

The trailing edge.



A couple of views of Uncle Les's completed model.



Thanks to Fred Harris for being the driving force behind this project *and* providing me with ample reference material.
If you wish to berate Uncle Les for gross modelling atrocities or send him cheery words to help him along please direct them to

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UNCLE LES 

COMMONWEALTH AIRCRAFT CORPORATION

P175

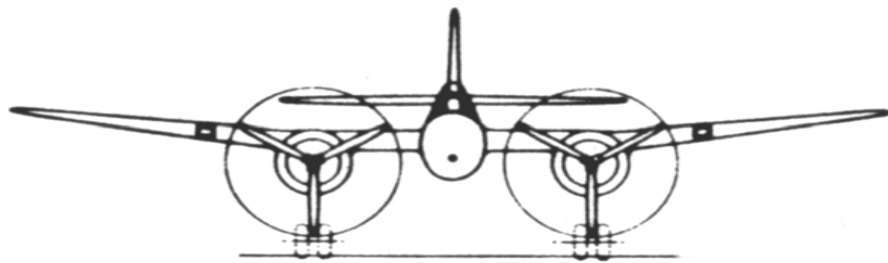
PROPOSED AUSTRALIAN ANTI-TANK
ATTACK AIRCRAFT
Of WWII



Another classic Australian aeronautical “nearly made it” from the same folk who didn’t bring you half a dozen other aircraft that Uncle Les will cover in the near future ! If you think that Luft46 has all the bizarre designs wait until you see some of the home-grown products !

1/72 scale

Japanese tanks beware !

