable landing gear. The attack aircraft had a single pilot with radio operator while the trainer, designated M6A1-K Kai, later changed to Nanzan, had dual tandem cockpits.

The first prototype was powered by an Aichi AE1P Atsuta 31 engine inverted V12 liquid cooled engine of 1,400 hp and flew in November 1943. The wings folded back along the fuselage similar to that on many U.S.Navy carrier fighters, while the tail horizontal surfaces also folded.

The next seven M6A1's were also powered by the Atusuta 31 engine while the remaining aircraft were powered by the Atusuta 32 engine. Similar in appearance to the Aichi Judy bomber, the Seiran was slower and had less range due to the drag created by the large floats.

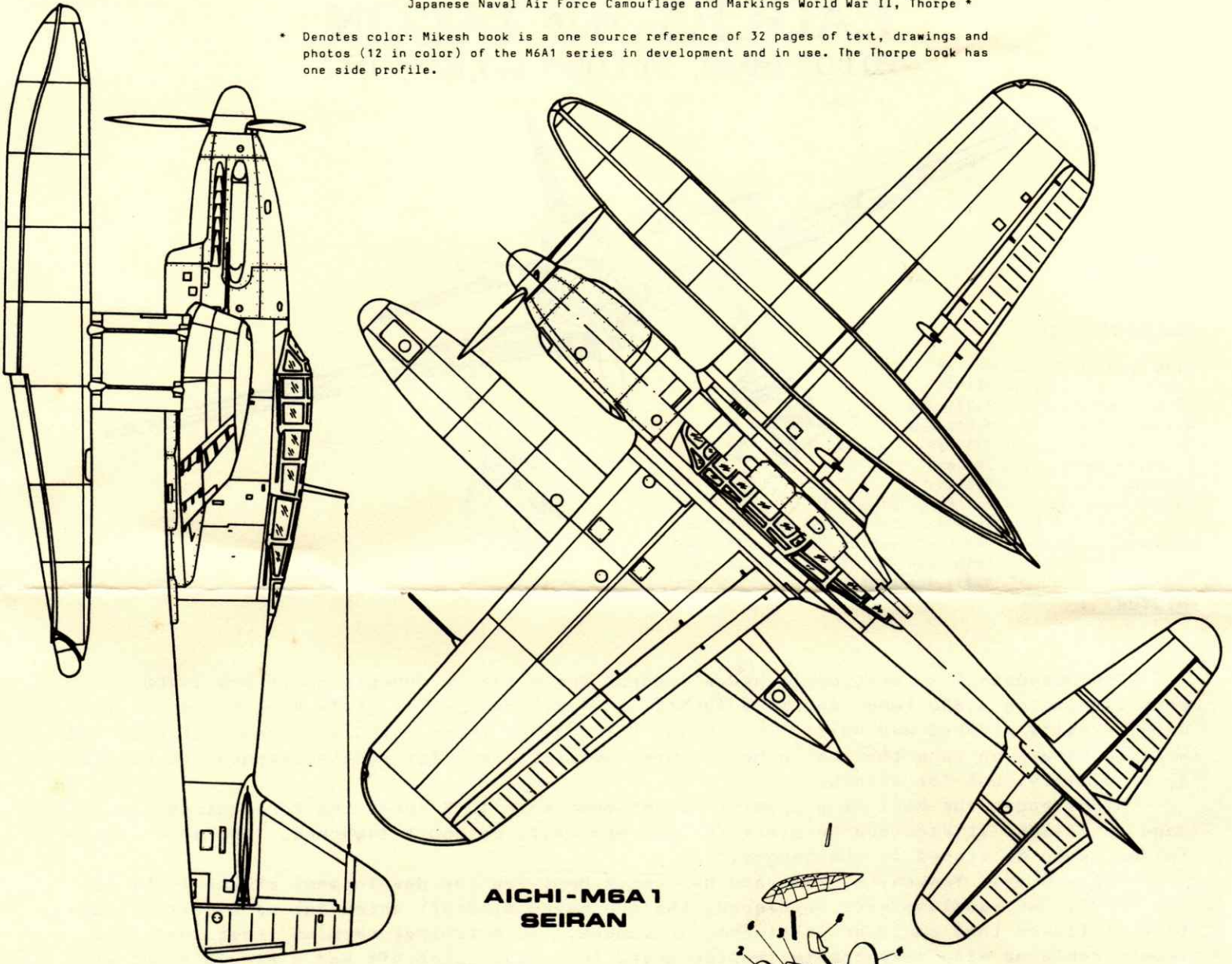
The first attack was to be made against the Panama Canal by two I-400 submarines each carrying three Seirans and the I-13 and I-14 each carrying two aircraft. Before the mission could be implemented war developments required the target to be changed to the U.S. Navy anchorage at Ulithi Atoll and the submarine force put to sea in late July 1945, but the war ended prior to aircraft launch. In all twenty-eight Seirans and Nanzans were completed and several were in partial assembly at wars end. Several were returned to the U.S. but only one is known to have survived, and is stored at the Paul Garber storage facility of the National Air and Space Museum.

