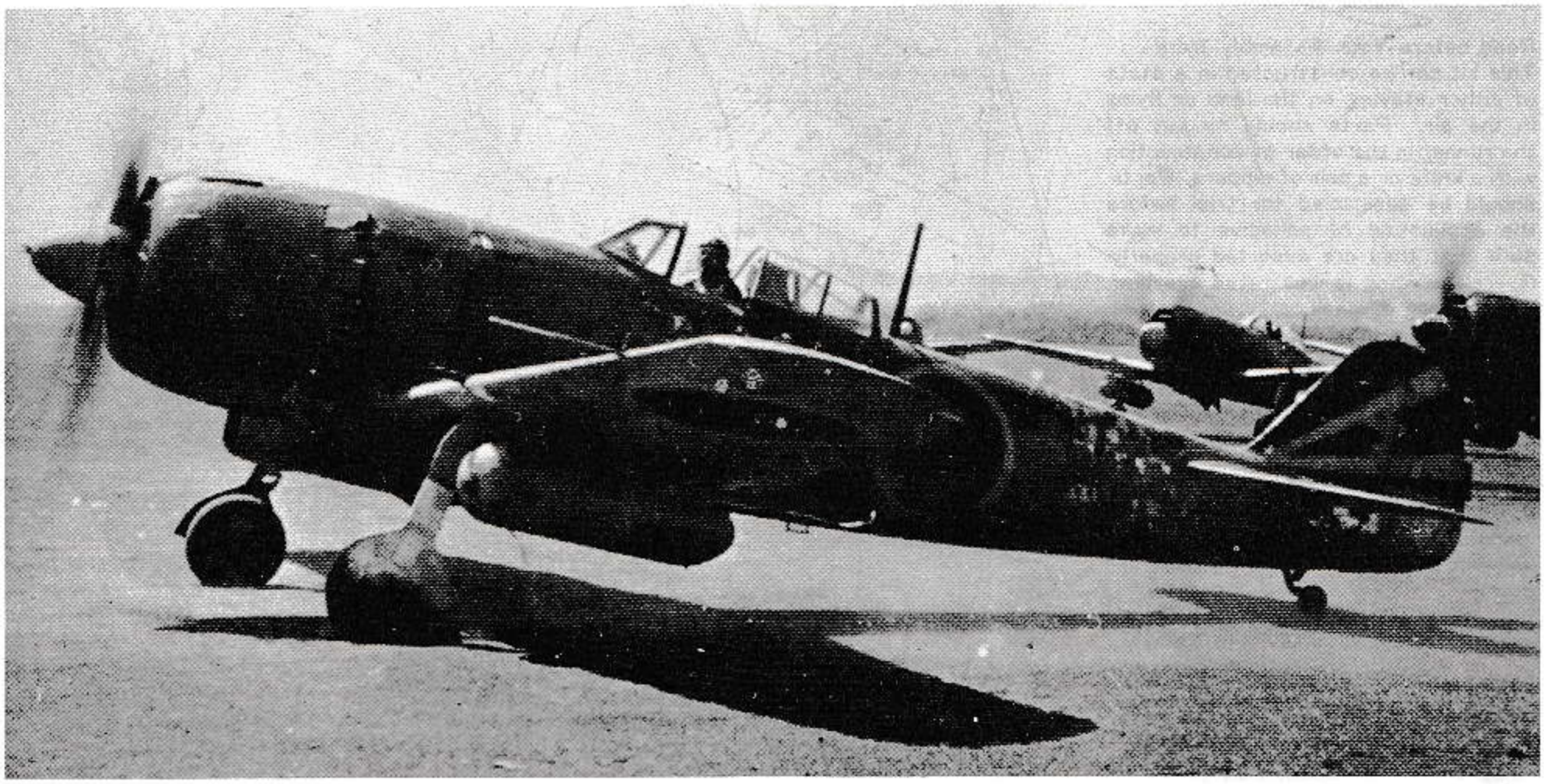
ITEM 61013

1/48 疾風 HAYATE(FRANK)