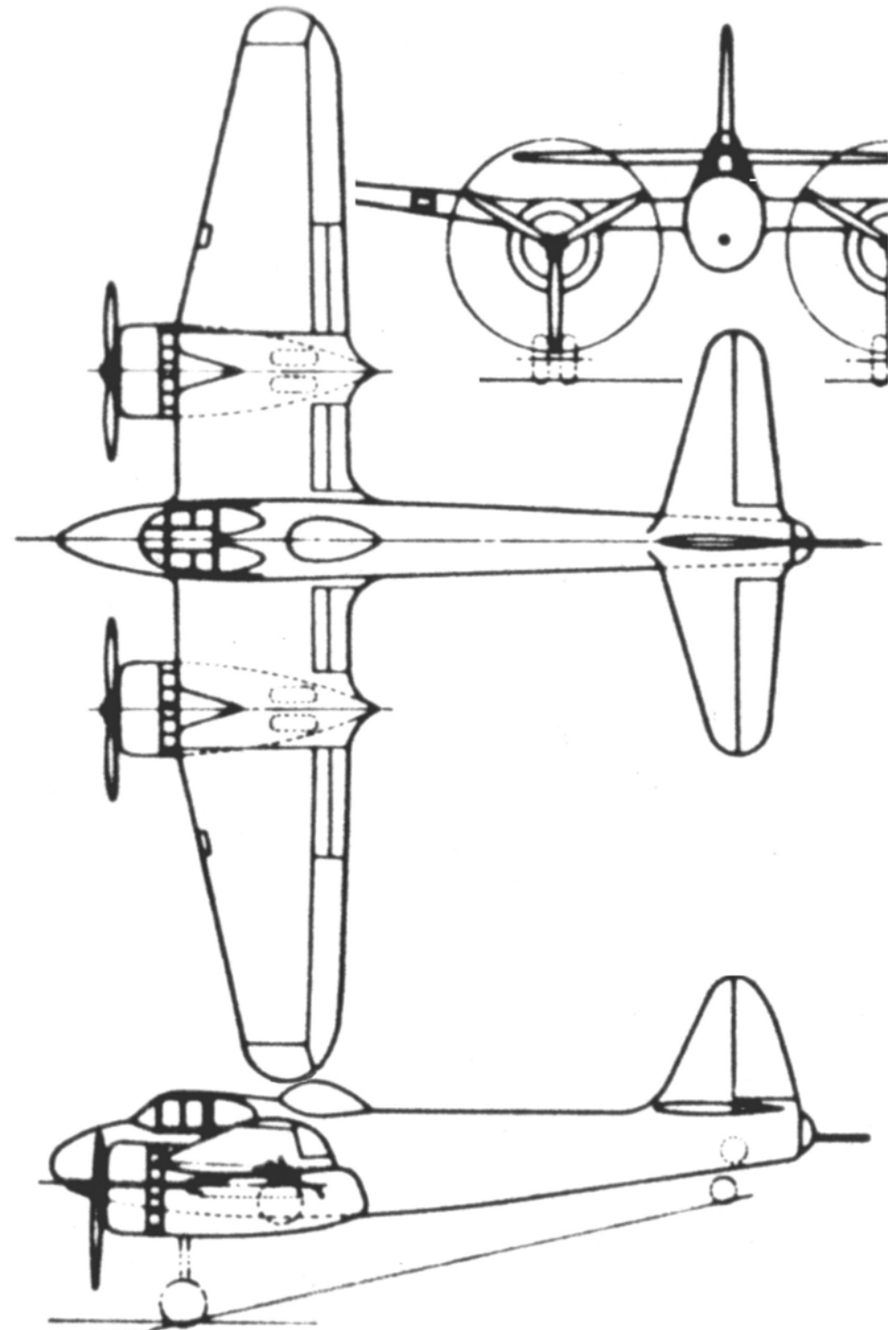


In the dark days of the second world war it appeared that Australia would be somewhat isolated from it's Commonwealth & American allies and the resulting cramp on supply of war materials would indicate that if we were to survive, we'd have to be self sufficient. The Wirraway was a result of taking an existing airframe and adapting it to local requirements resulting in a locally built training aircraft, that ended up doing so much more ! The Boomerang was born out of this being a fighter based on the components of a Wirraway and so the concept of taking existing production items and evolving them took hold. This methodology would speed up production and keep factories efficiently turning out common components.

With the threat of Japanese invasion a requirement for a locally produced anti-tank / ground attack aircraft was realised and so work began on the design of such an aircraft utilising as much existing components as deemed possible.

The P175 was to have two R1430 Twin Wasp engines mounted below a mid-set wing looking very much like the CA-4 bomber. The cockpit was pure Boomerang, the outer wings, CA-11 as was the undercarriage. Provision for a 40mm Bofors cannon was made internally under the wing line with the second crew member located in the back was responsible for loading the Bofors and remotely operating the rear mount .50 cal machine gun.

This model is an attempt to capture the basic shape of the design in 1/72 and to allow a modeller with a fair amount of skill, create a "whatif" Australian style.



Once assembled it can be masked off ready for painting.

I chose an overall foliage green for the first example and the other example I've seen built was done in a dark earth/green/sky scheme with prototype markings applied.

I've not included any markings in this kit so this part is totally up to you..



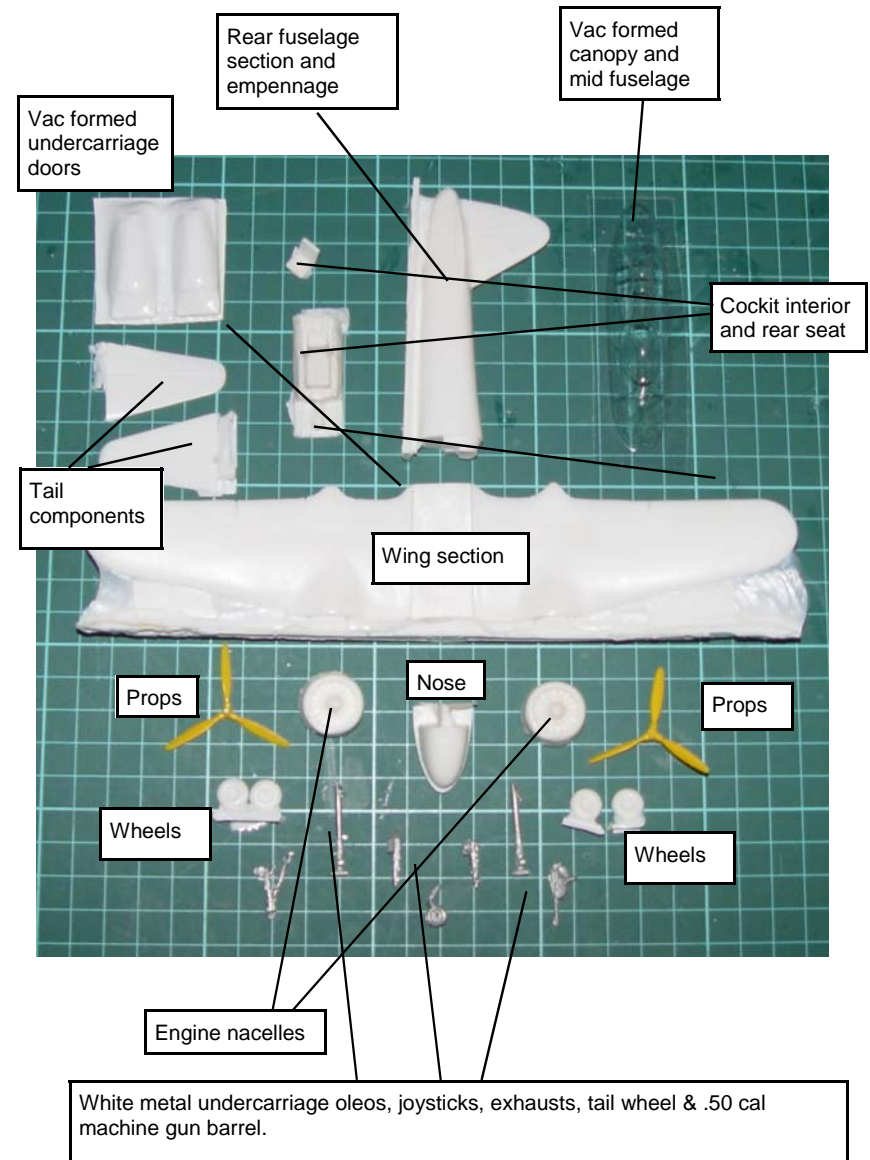
After painting I added an aerial just behind the cockpit using a pin, aerial wire from stretch-thread, a pitot tube from a pin and using the props from the kit I fashioned hubs from the mount points and effectively placed them on backwards ! This aircraft may have had spinners so if you desire, you could use the props from any similar aircraft. The lights were painted silver and the nav lights given a dash of clear red and green accordingly.