Color Schemes :

The prototype was the customary red-orange with black antiglare panels and red himomarus. Operational aircraft were dark-green on top and light-grey underneath with the floats a combination of the two. White surrounded himomarus were used on the fuselage and upper wings plain red ones used under the wings. Red propeller warnings were on each float as well as white striped markings.

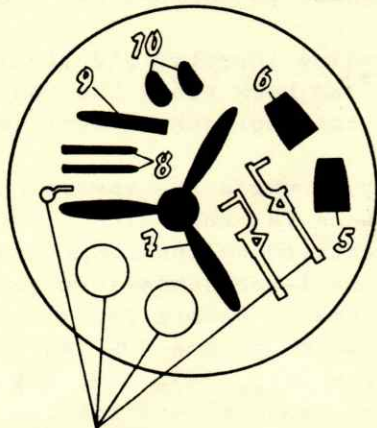
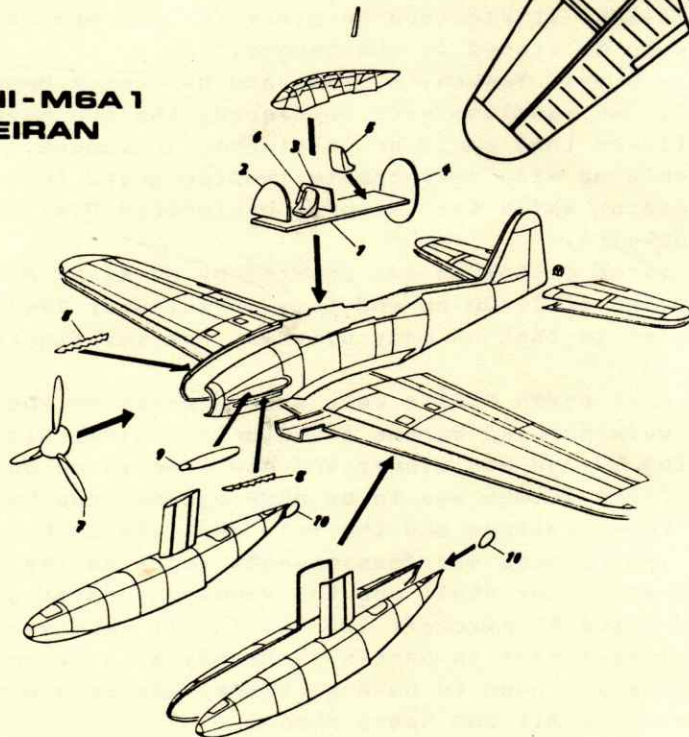
References : Aichi M6A1 Seiran, Monogram #13, Mikesh *
Japanese Aircraft of the Pacific War, Francillon
Japanese Naval Air Force Camouflage and Markings World War II, Thorpe *

* Denotes color: Mikesh book is a one source reference of 32 pages of text, drawings and photos (12 in color) of the M6A1 series in development and in use. The Thorpe book has one side profile.



**AICHI-M6A1
SEIRAN**

**1/72
Scale**



**these parts
not used**