NAKAJIMA KI84 IA

TAMIYA



A plane which since July 1942 the Nakajima Aircraft Mfg. Company had designed and manufactured for trial under the name of KI-84 was officially adopted in April 1944 by the Army as the Fighter Type 4 "Hayate" and the mass production was started. The number of the Hayate produced by the end of World War II totalled about 3,500, which ranks next to that of the Zero and the Hayabusa but is the largest in the Japanese aircraft history in view of the number produced in about a year. The performance of the Hayate was equal to, or higher than that of the Allies' fighters of those days. This was the first fighter worthy of the name having excellent speed (climbing ability), firepower and maneuverability that became available to the Army. Those days when Japan feared she might lose the command of the air even over Japan proper, the Hayate called "the decisive fighter to turn the fate of the Greater East Asia" was accepted by fighter units with hopes as a new fighter to beat enemy combat planes. It made its first campaign over Central China as a member of the 22nd Air Flotilla. As the main-strength fighter of the Japanese Army, it later showed activity against overwhelming American planes in the Battle of Leyte in the Philippines and the Battle of Okinawa. Many were used as bomb-laden suicide attack planes to smash bodily into the enemy. The Hayate also bravely intercepted B29 bombers and ship-planes of US task forces invading Japan proper. The Allies' pilots had an extreme horror of the Japanese fighter and called it "Frank". The Hayate had a maximum speed of 624 km/h, which was higher than that of any other fighter of Japan. The high speed was much due to the excellent performance of the Nakajima's HA-45 engine employed. The engine had take-off output of 2,000 hp and was 1,180 mm in maximum diameter, i.e. output per unit front area was 1.83 hp/sq cm, which was remarkable high for an air-cooled engine. Thus the engine was ideal for a fighter that was expected to fly faster. (A large number of the HA-45 engines were also mounted on the Navy's famous high-speed reconnaissance planes such as the Saiun and the Shidenkai under towards of Homare engine.) Many of the engines produced towards the end of the war, however, did not show such high performance as originally designed because of the shortage of materials and lowered working technique. Consequently, the Hayate's working ratio and flying performance were extremely lowered, and the fighter could not display its ability in full. The bad condition of the engines also resulted from the fact that the octane rating of fuel was lowered towards the end of the war. When the Hayate using fuel of 140 octane rating and high-quality ignition plugs was tested in the United States after the war, it made a record of a maximum speed of 689 km/h, and was praised as "the best one of all Japanese fighters appeared in the Pacific War".

(Photo by Koku Joho "AIREVIEW")

〈Essential Specifications〉

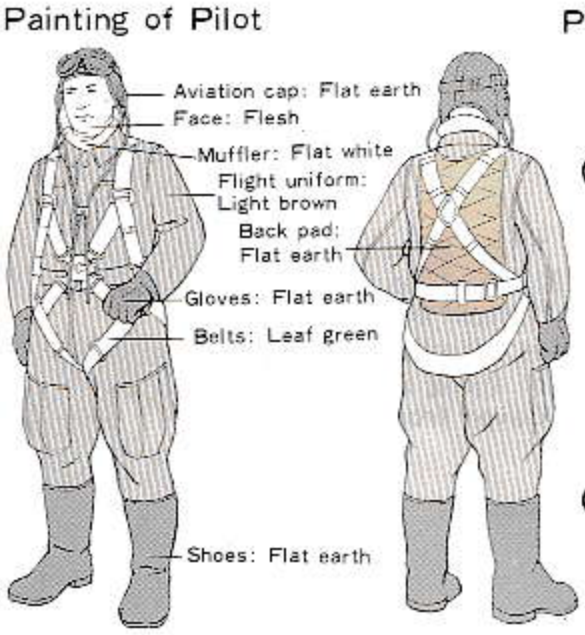
Length of fuselage: 9.92 m Overall width: 11.238 m
Overall weight: 2,698 kg (tare); 3,890 kg (including regular equipment)
Engine: Air-cooled HA-45 engine of Hoshi type, 18-cylinder;
(Nominal output): 1,780 hp/6,200 rpm.
Maximum speed: 624 km/h (6,500 m)
Cruising range: 2,168 km/3,898 kg (a reserve fuel tank carried)
Armament: Two 12.7 mm HO-103 machine guns (fuselage).
Two 20 mm HO-5 machine guns (main wings).
Two 30 — 250 kg bombs.

