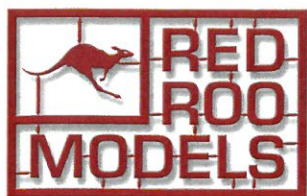


RRR48170



1/48 SCALE HAWKER TYPHOON 1B CONVERSION TROPICAL TRIALS UNIT ATTACHED TO 451 SQUADRON RAAF, North Africa, 1943

TROPICAL TYPHOON CONVERSION SET

Without doubt the Hawker Typhoon was one of the most effective close support aircraft of World War Two. Problems caused by the Napier Sabre engine and structural weakness in the rear fuselage were eventually cured and the aircraft was then expected to play a key part in operations outside the United Kingdom. Serious thought was given to using the type in the North African theatre and it was determined that hot weather trials should be undertaken prior to overseas deployment. The proposal to tropicalise the Typhoon was first raised in mid 1941 but action was only taken when the Prime Minister Winston Churchill suggested that a small number of aircraft be sent to the Mediterranean area for trials.

Work began on fitting a modified air filter to a Typhoon and by mid November 1942 the aircraft was ready. Unfortunately on only its second flight it suffered an engine failure and was severely damaged in a forced landing. A second aircraft was modified and it too was damaged beyond repair when it over-shot on landing and ended up inverted in a ditch. During the second quarter of 1943 three Typhoons (R8891, DN323 and EJ906) were fitted with the experimental air filters and were finally despatched for the Middle East for desert trials. A small RAF Technical Party and an even smaller team from Hawker and Napier departed for North Africa, where they were joined by an experienced RAF operational pilot.

The aircraft were re-assembled, test flown and ferried to Aboukir in Egypt where the new wet-type air filters, rushed out from the UK were fitted. They were then attached to 451 Squadron RAAF at nearby Edku. The trials were somewhat protracted but by the end of September 1943 were deemed to have been completed and the three Typhoons were released to 451 Squadron for general flying.

DECAL APPLICATION: Thin Film Decals – Please Use Care

Ensure model has received a suitable coat of gloss varnish before applying these decals. Cut around the required decal. Do not trim carrier film, it is this film that protects the decal edge and prevents it from chipping. It is this film which allows the decal to “disappear” as it dries. It also acts as a buffer zone when the decal is softened using settling solutions. When these solutions are applied the decal will normally wrinkle, sometimes quite severely. As the solution evaporates and the decal dries it flattens out again.

Soak the decal in water for about 1-2 minutes, remove the decal from the water and stand on glass or plastic surface. Do not try and force the decal off the backing paper because this will tear the decal and render it useless. Handle the decal on its backing paper with tweezers. Carry the decal to the model while it is still sliding around on the backing paper, before it has a chance to separate from the paper.

Wet the application site with your favourite settling solution. Remember, the carrier film on these decals is very thin, test the effect of your settling solution on an unwanted decal if in doubt. Apply decal carefully by sliding off backing paper with a soft, long bristle brush. Position carefully, using the brush to move the decal into its final position. Do not push the decal about with your finger or a pair of tweezers as this will only damage it.

