

Typhoon Mk.Ib

eduard

BRITISH WWII FIGHTER

1/48 SCALE PLASTIC KIT

#11117



INTRO

Hawker Typhoon Mk. Ib "Car Door"

The Hawker Typhoon was one of the worst British fighters of World War II in service, some people say. But, as they do not forget to add, it was one of the best ground attack aircraft of its time. And, more to it, the story of Typhoon is, to some extent, something like the first part of the famous trilogy. What was the "Unexpected journey" for the Hobbit story, was the Typhoon for the story of the British extraordinary line of Hawker fighters Typhoon, Tempest and Sea Fury. Although the Car door Typhoon has not too much in common with the sleek and outstandingly performing Sea Fury, it was a good base stone...

The "unexpected journey" of the Typhoon from the potential ace maker to the excellent „tin opener“ started just about the time, the Hurricane was entering the service with RAF in December 1937. The Hurricane successor was already on drawing board, thanks to the specification F.18/37, which called for a large single seat high performance fighter. In January 1938 Hawker Aircraft received further details, requiring performance of at least 20 % better than that of the Hurricane. In March 1938 it was specified, the new fighter must achieve maximum speed of at least 400 mph (644 km/h) at an altitude of 20,000 ft (6096 m). As the new fighter was intended to be mightily armed interceptor to eliminate heavy long range escort fighters, the specification required weaponry of twelve .303 in (7,7 mm) Browning machine guns, or, preferably, four 20 mm Hispano cannon, as soon as they were available. Hawker design engineering team led by famous Sydney Camm took on the challenge...

Typhoon in, Tornado out

Due to the requirements a very powerful and steady aircraft had to be built, so a very powerful engine was needed. Two new 2000 hp 24-cylinder engines (both still in development at the time), were in the game. The Rolls & Royce Vulture with traditional V layout and the Napier Sabre with unconventional X layout of the cylinders. It was decided prototypes with each of them would be built: the Type N (stands for Napier) and the Type R (stands for Rolls & Royce). But the Type R, called Tornado, run into the troubles early and the project was stopped. The first prototype of Type N, called Typhoon, got airborne for the first time on February 24th, 1940 and it seemed to be a promising fighter. But the long Sabre engine had to be positioned very close to the leading edge of the wing. Due to it severe vibrations caused the stressed skin to tear away from the rivets during first test flights. Another problem was structural stiffness of the tail assembly, as it had tendency to collapse on higher speeds. Despite those problems and carbon dioxide from exhausts protruding to the cabin, the production order for first variant, the Typhoon Mk.Ia, was placed.

From fighter to strafier

The first production Typhoon Mk.Ia (R7082) flew for the first time on May 26th, 1941. Armed with 12 Brownings it mostly served as the platform for operational tactics development. But the cannon-armed Typhoon Mk.Ib followed early, as the Air Ministry called for its operational status to counter the new Fw 190s. The decision to send the pilots to the battle to fly plane still under development was justified by the high speed of Typhoon and its massive firing power, but during the first nine months of service, more Typhoons were lost due to the structural or engine troubles than in combat. Especially the power dive resulted frequently in structural failure of the tail.

Despite the problems operations continued and the accident rate declined as the engine troubles were solved to reasonable extent and structure of the tail assembly was strengthened. The No. 609 Squadron, led by Roland Beamont, moved to Manston in November 1942 to counterattack numerous raids of Fw 190s. Fast Typhoons recorded reasonable success, although their thick wing profile was not very suitable to high altitude battles. In other hand, together with their massive firing power they were recognized as a perfect strafing platform, carrying out more and more sorties in this role. The success led to trials with two 250 lb. or two 500 lb. bombs carried on underwing racks. The load was later increased to two 1,000 lb. bombs and the late Typhoons were also able to carry eight RP-3 unguided rockets, allowing them to attack heavily armed targets. The rising weight (bombs, rockets and added armor) required bigger brake discs and also some added take off power. This resulted in adoption of four blade propeller (Rotol or De Havilland). It was not an straightforward process, as the oil leak from the new propeller forced some squadrons to retrofit their beasts with the older three propeller ones. As the Secretary of State wrote on March 25th, 1944: "In reverting to the three bladed propeller it is necessary also to introduce a modification to the Tempest type tail in order to prevent recurrence of the vibration trouble." So the Typhoons started to receive the tail of its successor and it was not only due to the better handling characteristics, but also as the attempt to solve the vibrations problems

Evolution of canopy

The development of the "Tiffany", how was the Typhoon nicknamed, addressed most of weak points of the engine and airframe. The most remarkable change to the airframe was replacement of the „Car Door“ cabin to the „Bubble“ sliding canopy.

First Typhoons were produced with cabin accessible by cockpit doors on the port side with transparent roof opening to the left. Behind the pilot the metal dorsal fairing with the mast for the radio aerial protruding through it limited pilot's rear view. During 1941 the solid metal aft dorsal fairing was replaced with a transparent one and shape of the pilot's head armour plate was modified to allow better rear view. Despite it, the overall pilot's visibility was still limited by canopy framing and equipment inside, so from August 1943 the aerial mast was moved back on the rear fuselage and changed to the whip type. Meanwhile from January 1943 a new, one piece sliding bubble canopy was tested (on the Typhoon Mk.Ib serial R8809) and from November 1943 all production aircraft from JR333 on were fitted with it. Furthermore, some of the existing Typhoons were modified using the conversion kits, while the others retained the "coffin-hood" canopy and served in second line duties after the D-Day. Although all 26 operational squadrons of Typhoon Mk.Ib were fully employed in ground attack role at the time of D-Day, their pilots shot down 246 enemies with John R. Baldwin being the most successful ace on Typhoon claiming 15 victories plus one shared and four damaged enemy planes. It is also interesting the black and white recognition stripes were first adopted for Typhoons as their overall shape similarity to Fw 190 caused friendly fire occasionally.



Carefully read instruction sheet before assembling. When you use glue or paint, do not use near open flame and use in well ventilated room. Keep out of reach of small children. Children must not be allowed to suck any part, or pull vinyl bag over the head.



Před započítím stavby si pečlivě prostudujte stavební návod. Při používání barev a lepidla pracujte v dobře větrané místnosti. Lepidla ani barvy nepoužívejte v blízkosti otevřeného ohně. Model není určen malým dětem, mohlo by dojít k požití drobných dílů.

INSTRUCTION SIGNS * INSTR. SYMBOLS * INSTRUKTION SINNBILDEN * SYMBOLES * 記号の説明



OPTIONAL
VOLBA



BEND
OHNOU



OPEN HOLE
VYVRTAT OTVOR



SYMMETRICAL ASSEMBLY
SYMETRICKÁ MONTÁŽ



REMOVE
ODŘÍZNOUT



REVERSE SIDE
OTOČIT



APPLY EDUARD MASK
AND PAINT
POUŽÍT EDUARD MASK
NABARVIT

PARTS



DÍLY



TEILE

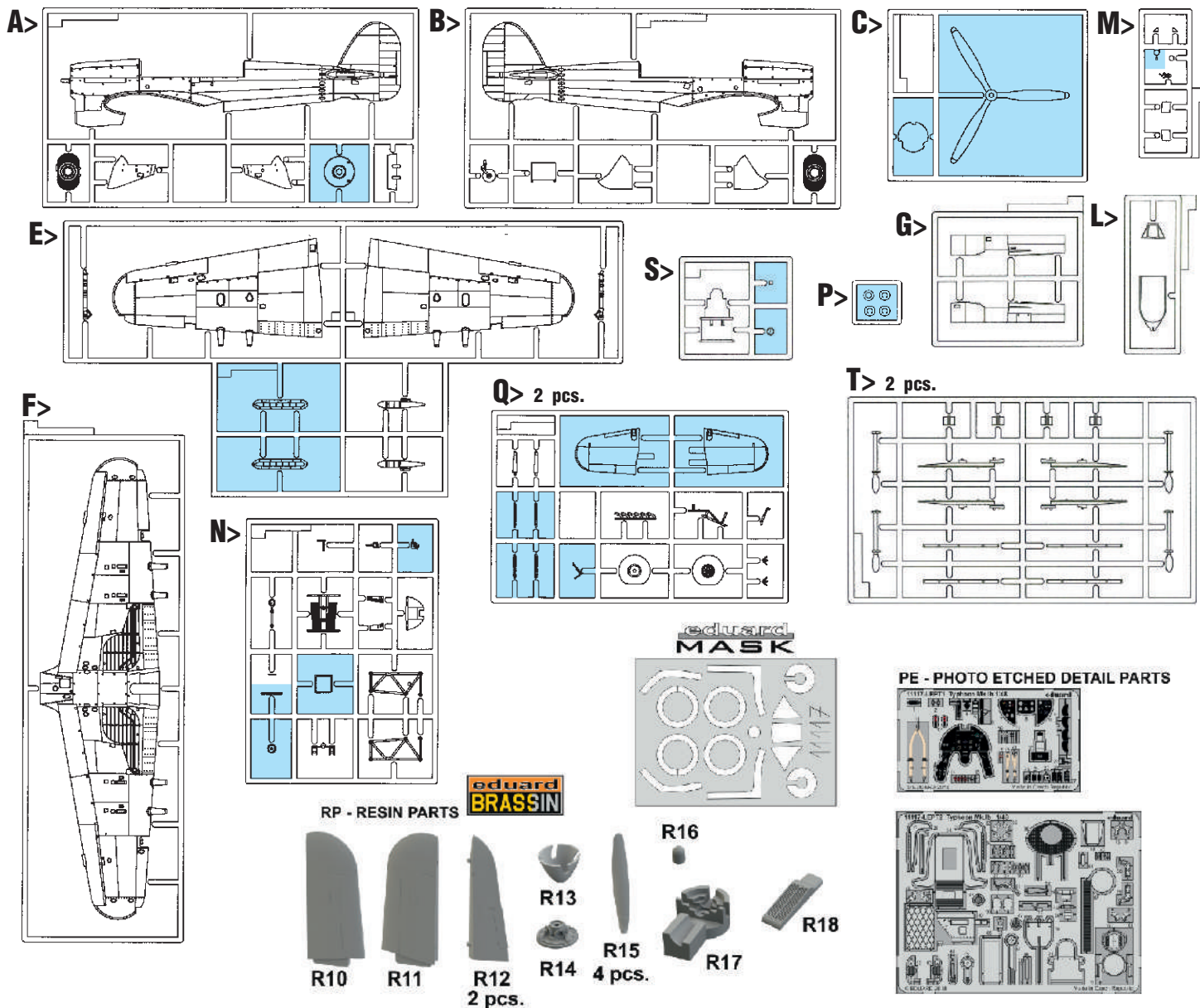


PIÈCES



部品

PLASTIC PARTS



-Parts not for use. -Teile werden nicht verwendet. -Pièces à ne pas utiliser. -Tyto díly nepoužívejte při stavbě. - 使用しない部品