PAINTING AND APPLYING DECALS

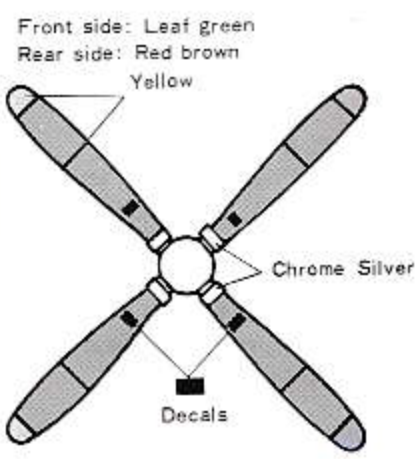
〈Basic Painting〉

Basic colours are: dark green (top and sides of the fuselage, upper surface of the main wings and horizontal stabilizer); light greyish blue (lower surface); and orange yellow--identification colour (half--nearer to the fuselage--of the main wing front edges). Towards the end of the war, some planes had dark green painting called "special attack painting" and some had no overall painting with silver duralumin exposed except on the top of the nose which was painted black for prevention of reflexion. (The black paint was also applied to the nose top of some planes with green painting.) It was a general rule that Japanese planes in oversea territories should have a narrow white line called the border breakthrough line or field identification mark. Planes belonging to interception forces in Japan proper had a national insignia on a white line or square so that ground unites could distinguish them from enemy planes. The inside of the fuselage and the wheel cover wells were painted in transparent blue preservatives (some say these were dark opaque bluish grey) directly on duralumin material. See colour drawing.

Painting of Pilot

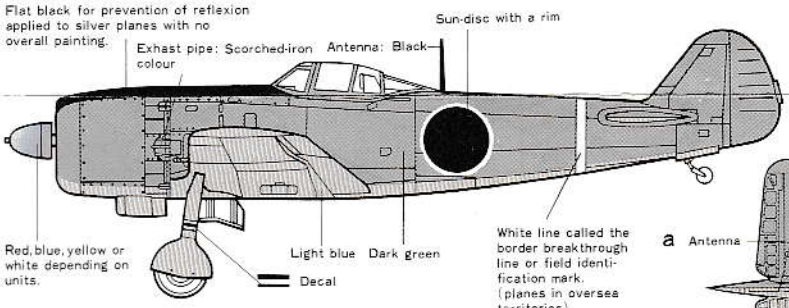


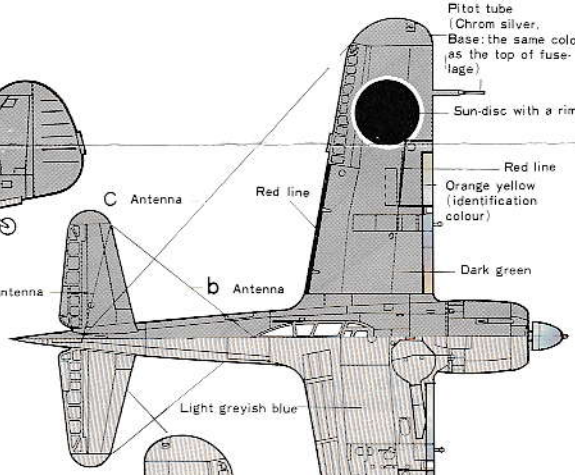
Painting of Propeller



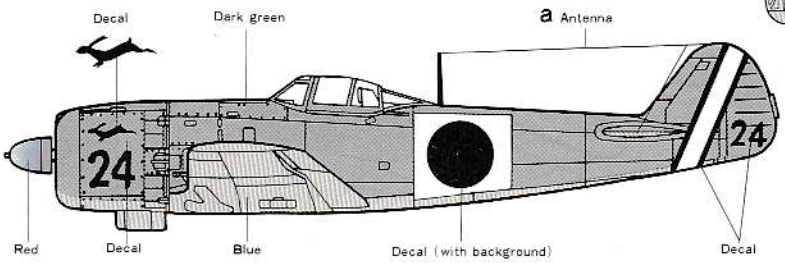
Basic Painting

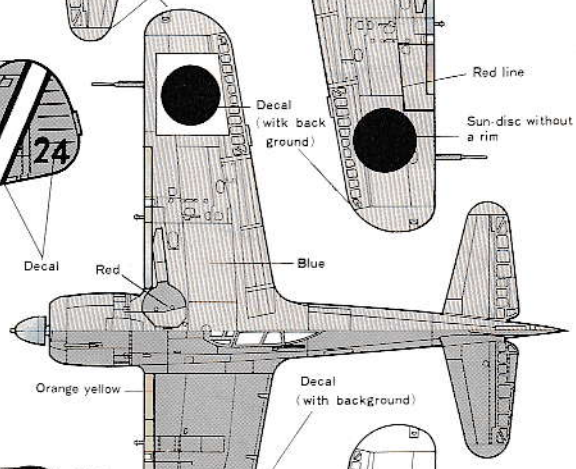
Flat black for prevention of reflexion applied to silver planes with no overall painting.



