

MADDOG *monthly*

IPMS Boise

MADDOG MONTHLY

Issue 11, Nov 2005

Time to Give Thanks

As the holiday season rolls around again, I paused for some reflection. Last year was a good model year for me. I didn't finish a *lot* of models, but I was very pleased with how they turned out. The history of the kit subjects was fascinating and I enjoyed both learning and sharing new modeling tips. I attended three contest including my first IPMS Nationals. I imagine that attending a contest by yourself would be like a trip to Disneyland by yourself. Sure, it would be fun but it's not the same as having someone to share it with. When one of the dogs wins an

award, we all share in that victory. I'm glad that so many of you managed to make these trips too.

Contests often offer the benefit of seeing old friends, which was certainly the case for me. I've had the fortune of meeting with a handful of clubs over the last decade. (Huh, kinda makes me feel old.) New kits come and go but the camaraderie and friendships made while participating in the hobby will last longer than painstakingly crafted antennae wires.

Thank you Maddogs for making me feel so welcome. You're a fun group and, for all your wealth of experience and expertise, you're surprisingly void of over inflated egos and pretentiousness. As new people join our ranks, I'm happy to know that you'll give them the same friendly treatment. It's been a blast and I look forward to making more long lasting memories, as well as a few more models.

Happy Thanksgiving!
Brian

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October 2005 meeting minutes

- The meeting officially began at 1800, Brian presiding.
- There were 25 members present. We had the opportunity to voice our support to Dave Stansel who was in Louisiana.
- After an abbreviated show and tell our two auctioneers begin their work of liquidating the last remnants of the kits that we had in stock. In spite of the lower quality of those kits, Bill and Tom were instrumental in bringing in \$ 354 for a good cause.

Show and tell models

- ♦ Herb Arnold – A Sopwith Strutter 2 seaters, 1/72 Airfix kit.
- ♦ Herb Arnold – An Avro 105 K 2 seaters, also 1/72 Airfix kit.
- ♦ Brian Geiger – A 1/32 MiG 3 by Trumpeter, Brian took a second place in Layton with this model.
- ♦ Ian Robertson 1/32 Frank, a Hasegawa kit finished in natural metal. Ian used Alclad to achieve the great finish.
- ♦ Don Vandevort - A figure of a diver feeding a fish to a cat, a resin figure , 120mm, from Verlinden.
- ♦ John Thirion - A 1/350 British Submarine X-1 by Combat Sub, a part of Pitroad from Japan.





Hasegawa's 1/32 scale

Nakajima Ki-84 Hayate (Frank)

by Ian Robertson

Introduction

The Japanese Army Air Force's Ki-84 Hayate was one of the best fighters produced by Japan during WWII. It exhibited excellent speed, maneuverability, firepower, and defensive armor. In the hands of a skilled pilot the Ki-84 could hold its own and more against Allied fighters like the P-51D Mustang and P-47D Thunderbolt. However, persistent difficulties with engine performance and an overall decline in quality control late in the war hampered the Ki-84's effectiveness. Over 3,500 Ki-84s were produced during the war. Here I build Hasegawa's 1/32 Ki-84 in a natural metal finish.



The kit

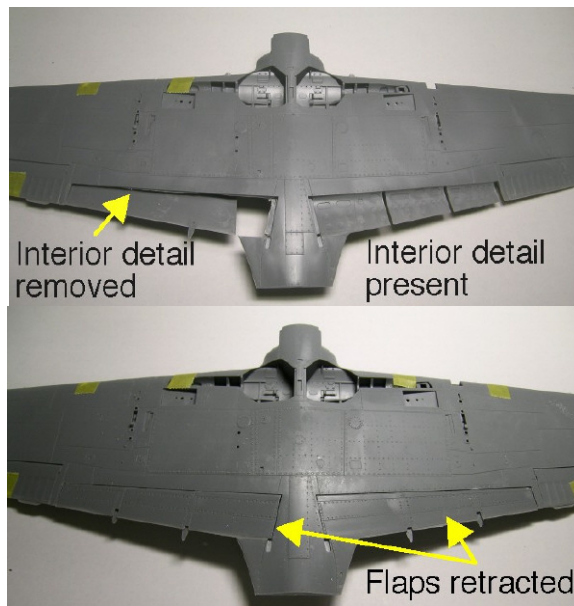
Hasegawa's 1/32 Ki-84 is another excellent offering in this popular scale. As we have come to expect from this manufacturer, the model is cleverly engineered, well detailed (but see comments below), and the fit is superb. There are two areas on the kit I found disappointing: cockpit detail and the extended flaps. The cockpit is somewhat

"clunky" in detail, which is a shame given how visible it is in the completed model. Most of the controls are molded directly to the (e.g., trim wheel) and would have been much better represented by separate parts.

The seat is another weak point because it is highly visible in the cockpit yet lacking in detail. I opted to scratch build a new seat from sheet styrene (see below – kit seat is on left, new seat on right).



(bluish-green), green, or natural metal (for early, mid, and late production aircraft, respectively). Another source indicated that something closer to olive drab is appropriate.



As in their 1/48 Ki-84, Hasegawa opted to engineer the butterfly flaps in the fully extended position. This is unfortunate because it is simply not realistic. It is well documented that the Ki-84's flaps were retracted when the aircraft was on the ground. Thus, the modeler is forced to either leave the flaps down (it looks good despite being unrealistic), or modify the kit parts to show them in the proper retracted position. The good news is that this is not an overly difficult correction (see below), although I have read some reviews claiming that it was problematic. You be the judge.