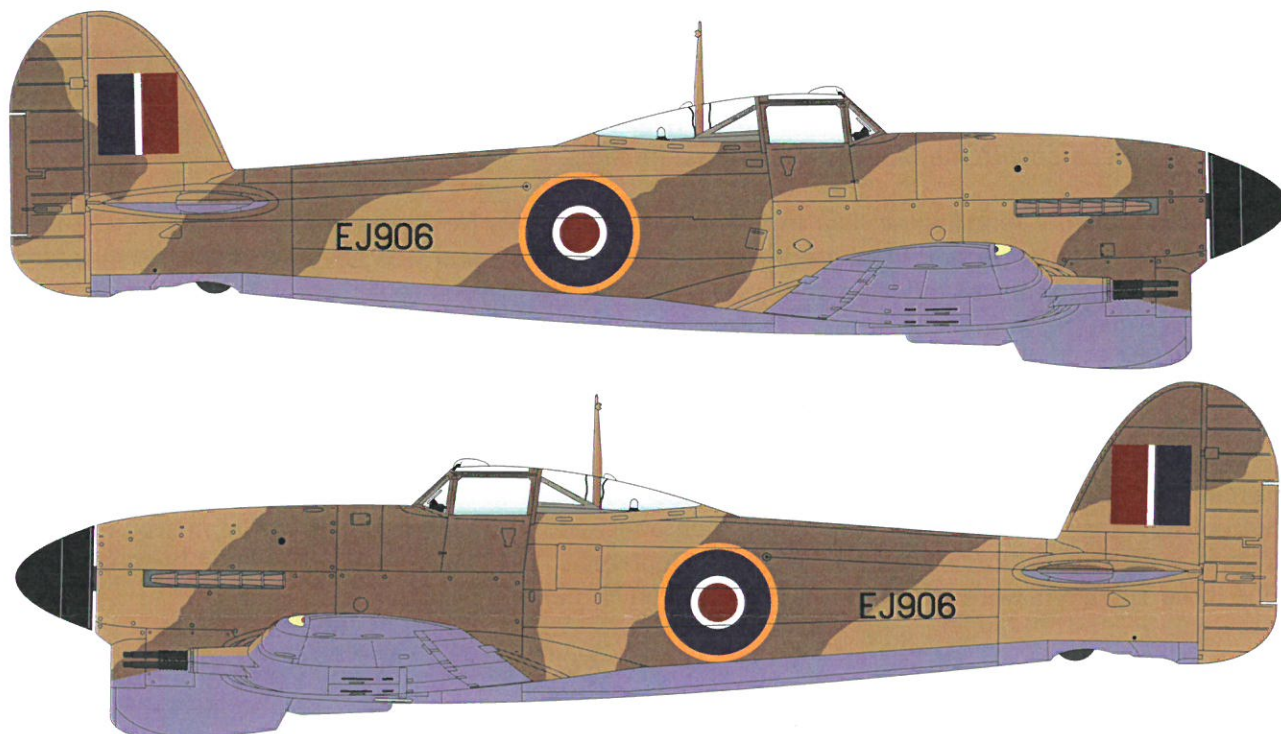
Use decal-settling solution to draw the decal down over surface detail. If air bubbles or “silvering” form during drying phase wait till decal is thoroughly dry, then pierce affected area with a pin and re-apply settling solution. Do not try to force decals to conform to surface or express air bubbles – doing this will tear the decals. Soak up excess moisture with a sponge eye shadow applicator. You may find you will need several applications of settling solution to get a decal to conform to some irregular surfaces. Always allow at least four or five hours between application of solution and resist the temptation to “massage” or push the decal into place to prevent damage. Apply a coat of gloss varnish over the entire model once the decals are thoroughly dry. Apply a coat of matt varnish over the entire model when the previously applied gloss varnish is thoroughly dry to hide the carrier film.

USING THE CONVERSION

This conversion is a simple appliqué resin casting, designed for the 1/48 scale Hasegawa Typhoon Mk 1B kit, which is fitted to the underside of the aircraft wing centre section, behind the radiator to represent the modified tropical air filter fitted to the trials aircraft. Make sure you fit the resin casting to the aircraft with the scalloped end attached to the round air duct on the kit wing centre section. The decal sheet supplied provides the serial numbers for the three aircraft involved in the tropical trials and includes a code letter applied to the one aircraft for which there is photographic evidence.