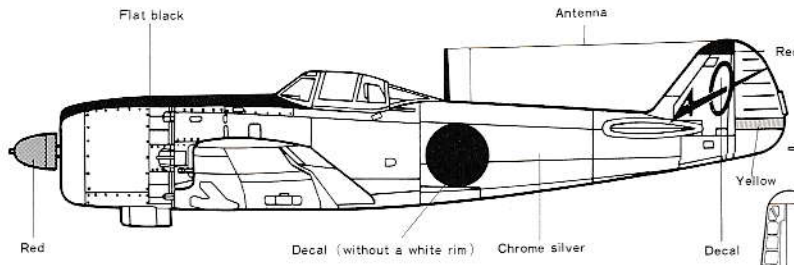


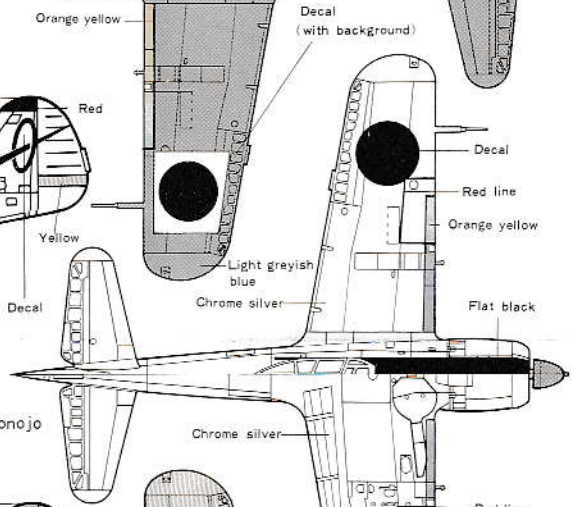
①Plane piloted by Staff Sergeant Joten Naito of the Kurai Unit of the 502nd Temporary Interception Corps (March - May, 1945. Nakatsu Airfield)



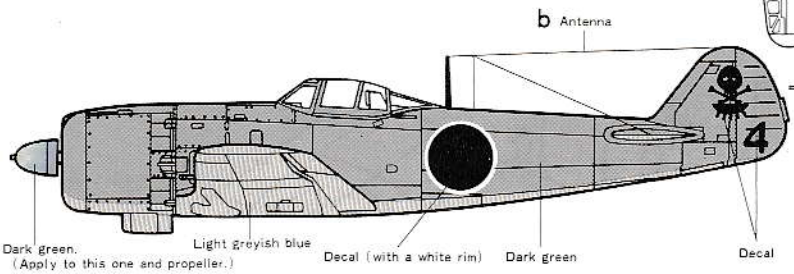


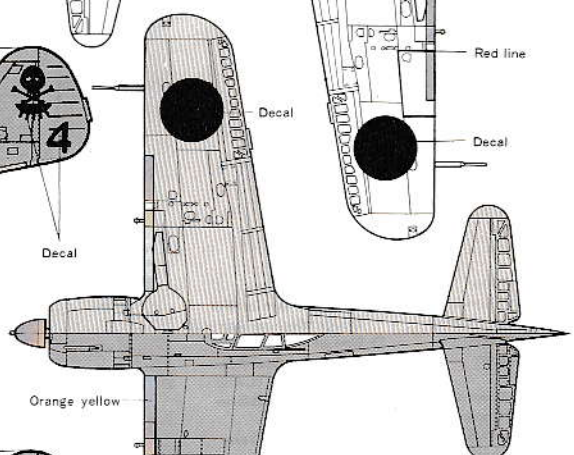
②Plane belonging to the 1st Unit of the 104th Air Group (1945. Anshan Airfield in South Machuria)