COLOURS



BARVY



FARBEN



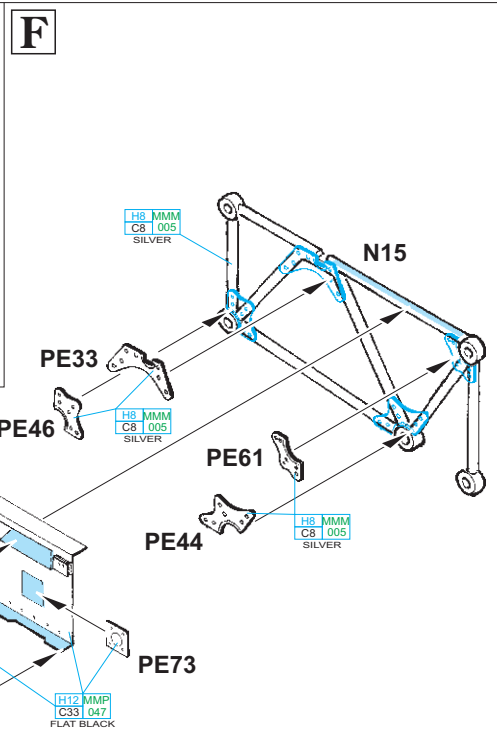
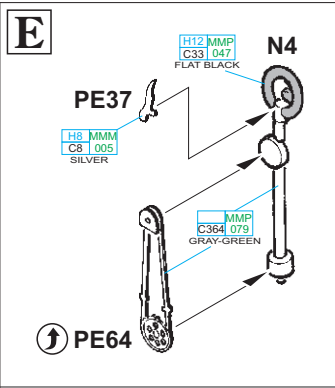
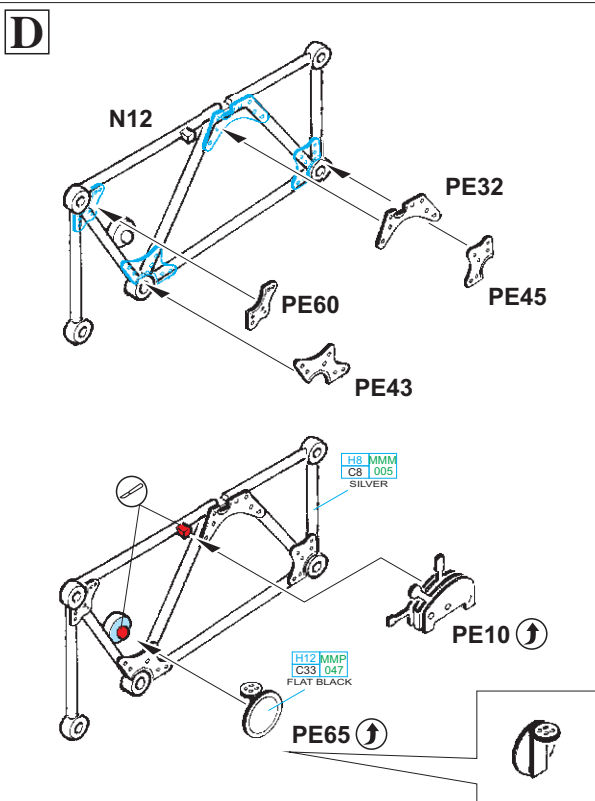
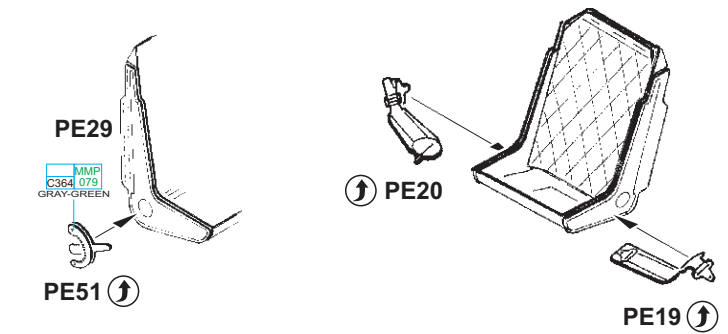
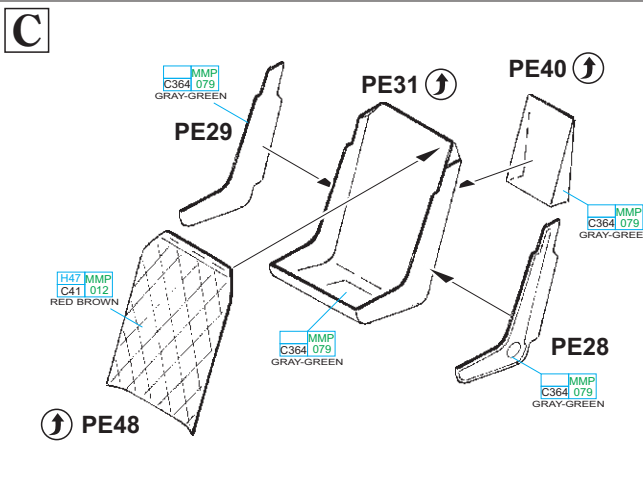
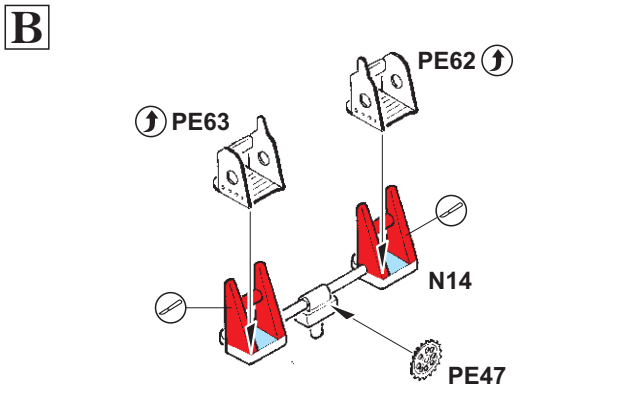
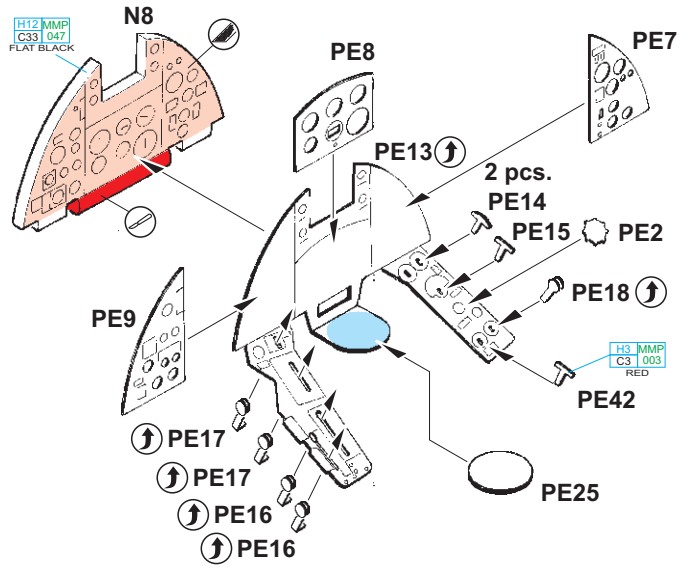
