

Maddog Monthly

The Official Newsletter of IPMS Boise January 2005

Howdy Maddogs, I hope you all had a great Christmas. Personally I'm just glad the silly season is over. With everything happening I haven't had any time for model building. I feel like I'm going into modeling withdrawal.

This month we will have nominations for club officers. If you would like to run for office or know someone who would make a good candidate, be at the meeting to nominate them and give them your support. The offices up for election are:

President

Vic-President

Secretary

Treasurer

I'm not certain if Chapter Contact is up too, so you might think about that one also. The term for all offices is two years.

The elections will be held the following month (February). I believe a ballot will be mailed in the next newsletter so if you can't make it to February's meeting be sure to mail in your vote so it can be counted.



Executive Board Members

President – Wayne Keith: Vice President - Bill Miller
Secretary- Bill Miller: Treasurer – Kent Eckhart: Editor - Randy Hall
Chapter Contact – Bill Speece

Check out our website at:

www.maddog.delta-v.org

2005 I PMS Boise Christmas Model Show

Thanks to all who attended, brought models and had a great time.

Photo's by Brian Geiger













MITSUBISHI RAIDEN 1/48 by TAMIYA

Any model that I have build, I have always like to know some facts about the subject. Access to the Internet had made this information gathering much easier. So for those of you that are interested here are some information about the Raiden (thunderbolt). The Raiden was a land based fighter build for the Japanese Navy, specially designed in the interceptor role. Emphasis was on the rate of climb and speed rather than maneuverability. It had good performances and a good armament, and by Japanese standards, a very good armor protection. The original design started in 1938, but because of Mitsubishi involvement with their very successful project, the Zero, the development of the Raiden was very slow. The original engine selected did not provide the expected HP therefore a 14 cylinders radial was selected, air cooled with a force-cooling fan. The new engine had a much larger frontal area. To reduce air resistance the engine was installed further back in the fuselage and an extension was fitted to the driveshaft, resulting in a slender and more aerodynamic cowling. The result of those modifications was an aircraft with poor forward visibility, a driveshaft with excessive vibrations, and still not enough HP for high altitude interceptions. Improvement were made with shortening the driveshaft, installing a four blades propeller, and installing methanol injection. The fuel carried had to be reduced to maintain the CG. Production finally started in 1942, the aircraft was armed with two 7.7mm machineguns, and two 20mm canons, all located in the wings. A total of 476 aircrafts were build, which is minuscule by WWII standards. Its operational debut was in November 1944 over the Marianas, Some squadrons were also used in the Philippines, where an intact Raiden was captured and shipped in the US for test flights. It received good review from US pilots, but was judged that its mechanical reliability was poor, range was too short, poor maneuverability at slow speed, well they did not say what they liked about the plane. Probably it was a "hot" plane and of course those two 20mm canons were they envy of all fighter pilots. This Tamiya kit is probably at least 15 years old, the fit is already excellent but all the details that we are now expecting on the Tamiya kits are missing. To see what I mean compare this kit with the US Thunderbolt. There is only 40 parts total, for the super detailers a lot can be done with the cockpit if you can find the information, no after-market parts available for this odd bird. The fit was excellent, the mistakes were of my own doing. Because of the odd shape of the aircraft, and the very short landing gears I decided that it would be more appropriate to display the aircraft in the air. The stand was made in accordance with an article from FSM,

April 1999. I may add that to bend the heated plastic rod, I would recommend making a jig.

Assembling the kit was uneventful, remembering another article from FSM , I decided to represent a well weathered aircraft Japanese style.

First I painted the fuselage silver to represent the aluminum body.

Because I used lacquer paint I wasn't worry about the salt eating at the paint. The next step was to spray the aircraft with distilled water to which some drops of detergent was added, the detergent will reduce the surface tension and make the water "wetter". The next step was to sprinkle some salt over the area that are to receive the heavier

weathering, do not use regular salt, it dissolve in contact with the water. I used Morton Kosher coarse salt. When the water was dry I sprayed the fuselage color, when the paint was dry I removed the salt using a very soft brush, and voila billions of paint chips. Later I

made the mistake of using the kit decals, they are too transparent to be used on a surface on which paint chips are represented. Then came Ian to the rescue, the recommendation was to discard the kit decals and instead to paint the inomaru, Ian also recommended to undercoat the inomaru surface with a grey paint due to the fact that the red paint

has a very poor covering characteristic. I followed those recommendations with excellent results. I recommend those early Tamiya kits, good fit and few parts make them perfect for quick build or test

kit for new techniques. One skill that I have yet to master is the fit of the canopy to the fuselage. I have noticed the experienced aircraft modelers glue the canopy to the fuselage before painting. Will try that technique with my next aircraft, hope to have a better fit. Since being a member of the club I was left with three types of models that I have never build, Japanese aircrafts, science fiction, and cars. I am left with two, and I hope to finish a car this year, sorry Randy (does fantasy count toward science fiction!). John

Thirion

CHRISTMAS SHOW I would like first to thanks Randy and Tom for making the signs that were used at he show. I would also like to convey our thanks to the members that were early and helped to set up the displays. And finally thank you to all the members who brought some of their creations for display. For next year I still would like to have a display in the window, and prepare some material in advance so Randy could have something to print and send. Hope that everyone had some excellent Holidays and got much styrene (and photo etch) under the tree.

John Thirion

Buffie's Best Restorations Illustrated vol. 2 P-38 Lightning



Buffie's latest CD / DVD opens with an excellent animated video showing a P-38 skip bombing attack on Japanese shipping. The 2 disk set is an improvement on volume 1 in the Restorations Illustrated collection which featured the Bf 109. I thought that disk was excellent. This new P-38 set really blew my mind! There are 7 chapters on the P-38 with literally hundreds of images covering every variant of the Lightning including historical photographs of aces, unit emblems, and details of engines, cockpits, and armament. The recovery and restoration of Glacier Girl is covered in extreme detail with close up images of every major (and minor!) component of the aircraft. Interface is programmed as a web site. In chapter 6 button links are provided for the Glacier Girl restoration.



For me the best feature are the 11 pilot interviews. Samples are included in chapter 3 of the Restorations disk. The high resolution versions are included on the separate DVD. These interviews, including Major Jack Jacobson's description of Admiral Yamamoto's interception and shoot down, are historically priceless. Buffie's Best has contributed the single *best* reference source for modelers of Lockheed's Lightning. You can purchase your copy at their web site www.buffiesbest.com. For those attending the meeting this Saturday I will have it showing on my lap top. So be sure to come by and see this live!

IPMS/USA NEW MEMBER APPLICATION

IPMS No.: _____ Name: _____
Leave Blank First Middle Last

Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____
 Signature (Required by PO): _____

Adult: \$21 Junior (17 Years Old or Younger): \$9
 Trade Member: \$21 Canada & Mexico: \$25
 Family (Adult Dues + \$5, One Set Magazines, Number of Membership Cards Required: _____) Other/Foreign: \$28

If Recommended by an IPMS Member, list His/Her Name and Member Number: _____
 IPMS No.: _____

IPMS/USA

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