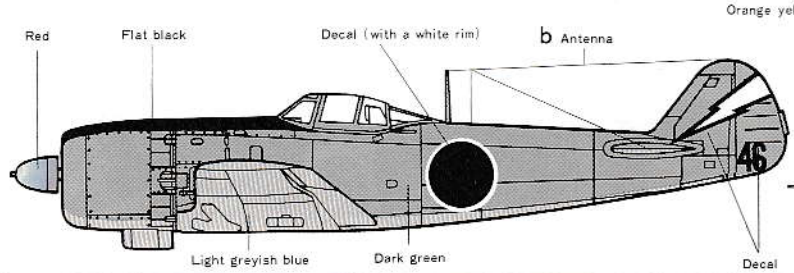


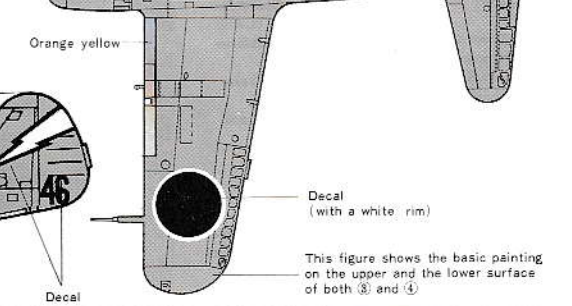
③Plane belonging to the 58th Shimbu Unit of the Special Attack Corps (Miyakonojo Airfield in Miyazaki Prefecture. Okinawa)

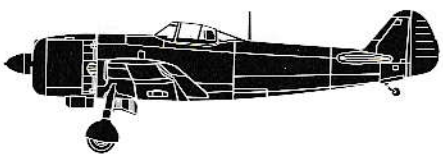




④Plane belonging to the 2nd Squadron of the 11th Air Fleet (1944. Philippine)







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KI84-IA HAYATE

Read before Your Assembly Work

This kit can be constructed in a state of either staying on the land or flying in the air. Parts should be cut off the runner in the order of construction with a knife or a pair of nippers. Parts should be assembled for trial before the application of adhesive to make sure that they are assorted properly. Overall painting is illustrated overleaf. For painting of small parts, see instructions given in the construction figures.

Fig. 3

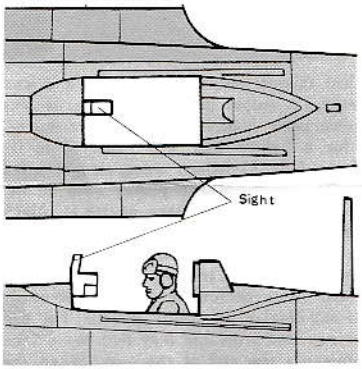
Apply Decal in place before gluing Fuselage Parts 3 and 29 together.

★Cut Decal on the center line in two together with pasteboard and glue them to Fuselage.

Fig. 4

Glue 38, and then 36 and 37 to Fuselage.

