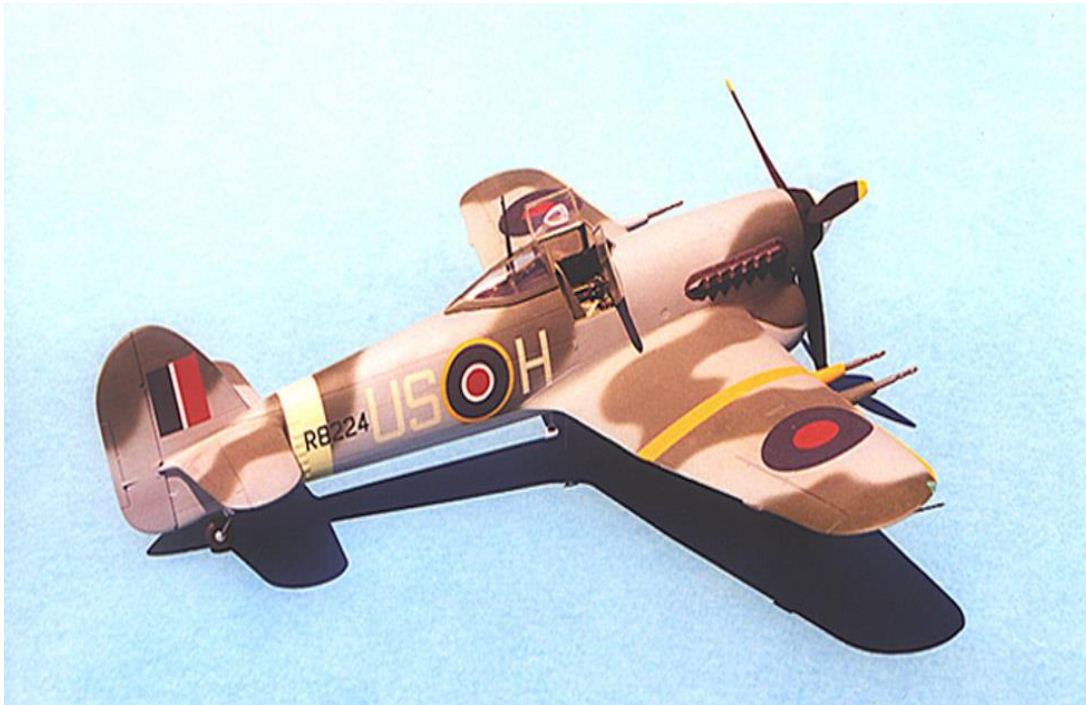


Hasegawa's Hawker Typhoon Mk.1B (Cardoor Version)

by Dick Smith



Monogram's version of the Hawker Typhoon Mk.1B has been around a long time. If you wanted a 1/48th scale version of this British WWII fighter, that was the choice. It's not a bad kit but it does suffer from some flaws. One serious error is the solid cockpit floorboard. Most British aircraft from this period had a tubular framework to support the cockpit seat and instrument panel and no solid floor. The rest of the Monogram interior provides only a seat, instrument panel, control stick, and pilot figure. Not bad for a kit priced under \$15.

If you wanted to sharpen up your Monogram kit with a resin interior, the now defunct Kendall Model Company offered a comprehensive update set for about \$10. The set was made up of interior and exterior correction parts that resulted in a very convincing model. Kendall, too, made the same mistake as Monogram by providing a solid floorboard. Still no one offered a "car door" model of the Typhoon until Hasegawa's release about five years ago.