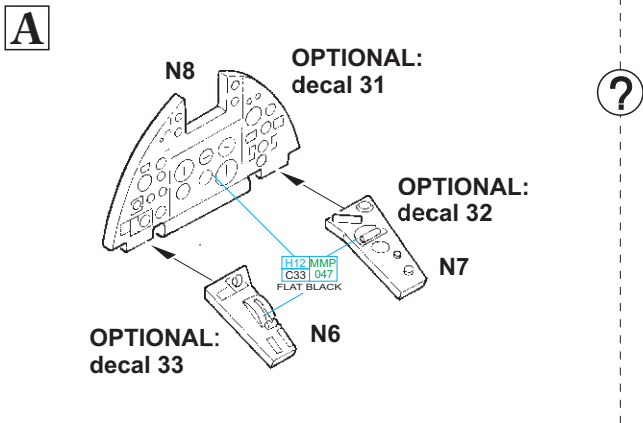
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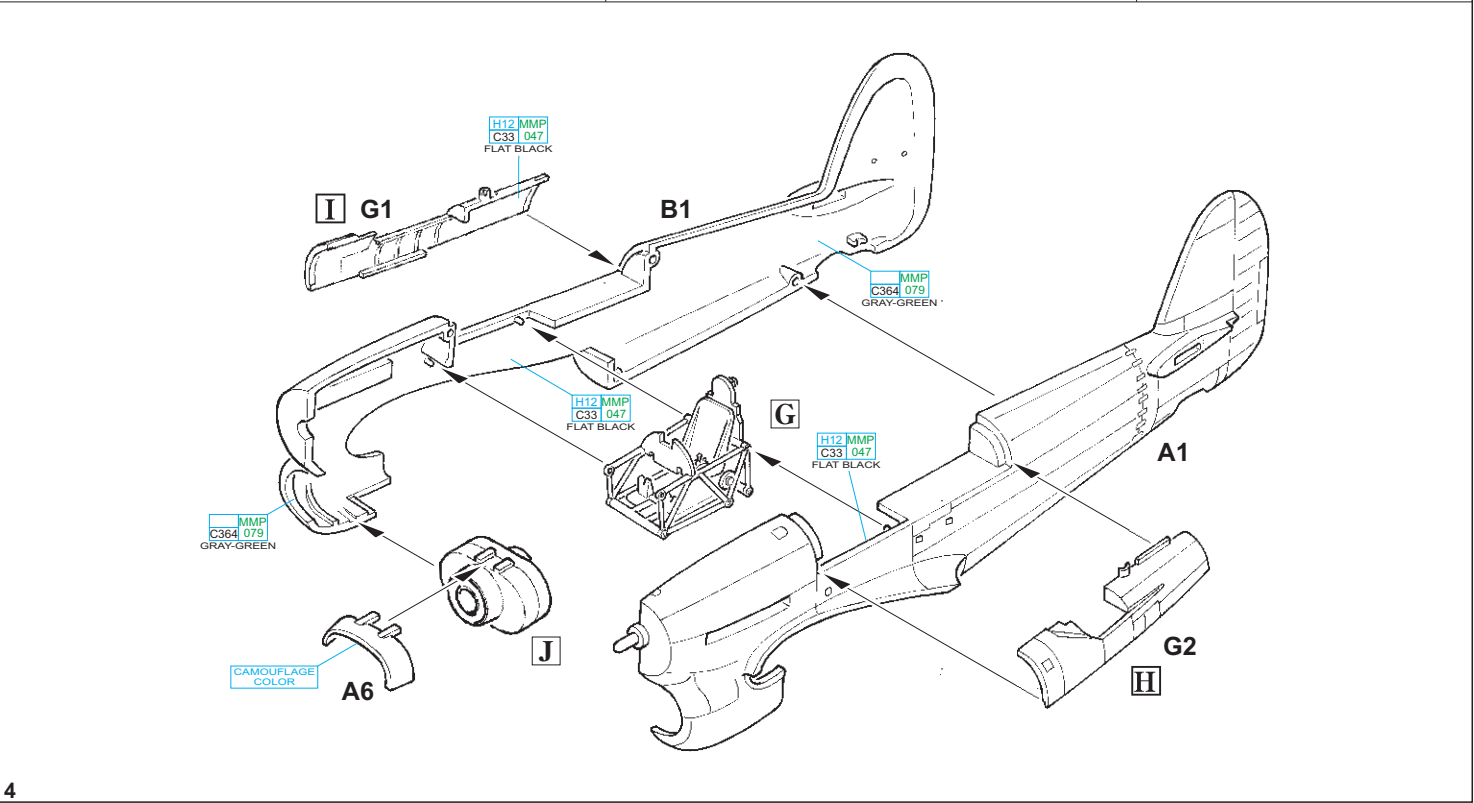
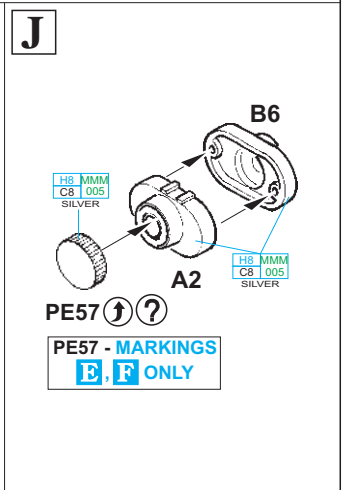
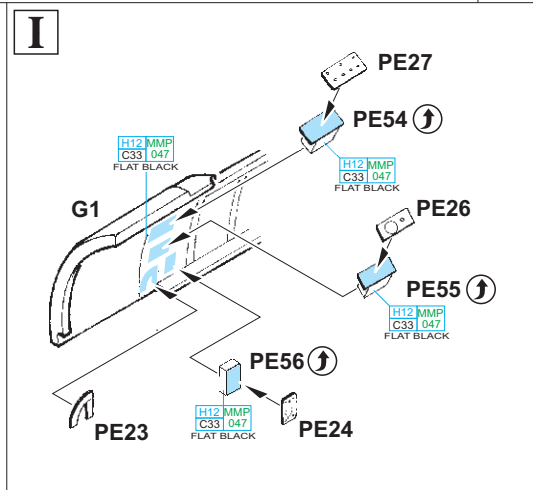
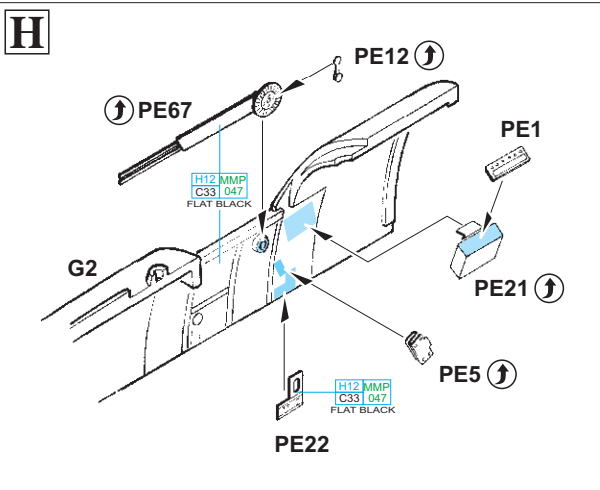
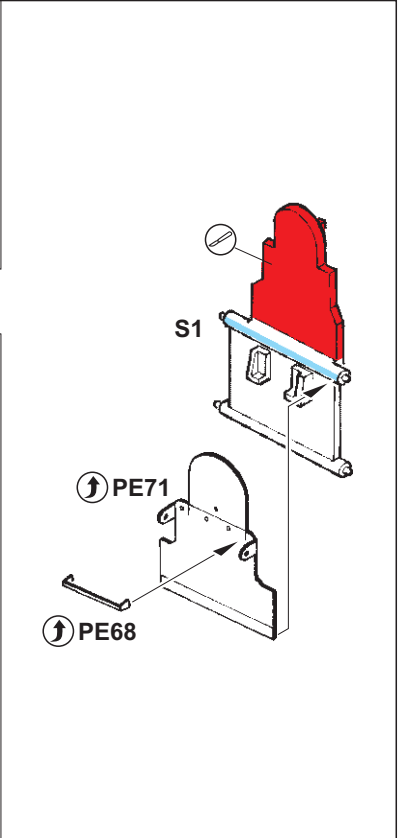
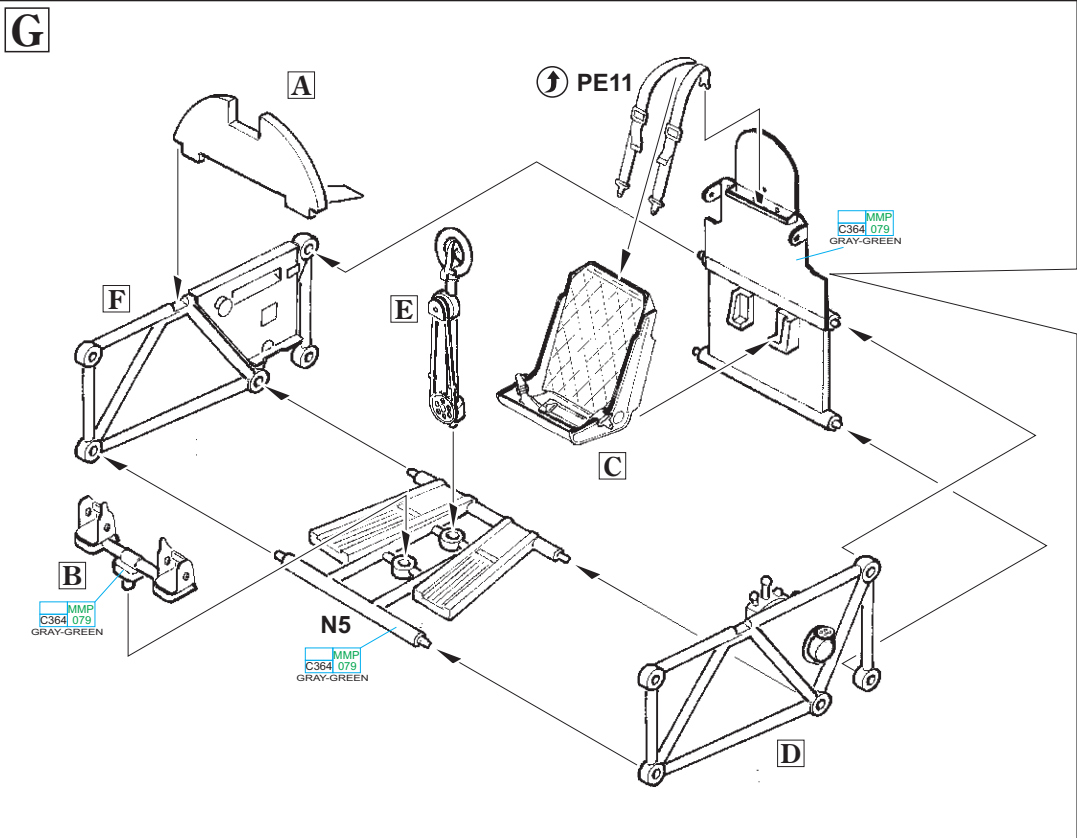