Where to fix Sight



Fixing angle of Main Wing and Wheel Stud

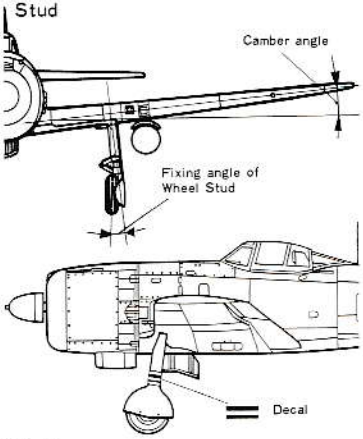
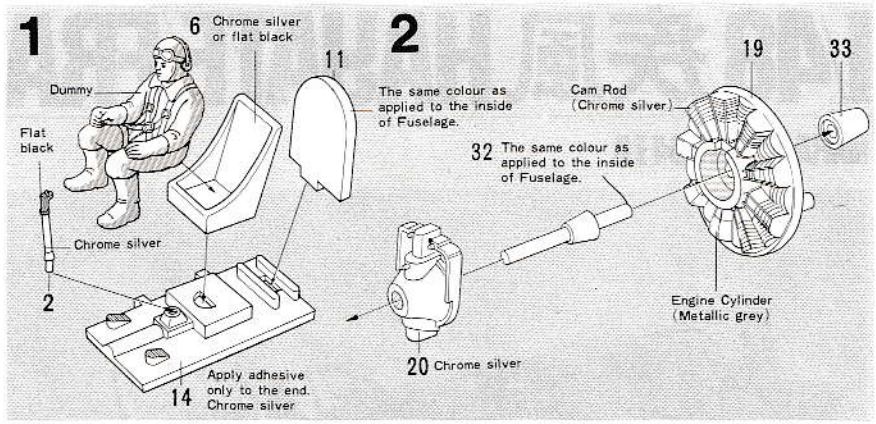
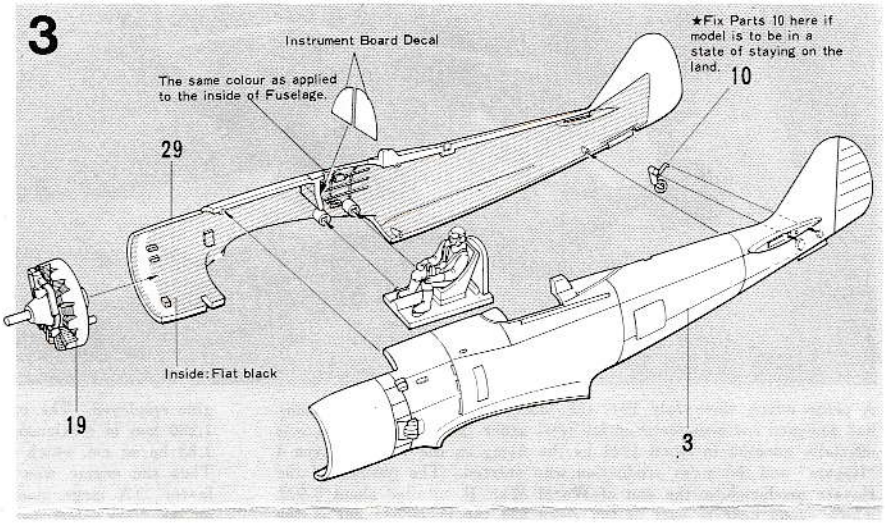
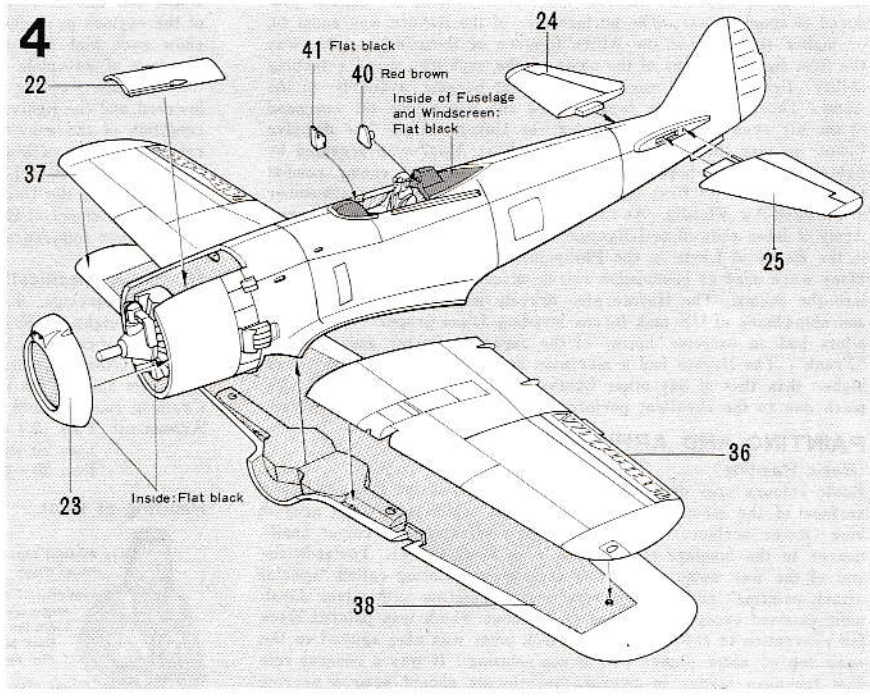


Fig. 5

Fit 4 to 12, and then fix 12 to Main Wing. It is easier to fix 27 and 28 in







the order of 27, 28, 26 and 27 from the front to the rear of Main Wing. If your model is to be in a state of flying in the air, remove Rear Wheel Cover from Fuselage.