Because artifacts of Ki-84s and their parts are few and far between, I opted for a greenish home-brew.

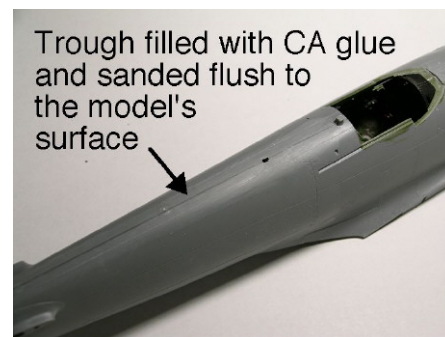
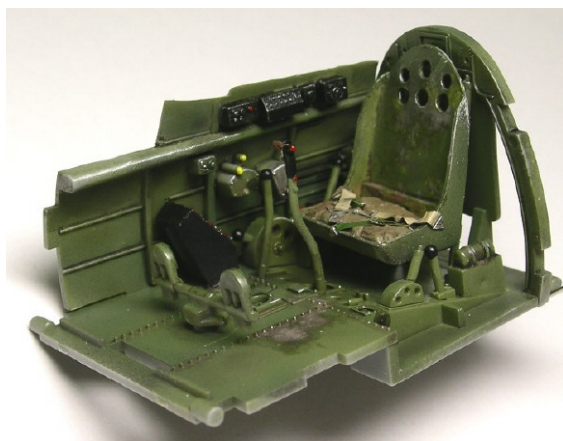
Flaps: Surgery is required to display the flaps in their proper retracted position. The first step is to remove the internal flap detail on the lower wings sections. Next it is necessary to trim the attachment points on the flaps themselves. The flaps can then be installed flush with the lower wing surface. To my thinking this is a rather simple procedure that increases the realism of the completed model.

Eliminating pesky fuselage seams:

Natural metal finishes inevitably expose imperfections on a model's surface. One area of particular concern for me was the long seam of the upper fuselage spine. On more than one occasion I've filled a seam with putty only to have a hint of it reappear days or weeks later. With natural metal finishes even a hint of a seam would stand out like a sore thumb. Therefore, with some advice from our own Kent Eckhart, I tried to avert the problem at the outset. Before gluing the fuselage halves together I created a beveled edge along both mating surfaces. This created a V-shaped trough along the seam when the fuselage halves were connected. I then proceeded to fill the trough with CA glue and speed the curing

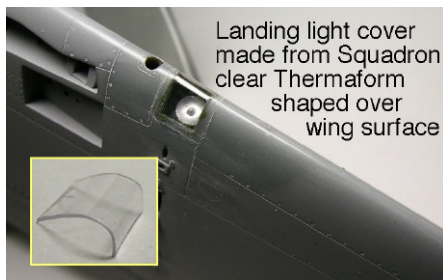
Construction Notes

Cockpit: Despite my criticism of the cockpit, effective use of shadowing with paint or chalk pastel can create effective illusions of depth and detail when the fuselage is closed up. The actual color of Ki-84 cockpit is controversial. The information I gleaned from j-aircraft.com suggests that, depending on the timing of production, suitable colors for the cockpit include aotake



process with an accelerator. Minutes later I scraped (using a #11 blade) and sanded the hardened CA glue flush with the model's surface.

Landing Light: I found the clear part for the landing light on the port wing to be noticeably thick. Therefore, I opted to replace the part by stretch-forming a piece of thin clear plastic over the leading edge of the wing and then cutting it to fit the opening for the light. While fiddly, this modification greatly improved the appearance of the wing light by removing the large gluing surface of the kit's clear part.



Paint and Markings

The first step in painting was to prime the model with Mr. Surfacer 1000 to ensure a smooth and protected surface. All markings (hinomarus and tail markings) were then painted and masked with Tamiya tape. All fabric control surfaces

were painted XF-14 (J.A. Grey) and masked. I used various shades of Alclad II metallizer for the natural metal finish. The base coat was duraluminum, followed by various amounts of aluminum and semi-matte aluminum. Polished aluminum was used sparingly to enhance the metallic appearance without leaving the model unrealistically shiny. The wheel wells were also painted natural metal.

For the purposes of weathering I used a brush to apply thinned black Tamiya acrylic over most surfaces on the model. On the fuselage I ran the brush from top to bottom, whereas on the wings and tail the wash was brushed on from front to back. The Alclad is resistant to the wash, and if the wash pools in places or is overdone it can be sanded out with a micromesh sanding cloth. Additional weathering was achieved by spraying thinned black Polly Scale acrylic with an airbrush. This technique was used for the exhaust stains and some of the more subtle detailing around panel lines.



The spinner, propeller blades, and wheel hubs were painted with Tamiya's XF-26 (deep green) lightened with white. Decals were used for the yellow warning marks. The only other decals used on the model were the thin stripes on the landing gear covers. ☠



Upcoming Events

November Theme Contest: Heavy Haulers

Please give some thought about how we can improve the Holiday Expo. Are we getting enough traffic? Should it be shorter/longer? Should there be door prizes and free food? What do you think?

April 22, 2006 Seattle Spring Show

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