色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	[MMP-003]	RED
H4	C4	[MMP-007]	YELLOW
H5	C5	[MMP-048]	BLUE
H8	C8	[MMM-005]	SILVER
H11	C62	[MMP-001]	FLAT WHITE
H12	C33	[MMP-047]	FLAT BLACK
H47	C41	[MMP-012]	RED BROWN
H74	C368	[MMP-080]	SKY
H77	C137	[MMP-040]	TIRE BLACK
H90	C47		CLEAR RED

AQUEOUS	Mr.COLOR	PAINTS	
H94	C138		CLEAR GREEN
H307	C307	[MMP-074]	GRAY
H330	C361	[MMP-077]	DARK GREEN
H335	C363	[MMP-094]	MEDIUM SEAGRAY
	C362	[MMP-093]	OCEAN GRAY
	C364	[MMP-079]	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS	
	MC213	[MMM-006]	STEEL
	MC214	[MMP-001]	DARK IRON
Mr.COLOR SUPER METALLIC		METALLICS	
	SM06	[MMC-001]	CHROME SILVER





MARKINGS C, D, F ONLY

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BRASSIN

MC213
MMM
006
STAINLESS

RP18

PE66

E7

E6

MARKINGS
A, B, E, F
ONLY

MARKINGS
A, B, E, F
ONLY

MARKINGS
C, D
ONLY

MARKINGS C, D, F ONLY

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BRASSIN

RP12

RP11

RP12

RP10

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BRASSIN

A4

E5

SM06
MMC
001
CHROME SILVER

H8 MMM
C8 | 005
SILVER

PE39

A4 → A3

PE50

B4 ↔ B5

H8 MMM
C8 | 005
SILVER

MC213
MMM
006
STAINLESS

PE59 → PE58
right left

H8 MMM
C8 | 005
SILVER

Q7

B5

B4

H8 MMM
C8 | 005
SILVER

Q7

Q6

H8 MMM
C8 | 005
SILVER

Q6

PE41

PE72 ↻

PE57

SM06
MMC
001
CHROME SILVER

PE39

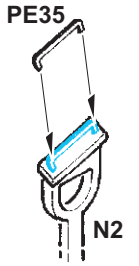
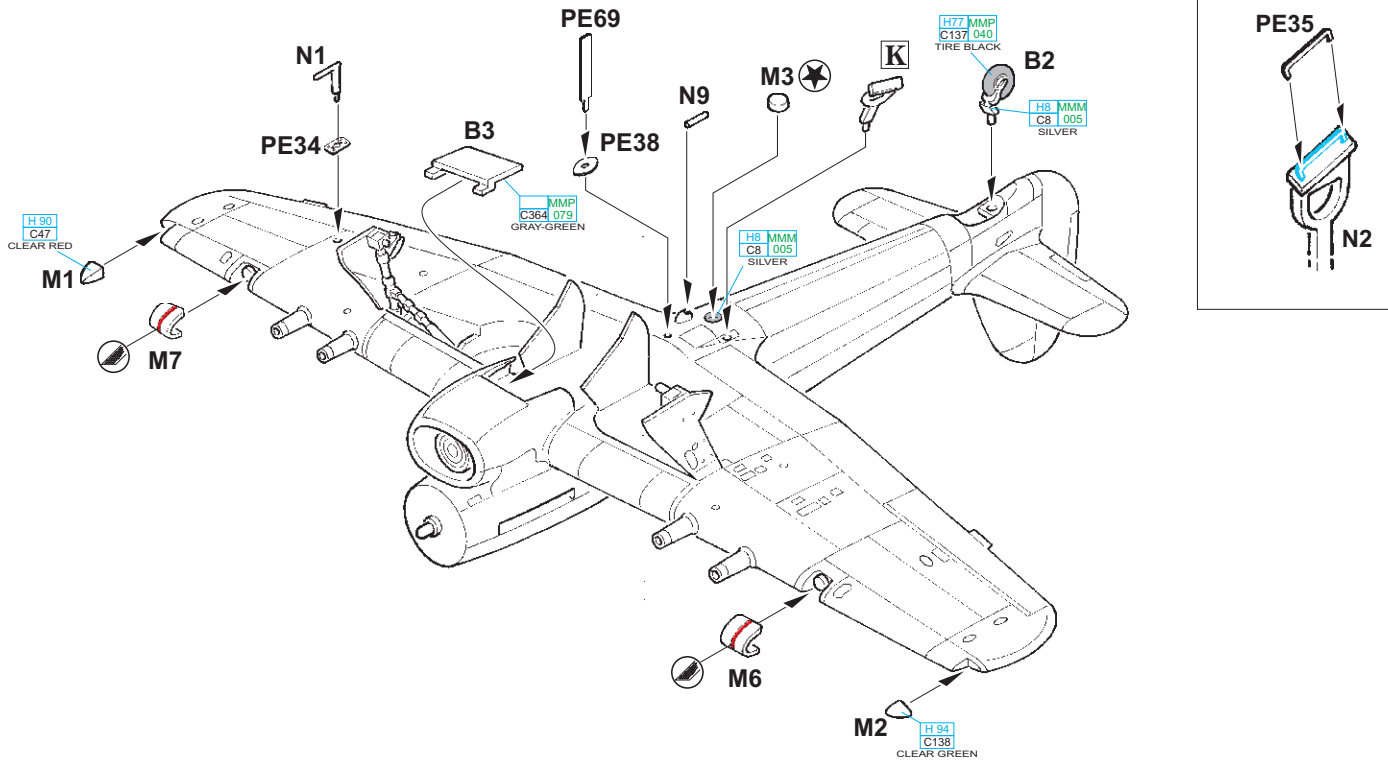
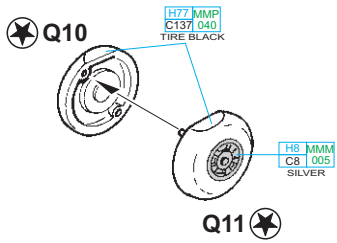
H8 MMM
C8 | 005
SILVER

A3

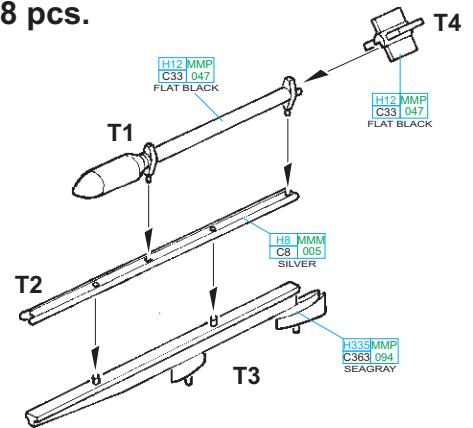
PE36 - MARKING
E ONLY

↻ PE36

PE72 - MARKINGS
E, F ONLY

K**L** 2 pcs.