How to remove Rear Wheel Cover

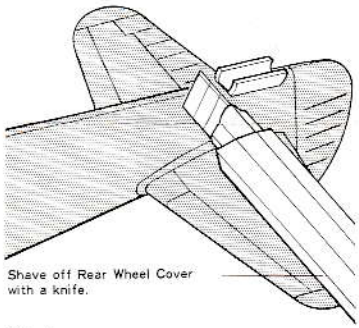
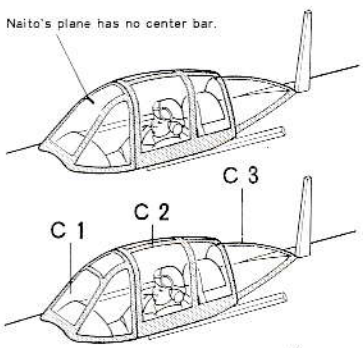
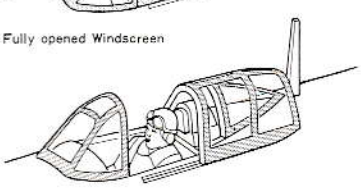
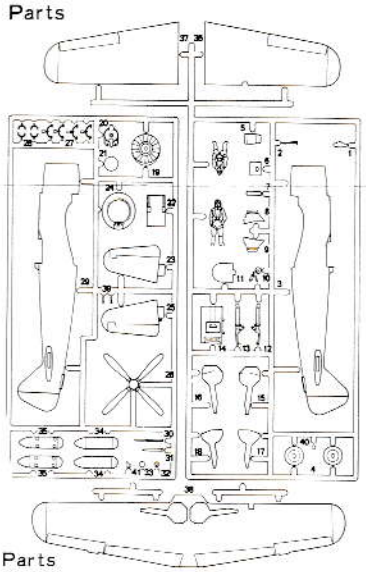


Fig. 6
After the model has been completely assembled, install Antenna.