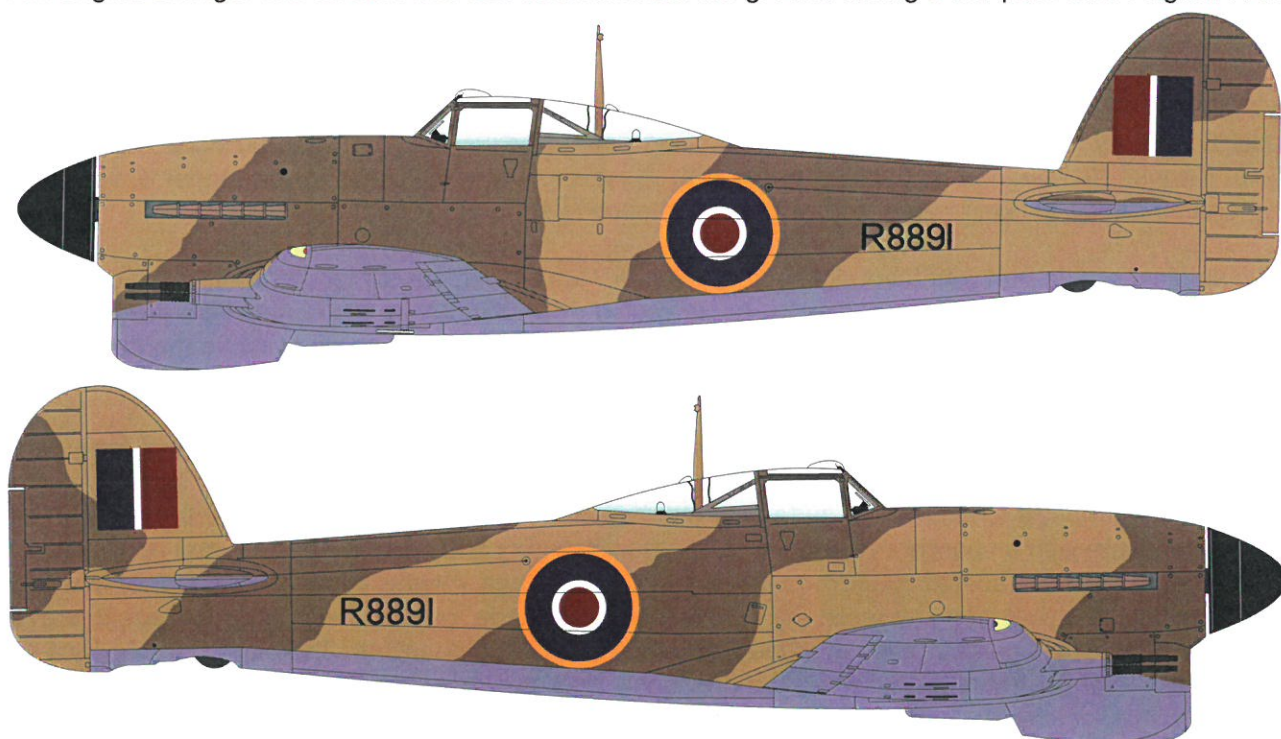
EJ906

This Typhoon suffered an take-off accident, was damaged and required repairs and an engine change before it was delivered. This aircraft was struck of charge on 1 February 1944, because of a shortage of spares.