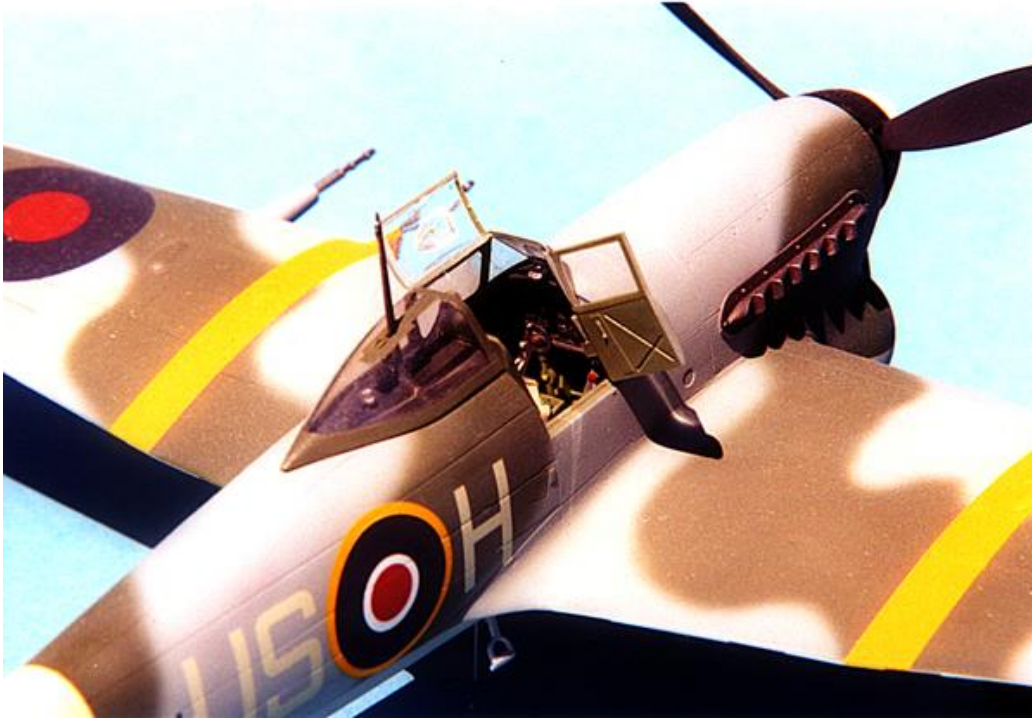
To clear up any confusion about the real aircraft, Hawker produced two types of the Typhoon Mk.1B. One was the "car door" version that had a cockpit entry door much like an automobile or the Bell Aircraft P-39/P-400's. Responding to pilot criticism of poor visibility, the design was changed to a bubble canopy. But the canopy was just a minor problem compared to two others. The first Typhoon's were fitted with two different powerplants. One group were fitted with the Napier Sabre engine and others had the Rolls-Royce Vulture powerplant. Development reports stated the Rolls-Royce engine was prone to catching fire while starting. The Napier Sabre engine was not much better but did out perform the Rolls-Royce product.



One of the Typhoon's most alarming problems was the tendency for the tail section to break off in flight. This serious situation happened with no forewarning to the pilot. After studying crash wreckage, it was determined the problem could be fixed with a series of "fish plate" shaped strengthening devices attached to the fuselage just ahead of the tail assembly. These are clearly reproduced on both the Monogram and Hasegawa kits.

Building Hasegawa's Typhoon starts with a complete cockpit made up of a delicate framework. This is painted Model Master British cockpit gray-green (FS-34227). The three-piece instrument panel is painted semi-gloss black with a decal provided. A set of Eduard's RAF World War II seatbelts finishes the cockpit. Hasegawa's instructions next call for the radiator, along with the cockpit, to be trapped into the fuselage and then cemented together. However, there are two pieces that must be inserted into the sides that create the car door style fuselage. I found it is better to fit

these pieces into the fuselage openings before cementing the sides together. This will avoid serious fit problems.



If your Typhoon is to carry bombs, be sure to open the bomb rack locating holes in the bottom of the wings then cement the wings together. The wing-to-fuselage fit is very good and no filler is necessary. The horizontal tail fit is just as good. The landing gear is next assembled and painted flat aluminum. The wheel wells are painted the same color as the cockpit interior.

Hasegawa provides schemes for two ground attack versions of the Mk.1B, but I chose a Typhoon from the AeroMaster decal sheet #48-373, "Storms in the Sky," part IX. This aircraft was serial numbered R-8224 and was from 56 Squadron. This was one of only 15 Typhoons actually constructed by the Hawker Aircraft Company.

The color scheme is Model Master RAF dark green (FS-34097) and Ocean Gray (FS-36152) camouflage over Medium Sea Gray (FS-36270). Model Master's RAF Ocean gray is a bit dark. I opted to lighten it with a few drops of white (FS-17873). Ground troops often mistook Typhoons on low level strafing runs for German Focke-Wulf FW-190's. To aid in identification, large black and white stripes were painted on the bottom of the Typhoon wings that looked much like D-Day invasion stripes.