As you can see, it does work and a reasonably attractive model can be made from this kit.



Here's what you get in the kit.

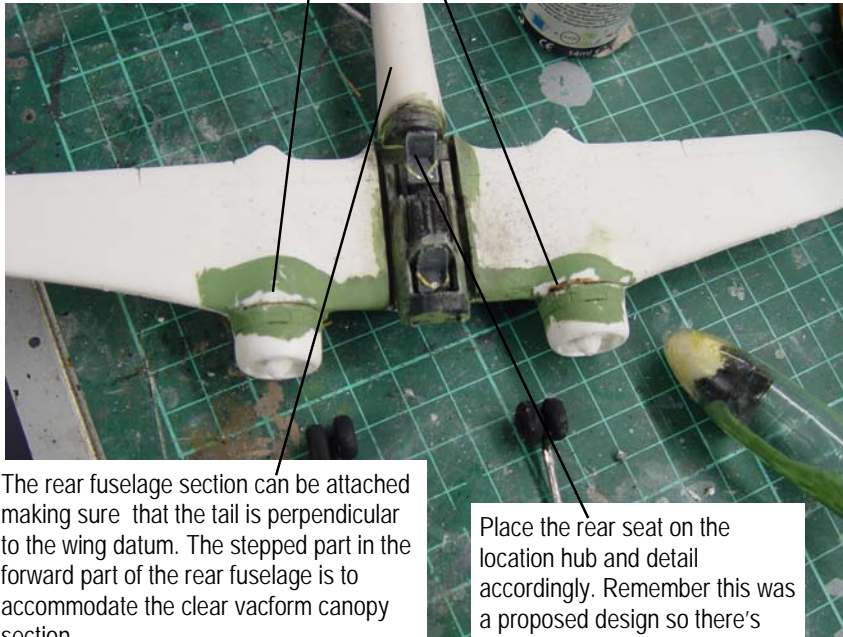
All of these parts will need trimming or sanding.



Some variations on content may occur such as metal props, undercarriage doors in clear rather than opaque (convenience) or the addition of resin scoops to use for the intakes above the nacelles that were absent from the first version of this kit and not noted in the photos you see here.

Let's start carving resin...

Attach the nacelles to the wing section after cutting it from its former—some trimming will be required on both the rear of the nacelle and the mount points on the



The rear fuselage section can be attached making sure that the tail is perpendicular to the wing datum. The stepped part in the forward part of the rear fuselage is to accommodate the clear vacform canopy section.

Place the rear seat on the location hub and detail accordingly. Remember this was a proposed design so there's latitude for variation.



Attach the tail sections again checking the alignment as you go.

Prepare the canopy section by dry fitting and cutting so as the rear part slides over the top of the rear fuselage and paint the interior colour onto the outside, it will of course show through to the inside !

Attaching the nose to the canopy section first is recommended to ensure a smooth over and around the front. Remember, it's been designed to fit over the top of the nose so that filling occurs around the wing line. If done correctly the actual clear parts of the canopy will be quite a distance from any filling or sanding.



The undercarriage can be assembled and again, as this was a proposal you can exercise some artistic licence. I used the white metal undercarriage but then used some rod to fashion further struts.

The undercarriage doors can be cut from the vac-formed components and either placed in a clamshell fashion (like a Beaufighter) or can be left closed with only the forward section cut out and attached to the oleo (like a Mitchell).

The tail wheel can be glued in place and use some of the plastic sheet from around the main clamshell covers to fashion some tiny doors if you want to model it as if the tail gear retracts (which it probably would of). The machine gun position can be drilled out and a barrel can be used from the part supplied..

The exhaust stubs can go in place but if you prefer, simple tube stubs (chupa-chup sticks) can be used. Have a look at some existing aircraft for hints on configuration.