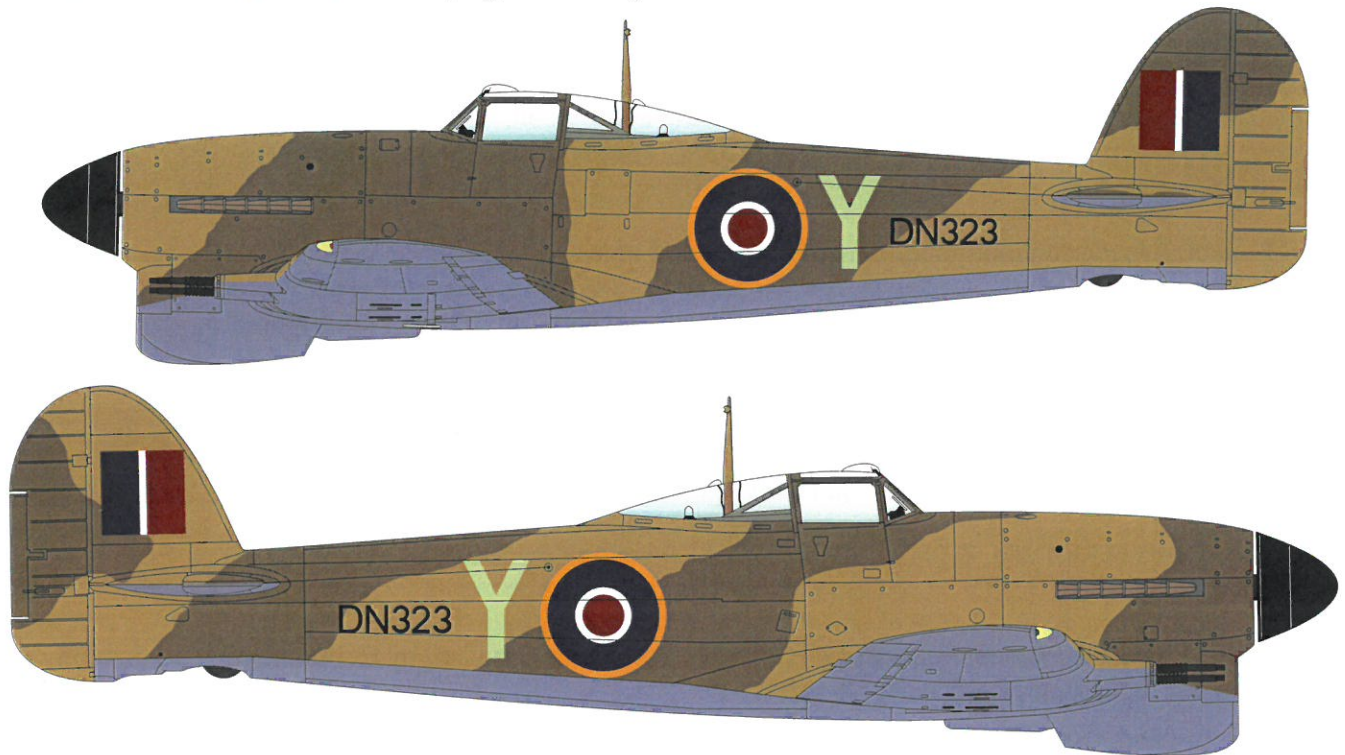
R8891

Early in August 1944 this aircraft was undergoing a major inspection at Abu Sueir that resulted in the need for an engine change. The aircraft was lost when it struck the ground during a low pass on 7 August 1944.



DN323 Y

This aircraft was struck of charge on 31 August 1944, three weeks after the loss of R8891, as it was no longer considered worth the trouble of keeping it airworthy.