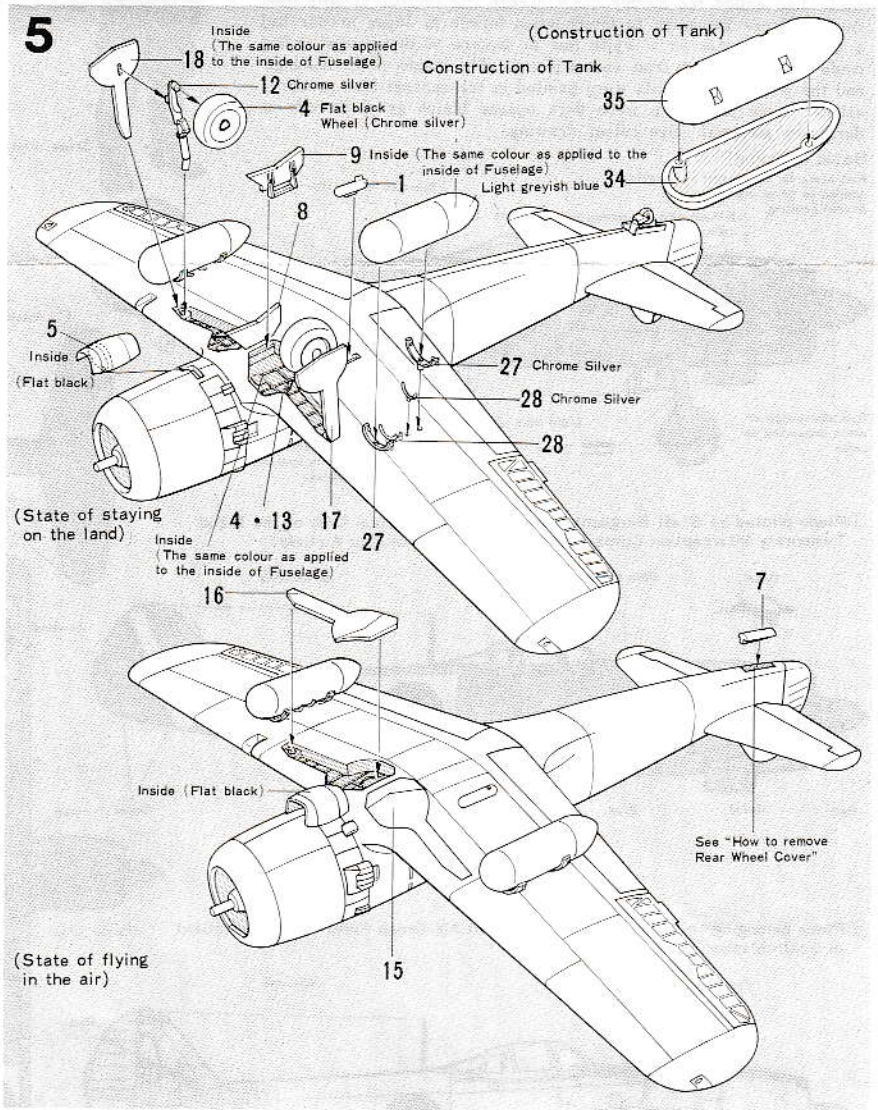
Parts

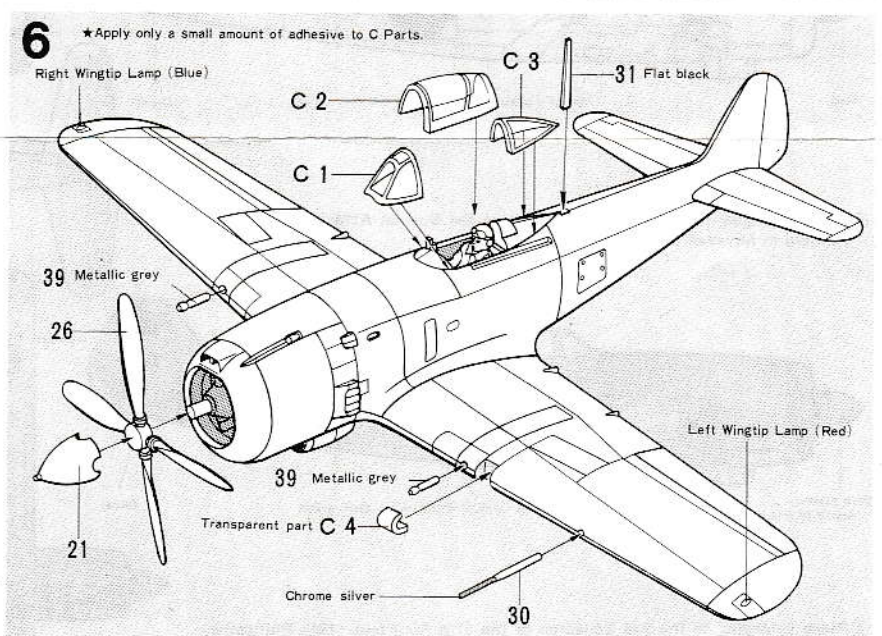


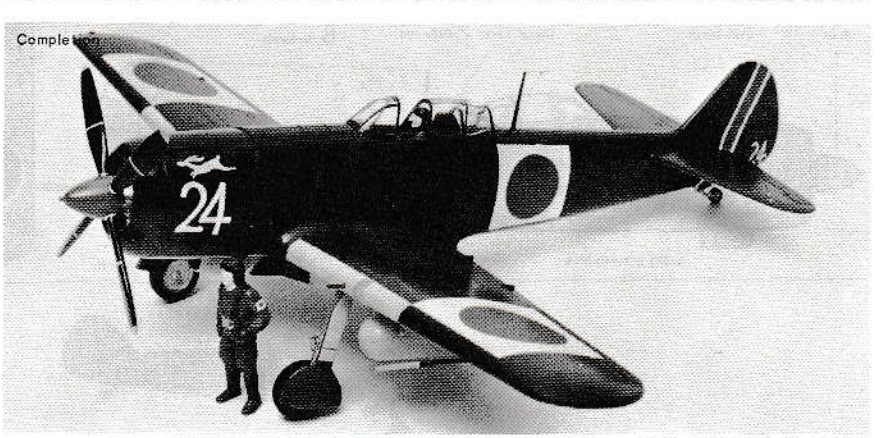
Parts

1. Fuel Cooler
2. Control Lever
3. Fuselage (Left)
4. Main Wheel
5. Oil Cooler
6. Seat
7. Rear Wheel Cover
8. Wheel Cover (Left)
9. Wheel Cover (Right)
10. Rear Wheel
11. Bullet-Proof Plate of Seat
12. Main Wheel Stud (Left)
13. Main Wheel Stud (Right)
14. Cockpit Floor
15. Main Wheel Cover, Closed (Right)
16. Main Wheel Cover, Closed (Left)
17. Main Wheel Stud Cover, Open (Left)
18. Main Wheel Stud Cover, Open (Right)
19. Engine Plate
20. Reducaion Gear Case
21. Propeller Spinner
22. Outside Plate of Fuselage Machine Gun Hole
23. End of Cowling
24. Horizontal Stabilizer (Left)
25. Horizontal Stabilizer
26. Propeller
27. Reserve Fuel Tank Mount
28. Reserve Fuel Tank Mount
29. Fuselage (Right)
30. Pitot Tube
31. Antenna Support
32. Propeller Shaft
33. Propeller Shaft, Upper
34. 200-litre Reserve Fuel Tank (Lower)
35. 200-litre Reserve Fuel Tank (Upper)
36. Left Main Wing (Lower)
37. Right Main Wing (Lower)
38. Main Wing (Lower)
39. Machine Gun
40. Head Pad

C1. Windscreen (Front)
C2. Windscreen (Center)
C3. Windscreen (Rear)
C4. Landing Lamp Cover







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