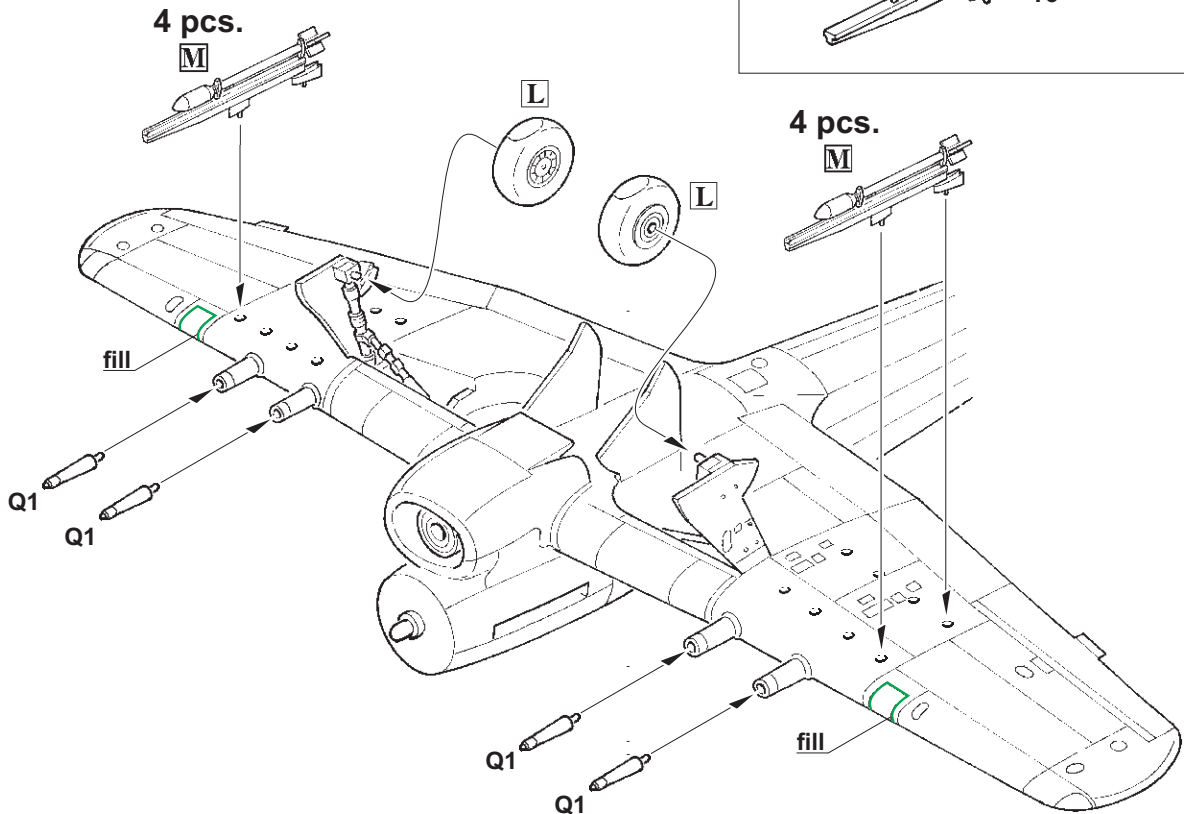
MARKINGS
A;B;E;F
ONLY

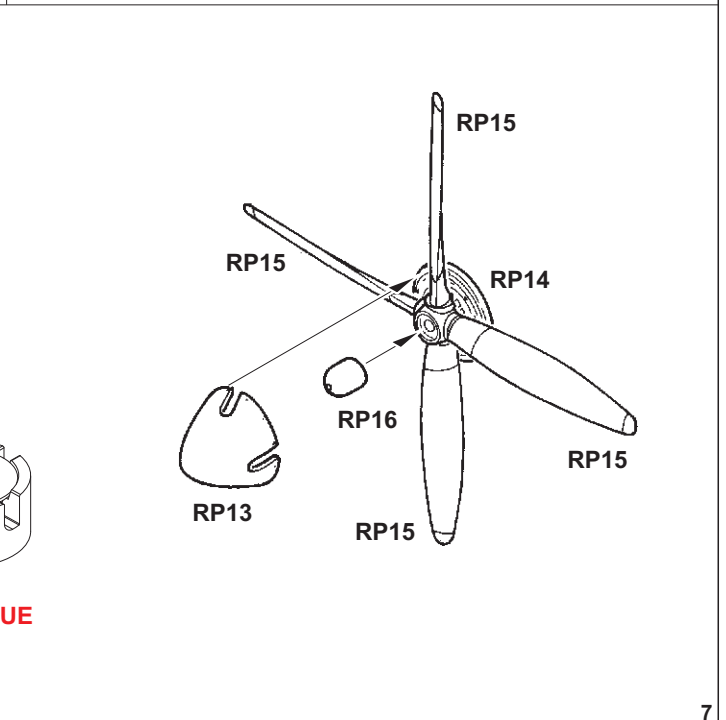
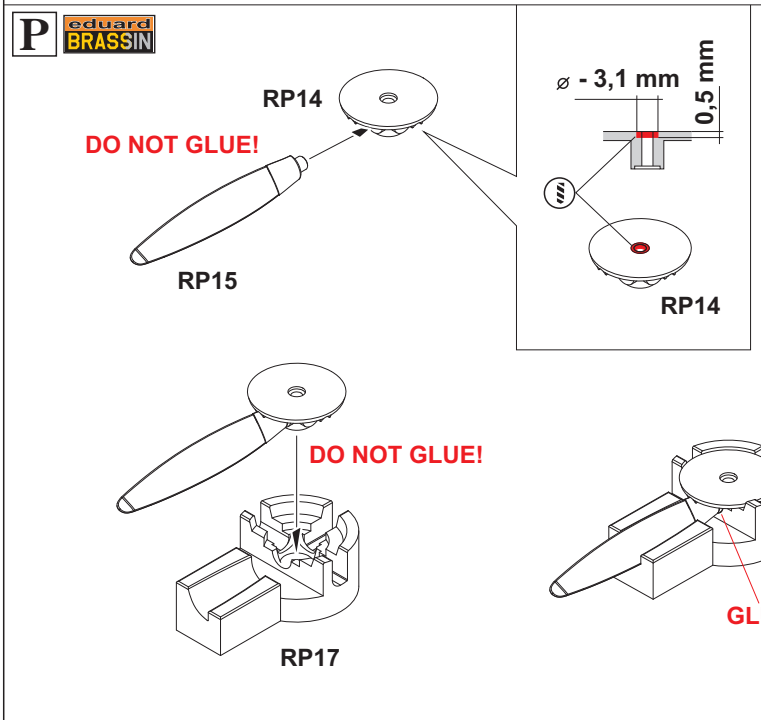
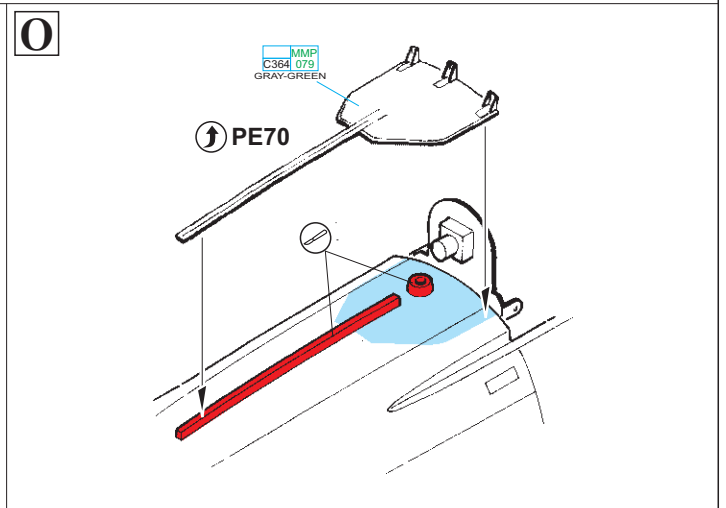
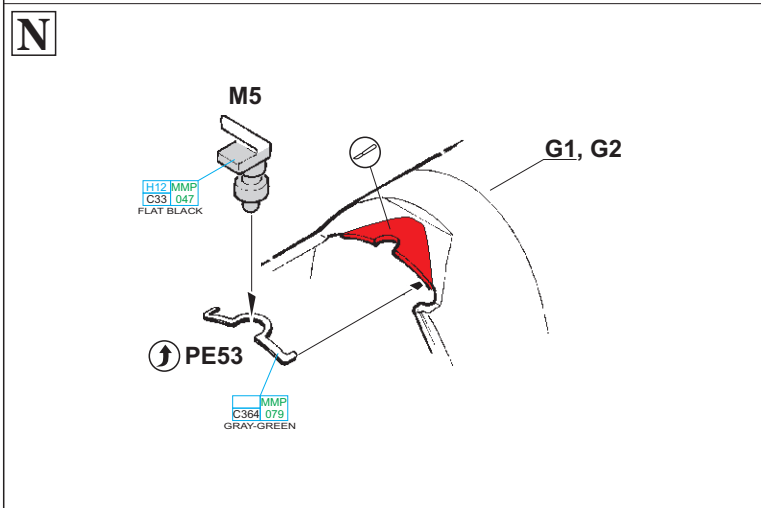
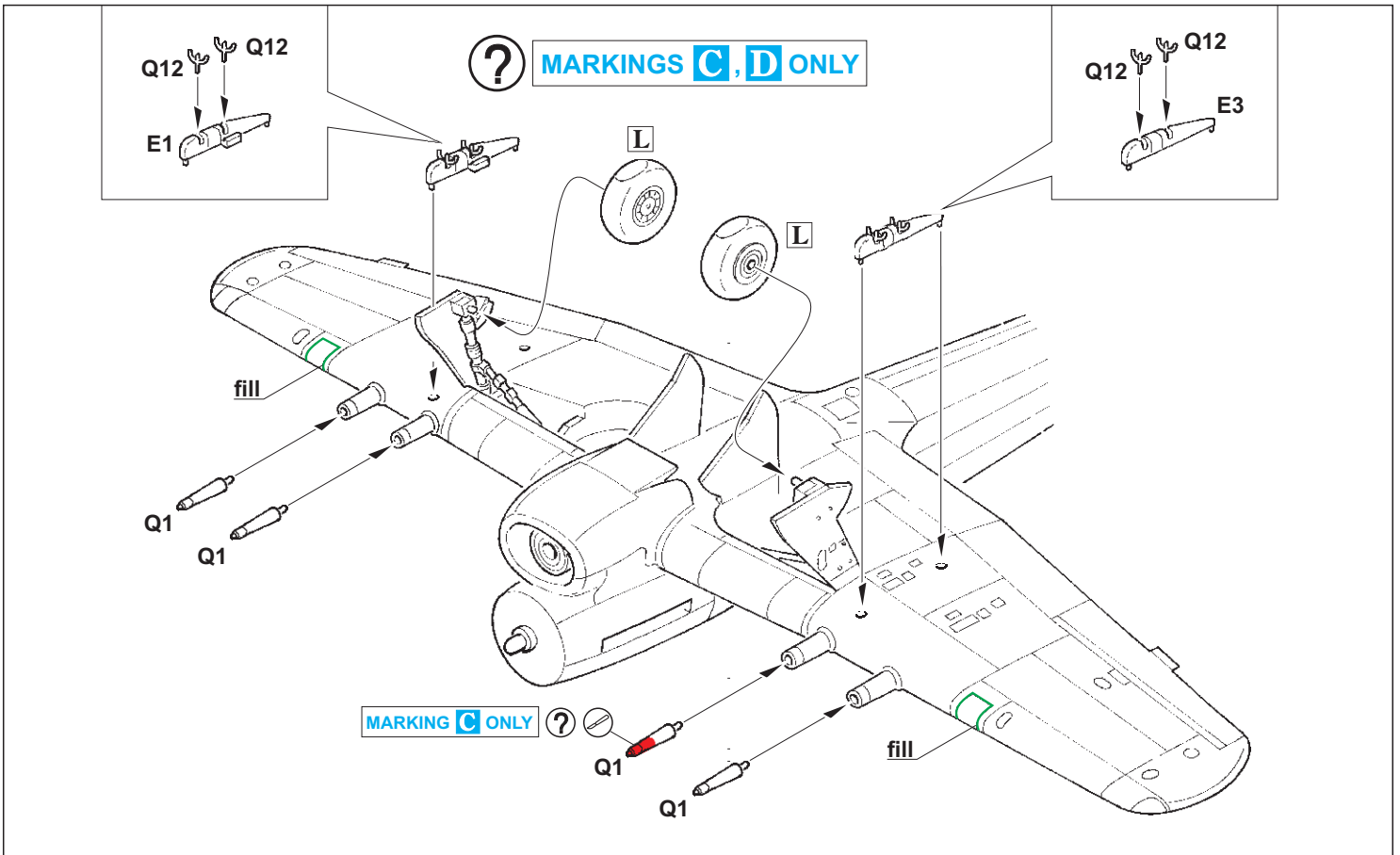
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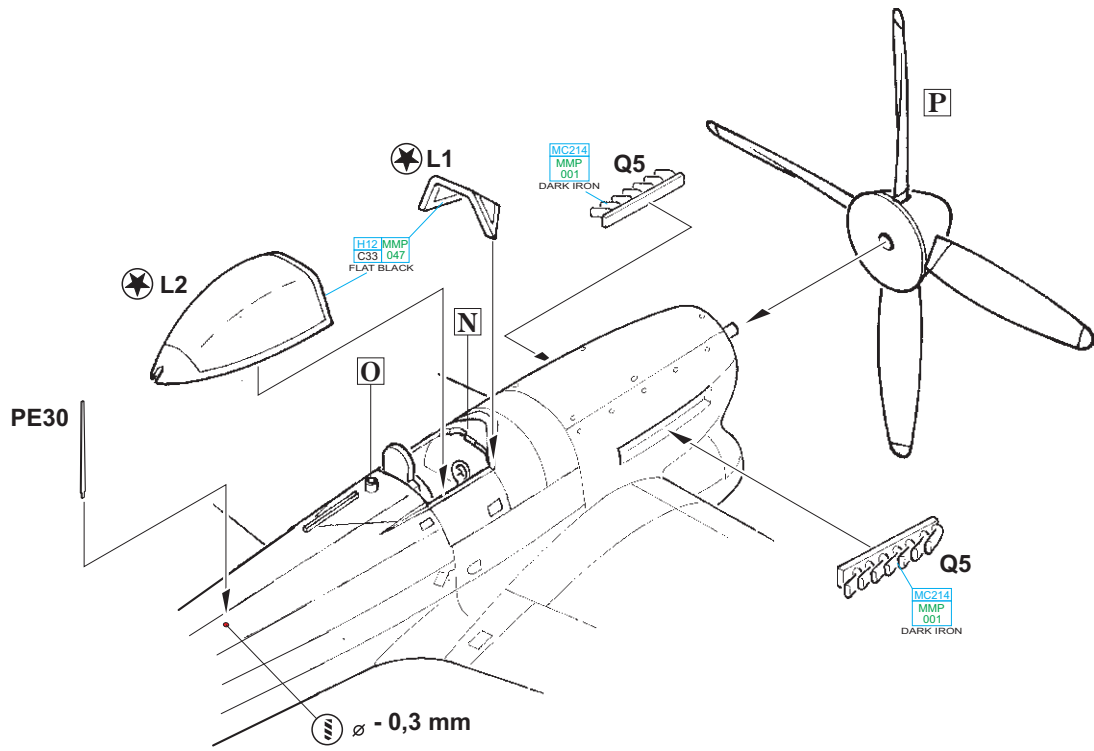
4 pcs.