Azure Blue
BS:381C 104
FS595B 35231



Middle Stone
BS:381C 362
FS595B 30266



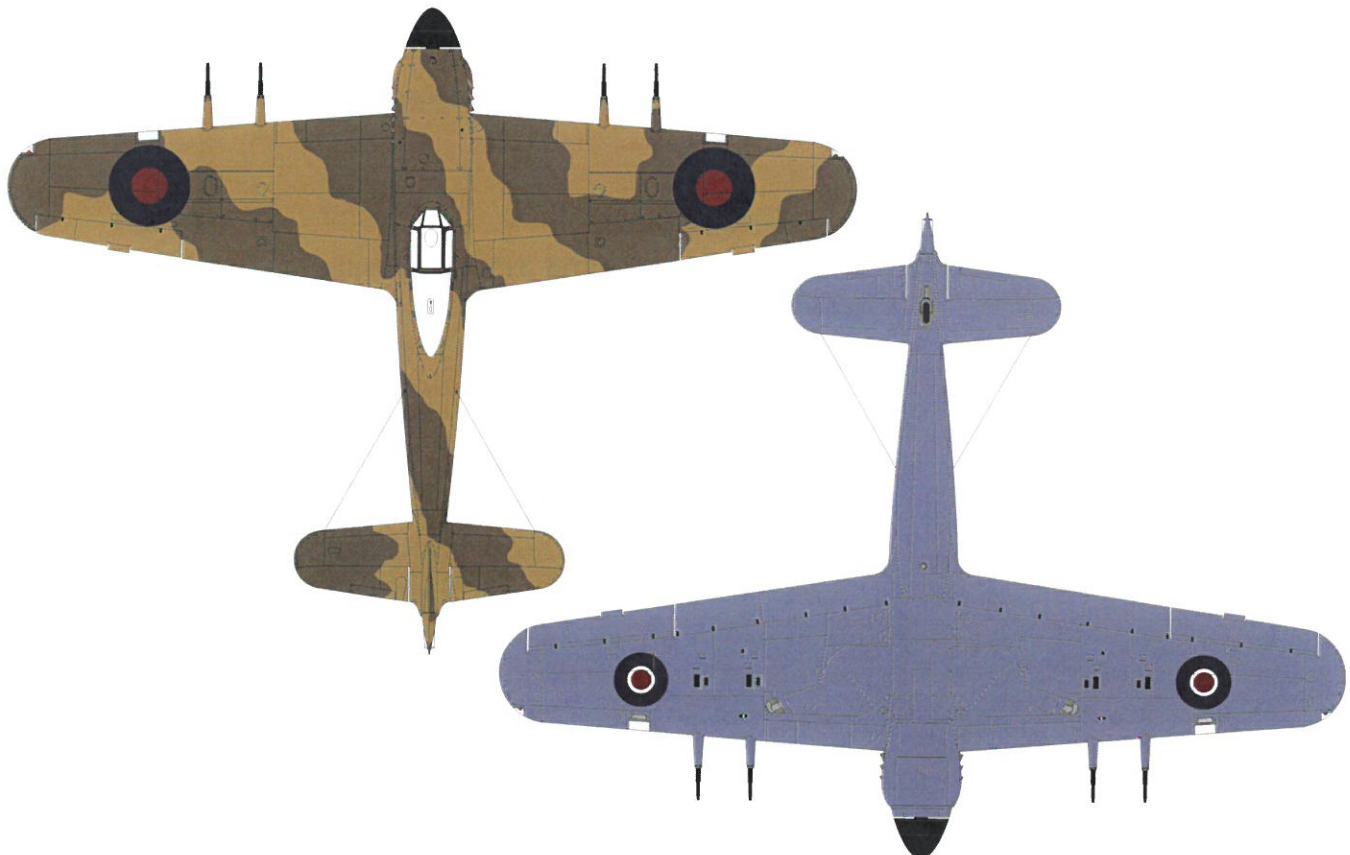
Dark Earth
BS:381C 450
FS595B 30118



Flat Black



Aircraft Grey Green
BS:381C 283
FS595B 34226



Acknowledgements

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451 Squadron Association (correspondence, images and data

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DN323

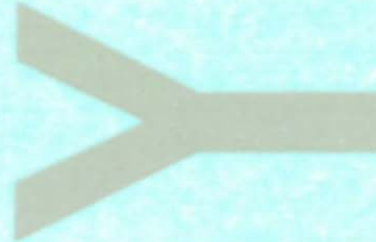
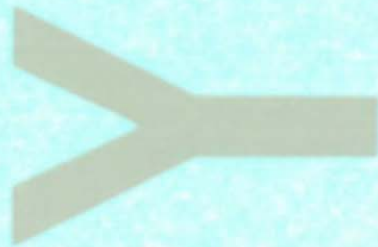
R889I

EJ906

DN323

R889I

EJ906



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1/48 Scale Red Roo 451 Sqn RAAF Typhoon Conversion