Ke-V10 "Mamushi" Multirole Starfighter

The Ke-V10 *Mamushi* was a high-performance, multirole and adaptable starfighter designed in YE 39 for the Star Army of Yamatai to unite all possible mission loadouts onto one singular airframe.

Designed as a unified airframe for ease of logistics, multirole specialization, and a possible replacement for the Ke-V8 "Kawarime" Fighter, Ke-V9 "Nodachi" Assault Fighter, and Ke-V6-2A "Hayabusa II" Starfighter, the Mamushi was intended to be a true multirole fighter capable of being outfitted for any mission that an atmospheric or orbital fighter would be given. There are two versions of the fighter. The 1A was the single seat airframe while the 1B was the dual seat airframe designed to maximize the effectiveness by adding a second pilot to manage secondary equipment and attachments. With a large number of mounting points, both internal and external, the Mamushi carries more missiles and torpedoes than any other dedicated starfighter in service with the Star Army of Yamatai.

History and Background

Developed starting in early YE 35 with an objective of making a new starfighter influenced by the Second Mishhuvurthyar War, the Mamushi Ke-V10 was a hypothetical new breed of starfighter developed by Ketsurui Fleet Yards. While the Ke-V6-2A "Hayabusa II" Starfighter and the Ke-V9 "Nodachi" Assault Fighter hold the majority of the starfighter basis of the Star Army of Yamatai, the Mamushi was an attempt at a production-wide stop gap to gauge the effectiveness of unified airframe with full parts compatibility on deployed fleet and fighter wings.

The prototype began testing in early YE 39, the Ke-X10 was produced in two four-ship flights for both the 1A version and the two seater 1B. Both flights, codenamed 'Sunrise' and 'Sundown,' were transported to New Vicky (UX-19) for testing. Once arrived and in the hands of the test pilots, each flight was tested for one month of near-daily use to gauge their stability and strengths on the New Vicky Test Range. Both flights submitted their findings to Ketsurui Fleet Yards' development branch and were accepted for a first run of 1,000 (500 of each model). A large number of the first batch are slated to go to the deployed First Expeditionary Fleet to fully replace one fighter squadron on board the Sharie Class Battleships.

The Mamushi entered service in mid-YE 39 with the first models being sent to the deployed First Expeditionary Fleet for immediate combat service.

When the First Expeditionary Fleet was decimated by the Kuvexian Military in early YE 41, the vast majority of Mamushi starfighters and the ships set up to produce them were lost in action and the Star Army decided it wasn't worthwhile to continue production.

Key Features

- Durandium Alloy Airframe with Yamataium plating
- Dual powerful vectoring engines
- Complete reaction-control suite

- SPINE connections in cockpits in addition to manual control [1)]
- Standard running lights
- Retractable reinforced landing gear
- Wings, Flaps, and Canards for atmospheric flight
- Compact Integrated Electronics System (CIES) and Standard Sensors Package
- Ejection Seats
    - Type 31A Survival Kit, Type 31C Sea Survival Kit, or Type 31C Medical Kit (Two per seat, chosen by mission parameters)

Mission Specialization

The Mamushi was a multirole fighter, designed to take on any mission usually assigned to multiple airframes as a single airframe. Primarily, it takes two forms of specialization that are the most used in combat, the first being air/space superiority and the other being strike. The most widely seen secondary option was that of the Electronic Warfare and AWACS variant which visually differs by two blisters attached to the top of the wings which enclose powerful long range sensor suites.

The full list of current specializations was as follows:

- Airspace Superiority
- Strike
- Reconnaissance
- Interception
- Escort
- Electronic Warfare/Airborne Early Warning and Control [2)]

Appearance

The Ke-V10 “Mamushi” was somewhat unique compared to the modern Star Army fighters. It features a stereotypical cylinder fuselage, which at the tip was a standard nosecone which features both the on-board primary sensors system as well as three of the five turbo aether cannons. Moving back, there was a pair of canards designed to aid maneuverability in atmosphere. The cockpit and canopy are mostly the same between the A and B models, with the B having an added seat behind the forward seat. To the left and right of the cockpit are the twin subspace acceleration tunnel arrays. Both are adorned with visible warning markers run the remaining length of the fighter.

On the underside of the airframe was a set of doors covering the internal weapons bay. These doors open when the weapon systems in the underside pylons are armed. Visually, the doors swivel outwards and slide halfway into the frame to make sure the payload can safely clear the bay. Internally, the weapons bay features four permanent hardpoints mounted to the roof. As the weapons bay was not designed to be open for long, the walls and roof of the bay are unarmored, being pure metal skeleton and bulkhead.

The wings of the Mamushi are a swept back design. The wings feature leading-edge slats as well as standard ailerons and flaps to support atmospheric flight. On each wing tip are one of the remaining

turbo aether cannons as well as the reaction-control thrusters used to make maneuvers in zero-g environments.

Underneath each wing are two pylons, a total of four for mounting weapons or equipment. There are also two specialty wing-top pylons above the outer-most pylons to mount certain equipment and only accepts mounts made for it. These pylons are removable in two methods, standard removal with tools or emergency jettison through a switch in the cockpit or through certain SPINE functions. This will detonate special explosive bolts to separate the weapon or equipment item as well as the pylon itself from the airframe.