M**L****L**

4 pcs.

M

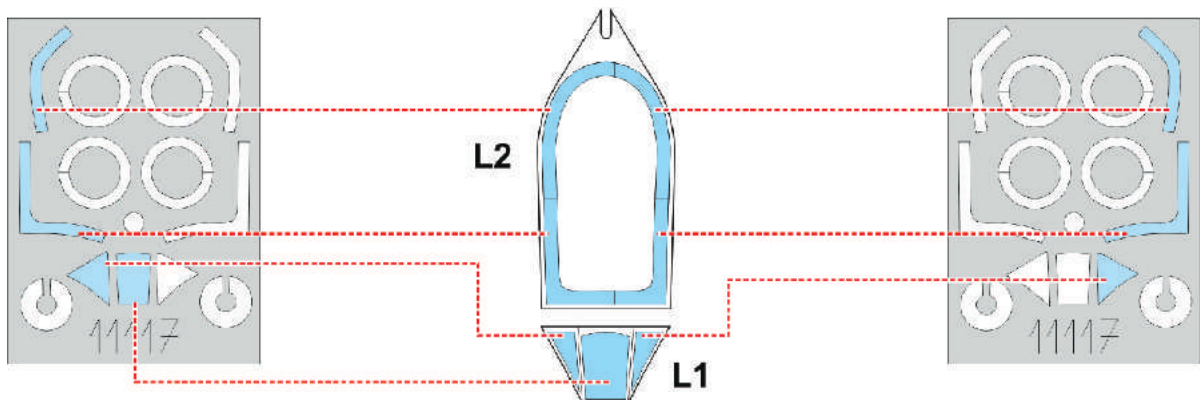
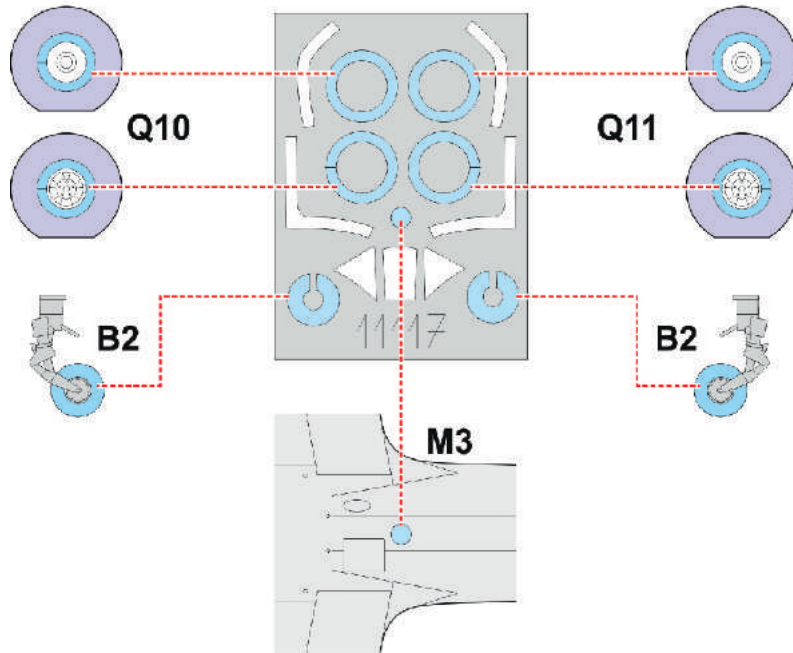




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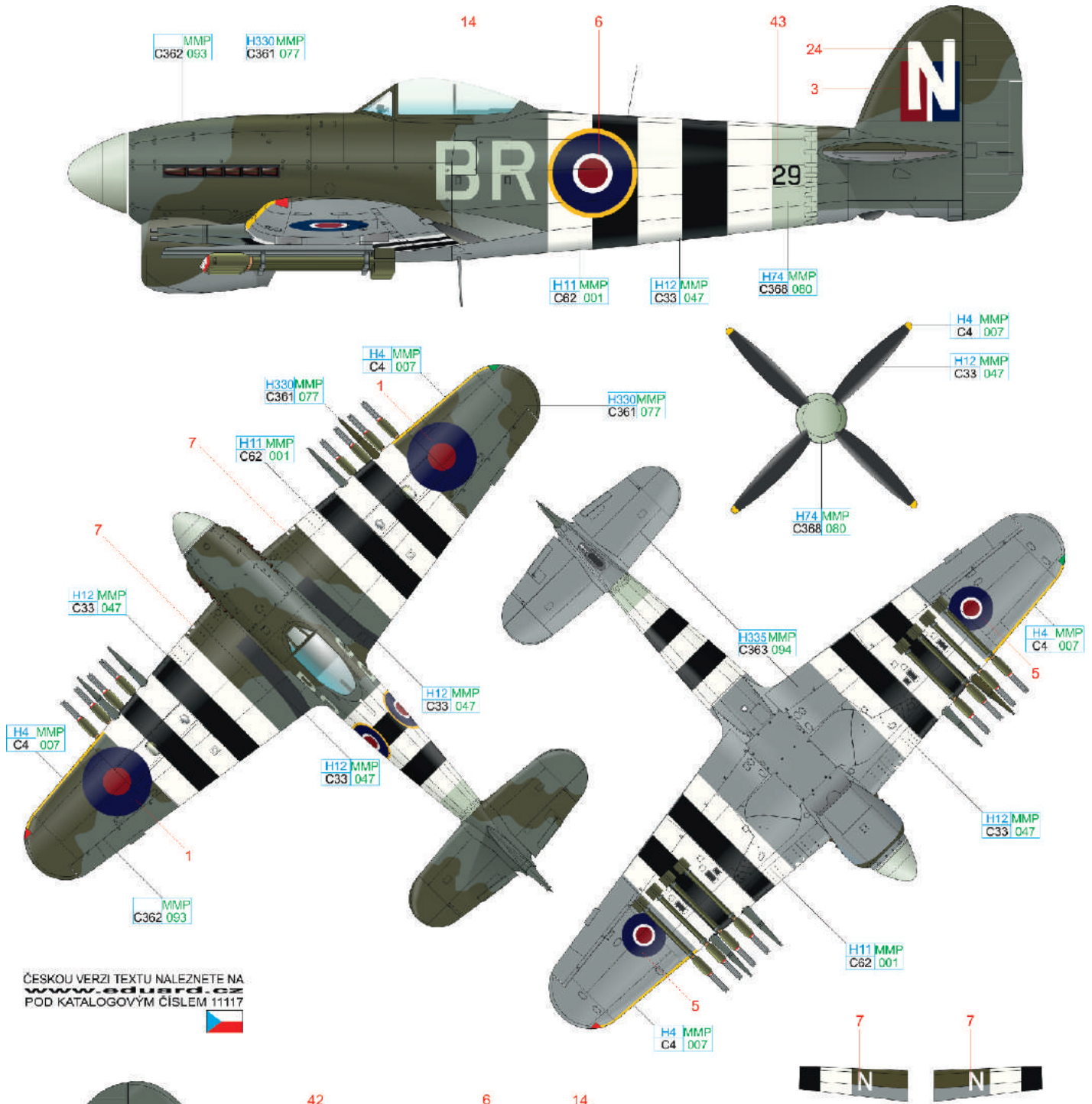
11117