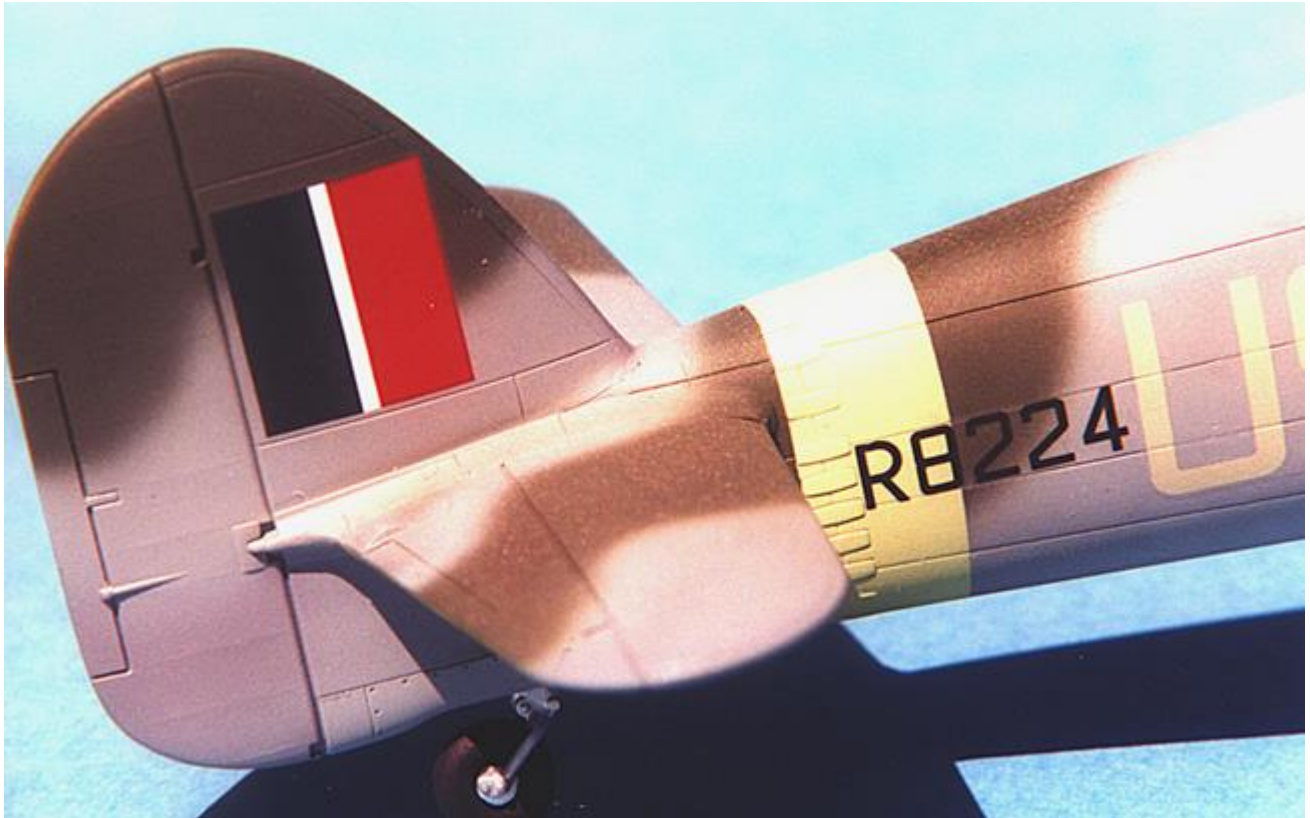
However, the white stripes on these aircraft were much wider. Using the AeroMaster decal instructions and panel lines on the wings, I masked off the white area and sprayed it with Gunze Sangyo gloss white. When the white was dry, I measured the areas to be painted black with a pair of dividers. Then masked over the white area and sprayed Gunze Sangyo gloss black stripes. Remove the masking from the wing stripes as soon as you are finished painting so no paint ridge lines will form between the colors. The leading edges of the outboard portion of the Typhoon's wings were painted bright yellow (FS-13538) as were two stripes located mid-wing at the inboard cannon position. These bright yellow stripes are in sharp contrast to the dull gray and green camouflage pattern. (Stripes are "sucker bait" for judges at contests.) To finish the painting, mask and spray a "Sky Type S" (duck egg green) fuselage band just forward of the tail section. The Hasegawa decal sheet provides the band but I prefer to paint these markings.



With the painting complete and dry, I sprayed Testor's Glosscoat over the model to get a smooth, glossy surface for the decals. The AeroMaster decals are thin and settle down into the engraved panel lines of the model with just a drop of setting solution. The decal sheet is complete with all of the necessary national markings and code lettering. A coat of Testors Dullcoat will seal the paint and decals.

Finish the model by painting the prop blades with Model Master Aircraft Interior black (FS-37031). Most Typhoon props had yellow tips (FS-13538). The prop spinner is gloss white with a black stripe running around the area where the blades fit to the backing

plate. All that is left is to attach the landing gear, wheels, and clear parts and you model is complete. Don't forget to paint and attach the "car door" to the right side of the fuselage.



With all of its developmental problems solved, the Hawker Typhoon Mk.1B became the only Allied aircraft, until the Merlin powered North American P-51 showed up in Europe, able outrun the German FW-190. With four 20mm cannons in the wings, Typhoons were devastating in attacks on enemy airfields, ships and rails.