The fighter features a single vertical stabilizer which also features the secondary sensors and communication mast. At the very edge of the fighter are the two turbo aether drives mounted with vectoring nozzles for increased handling. The fighter features three retractable reinforced landing gear.

Statistics and Performance

The following was the general statistics and performance data on the Ke-V10 Mamushi.

General

- Class: Ke-V10-1A/Ke-V10-1B
- Type: Fighter
- Designers: Ketsurui Fleet Yards
- Manufacturer: Ketsurui Fleet Yards
- Fielded by: Star Army of Yamatai

Passengers

Crew: The 1A model has only one seat, while the 1B model has two seats but only requires one pilot.

Dimensions

- Length: 15.24 meters (50 feet)
- Width: 10.0584 meters (33 feet)
- Height: 4.88 meters (16 feet)

Propulsion and Range

- Continuum Distortion Drive: Approx. 5000c / ~0.57 ly/h
- Hyperspace Fold Drive: 262,980c (0.50 ly/m) [3)]
- Sublight Engines: Approx. 0.375c (112,422 km/s) in a vacuum
- Atmospheric Speed: Approx. 5927.04 km/h (Mach 4.8) at Full Military Power

- Range: Indefinite, Life Support module lasts one month
- Lifespan: Approx. 30 Years
- Refit Cycle: As Needed

Damage Capacity

See Damage Rating (Version 3) for an explanation of the damage system.

- Tier: 8

Ship Systems

The following was a list and description of all the major systems of the Ke-V10 Mamushi.

Armored Hull and Hull Integrated Systems

The Mamushi's Airframe was constructed of Durandium Alloy with Yamataium plating covering the exterior. The construction of the airframe itself was built in a method to reinforce the hull due to its shape. The plating adds the majority of the airframe's defensive construction. Due to Yamataium's regenerative qualities, the hull may repair small to medium sized holes using standard repair methods.

Computers and Electronics

The Mamushi was equipped with a specialized Compact Integrated Electronics System (CIES) designed for the airframe. The software was effectively the same with the only difference being age of the software. The Hardware was spread about the computer core of the airframe that rests in the nosecone of all Ke-V10 models. The CIES was accessed by triggering the release locks and turning the cone away from the aircraft until it was approximately 55 degrees open.

Life Support Systems

The Ke-V10 features KFY Standard small craft Life Support systems as well as inertial dampening and gravitational controls. When activated on startup procedure and the canopy sealed, the life support's oxygen system begins operation. The oxygen system rests behind the seat(s) of the cockpit and used scrubbers to purify atmospheres to compatible and safe environments as well as an emergency supply of air that will last approximately one month of continued use [4)].

Inertial dampening system work was tandem with the gravitational controls to maintain a constant 1G inside the cockpit during high G maneuvers and has a fail-safe that will automatically ease the fighter's movements should this device fail to reboot.

Propulsion

The Mamushi used two modified Turbo Aether Plasma Drive drives. There was a subspace acceleration tunnel array on each side of the fuselage just before the wings. Behind there arrays are the actual drives, which have quick access points marked on the plating for ease of maintenance. The drives expel turbo aether plasma around the speed of light to create the thrust of the fighter. The drives feature thrust-vectoring nozzles which aid the fighter in being more maneuverable.

The Mamushi also features a plethora of reaction-control thrusters that aid in the Mamushi's zero-g movements as well as course corrections with or without main propulsion. While the reaction control can propel the aircraft, they are much less efficient in this compared to the primary engines.

Shield Systems

Using the Integrated CFS Array system, the Mamushi used a total of twelve CFS arrays [5)] to project the CFS bubble around the fighter. This system also doubles as the standard FTL device when powered as well as a secondary movement device for inertia-less maneuvers and VTOL. Due to the CFS bubble's precise shielding, the bubble was also used to make precise movements while in atmosphere without major use of the primary control surfaces.

Weapons Systems

- 5 [6)] Tier 8 (Medium Anti-Mecha) Ke-V9-W3300 Turbo Aether Cannon
- Hardpoints (Missiles, etc.): Four interior hardpoints, four external underwing pylons and two overwing pylons. Loadouts are tailorable. [7)]
  - Up to 8 Tier 12 (Heavy Anti-Starship) Ke-Z1 Series Anti-Starship Torpedoes
  - Up to 8 Tier 12 (Heavy Anti-Starship) Ke-Z2 Strategic Aether Bomb
  - Up to 4 Tier 4 (Light Anti-Armor) Ke-T8-W3101 Mini-Missile Launcher Pod
  - 4 Tier 4 (Light Anti-Armor) Ke-V10-W3900 Gun Turret Pod

Non-Weapon Hardpoint Modules

- Ke-T8-W3103 Countermeasure Module
- Ke-V8-W3200 Targeting Module
- Ke-V8-W3201 Decoy Launcher
- Ke-T8-P3102 Hyperspace Fold Module [8)]
- Ke-V10-E3900 Multirole Sensors Pod[9)]

OOC Notes

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[1)]

Two seater does not have a stick in the back seat

[2)]

1B Two Seater Only

[3)]

Requires Ke-T8-P3102 Hyperspace Fold Module

[4)]

designed to be supplemented by stasis devices equipped in cockpit

[5)]

six per wing, divided on top and bottom

[6)]

three in the nose, one on each wing tip

[7)]

Hardpoint are permanent, pylons are detachable. Overwing Pylons used rarely.

[8)] , [9)]

Back two internal hardpoints

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