LIQUID MASK ■



A MN529, flown by F/O Ian Handyside, No. 184 Squadron, No. 129 Wing, RAF Westhampnett, Great Britain, June 1944

MN529 arrived with No. 184 Squadron at RAF Westhampnett on June 1st, 1944, one of the first 4-bladers in service. It was allocated to F/O Ian G. Handyside and was soon to receive 'D-Day stripes' which obliterated the squadron individual code letter (aft of the roundel on both sides – No. 184 Squadron's style at this time); hence the application of a large 'N' on either side of the fin. After a few sorties operating from dusty 'R&R' strips (refuel and rearm) in Normandy, without the benefit of a dust filter, it was withdrawn for repairs. It returned to service but with No. 193 Squadron but was lost on operations on October 12th, 1944. Promoted to FI/Lt Ian Handyside's operational tour continued until January 14th, 1945 when his Typhoon was hit by flak and he force-landed in enemy territory, spending the rest of the war as a PoW.



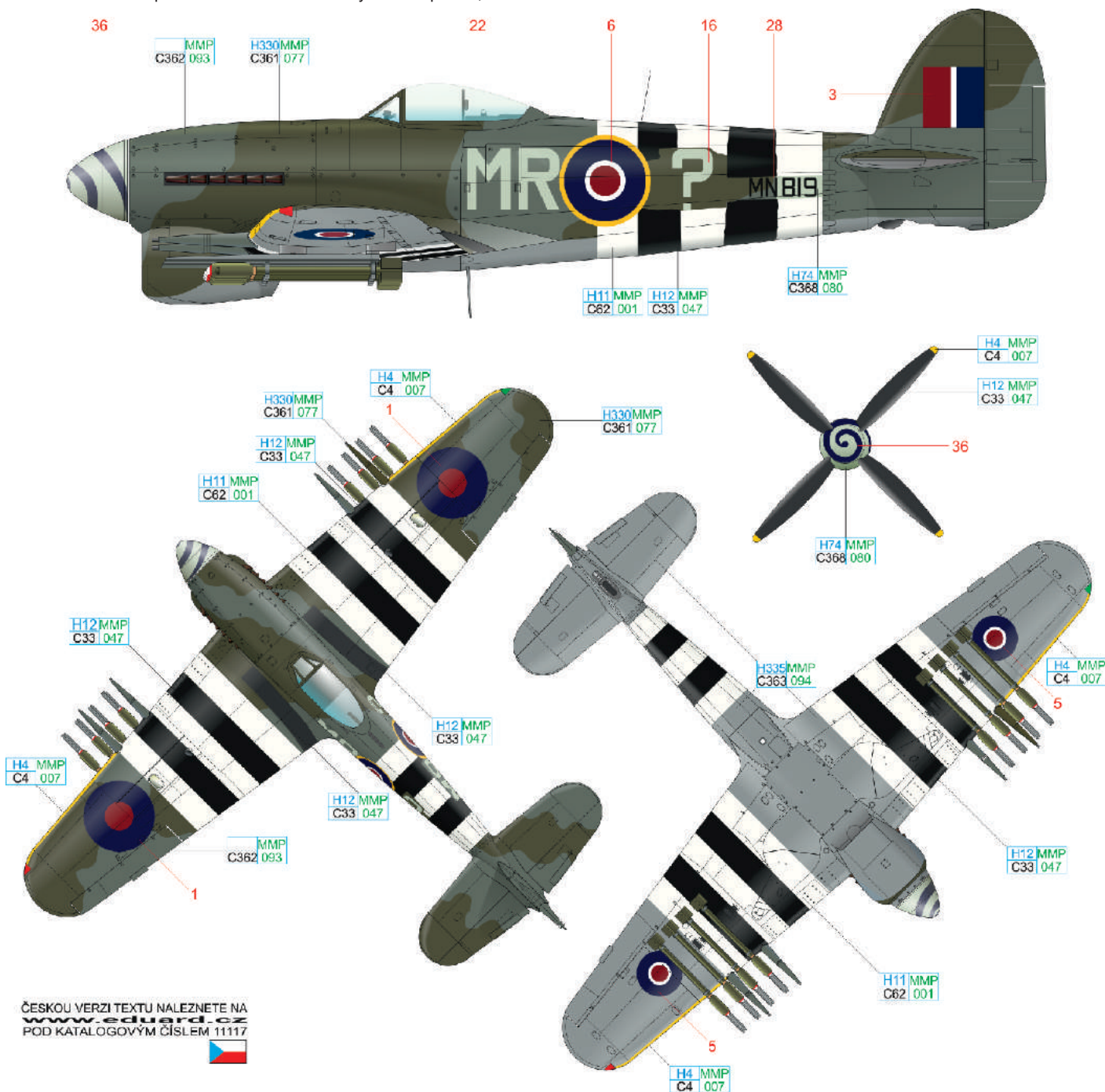
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www.eduard.cz
 POD KATALOGOVÝM ČÍSLEM 11117



YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001
DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094
				SKY	H74 MMP C368 080

B MN819, flown by S/Ldr Jack Collins DFC, No. 245 (North Rhodesian) Squadron, No. 121 Wing, RAF Holmsley South, Great Britain, June 1944

JNo. 245 Squadron lost three Typhoons on June 6th and 7th, 1944; MN819 was one of the replacements, arriving on June 8th. Initially coded MR-Y it was soon adopted by the commanding officer, S/Ldr Jack Collins DFC and carried his personal code '?' and the 'sky' spinner was painted with a dark blue spiral (believed to be roundel blue). On August 11th, 1944 Collins was tragically killed on his last planned operational flight before completing an operational tour which had begun on Hurricanes, continuing through No. 3 Squadron with Typhoons in 1943. He had commanded No. 245 Squadron since September 1943. Collins had made a wheels-up landing on July 18th at B.5 Le Fresnoy - Camilly in MN819, following an undercarriage fault. MN819 was repaired and in 1945 served with No. 181 Squadron but was shot down by flak on April 1st, 1945.



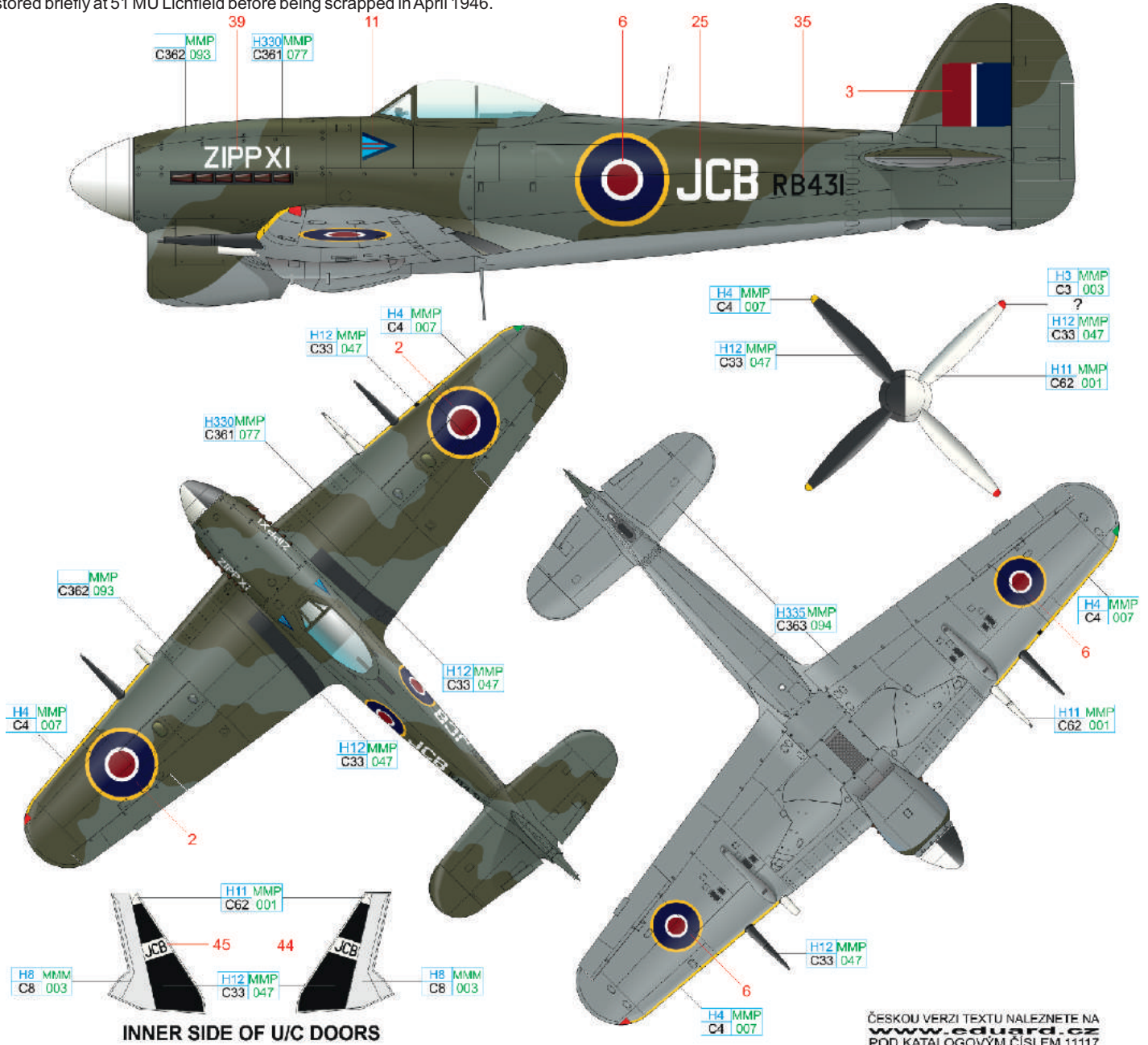
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				SKY	H74 MMP C368 080

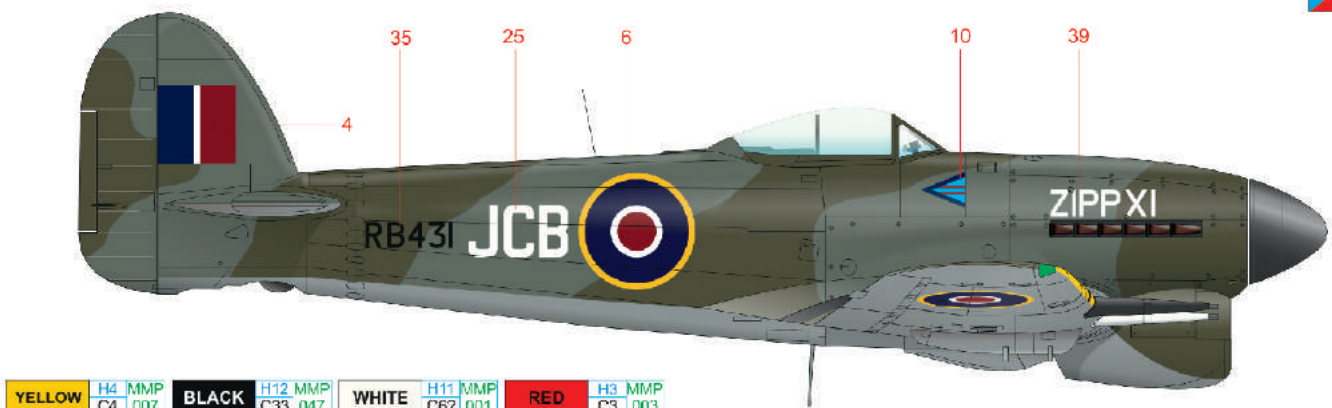
C RB431, flown by W/Cdr John 'Zipp' Button DSO, DFC, No. 123 Wing, B.103 Plantlünne, Germany, April 1945

On completion of his flying training in late 1941, John Chester Button then operated as an instructor at 17 (P)AFU until August 1943 when he was posted to a Hurricane No. 59 OTU as a trainee. At the end of November 1943 was posted to No. 195 Squadron, to fly Typhoons, as a supernumerary Fl/Lt. Early in February 1944 he transferred to No. 197 Squadron as a flight commander, remaining in this post until the eve of D-Day, when he was given command of No. 193 Squadron at RAF Needs Oar Point. From the end of August 1944 Button then commanded one of the squadrons within 3 TEU (later renamed as 55 OTU) and on January 17th 1945 was then posted to No. 123 Wing as 'Wing Commander Flying' arriving at B.77 Gilze-Rijen. After two weeks he began flying his personal Typhoon RB431, marked with his initials and 'Zipp XI', his 11th allocated Typhoon. Button also had RB431 fitted with a 35 mm film camera (shooting through an aperture in the starboard wing) and a forward-facing camera (replacing the port inner cannon). He was awarded a DSO to accompany the DFC won earlier. After the war, in September 1945, No. 123 Wing's Typhoon squadrons were disbanded but Button remained with No. 123 Wing. At the beginning of 1946 the Wing hosted two Tempest V squadrons and Button acquired a new mount - Zipp XII. RB431 was returned to the United Kingdom and stored briefly at 51 MU Lichfield before being scrapped in April 1946.



INNER SIDE OF U/C DOORS

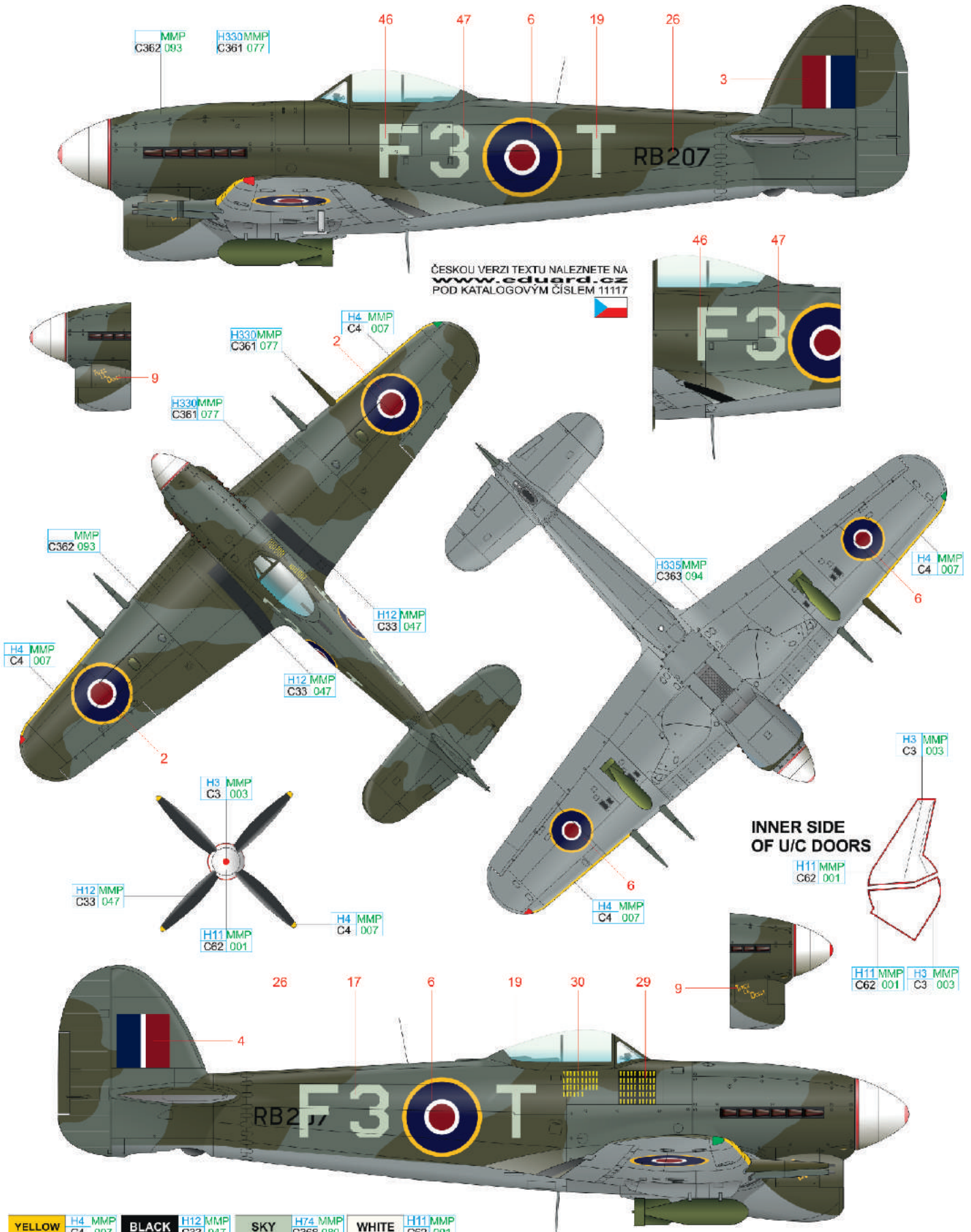
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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	WHITE	H11 MMP C62 001	RED	H3 MMP C3 003
DARK GREEN	H330MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335MMP C363 094	SILVER	H8 MMM C8 003

D RB207, flown by F/O Bill Beatty, No. 438 (RCAF) Squadron, No. 143 (RCAF) Wing, B.150 Hustedt, Germany, May 1945

Delivered to 20 MU, Aston Down on September 27th, 1944, RB207 eventually reached No. 143 Wing RCAF, at the end of November 1944 and was allocated to No. 438 Squadron. It remained with this squadron throughout its operational life. Formally allocated to F/O W. L. Beatty, it was actually flown by many different squadron pilots, but its ground crew faithfully recorded all its operational sorties on a 'bomb log' on the starboard side of the fuselage - the final total is believed to have been 93. Beatty had successfully completed his tour of operations a few weeks earlier. The inscription on the radiator fairing, 'Tirez le Doigt', is a French version of the RAF's 'Get your finger out', meaning 'stop wasting time and get on with the job'. When No. 143 Wing was disbanded at the end of August 1945, RB207 was returned to the UK and scrapped at No. 83 GDC the following December.



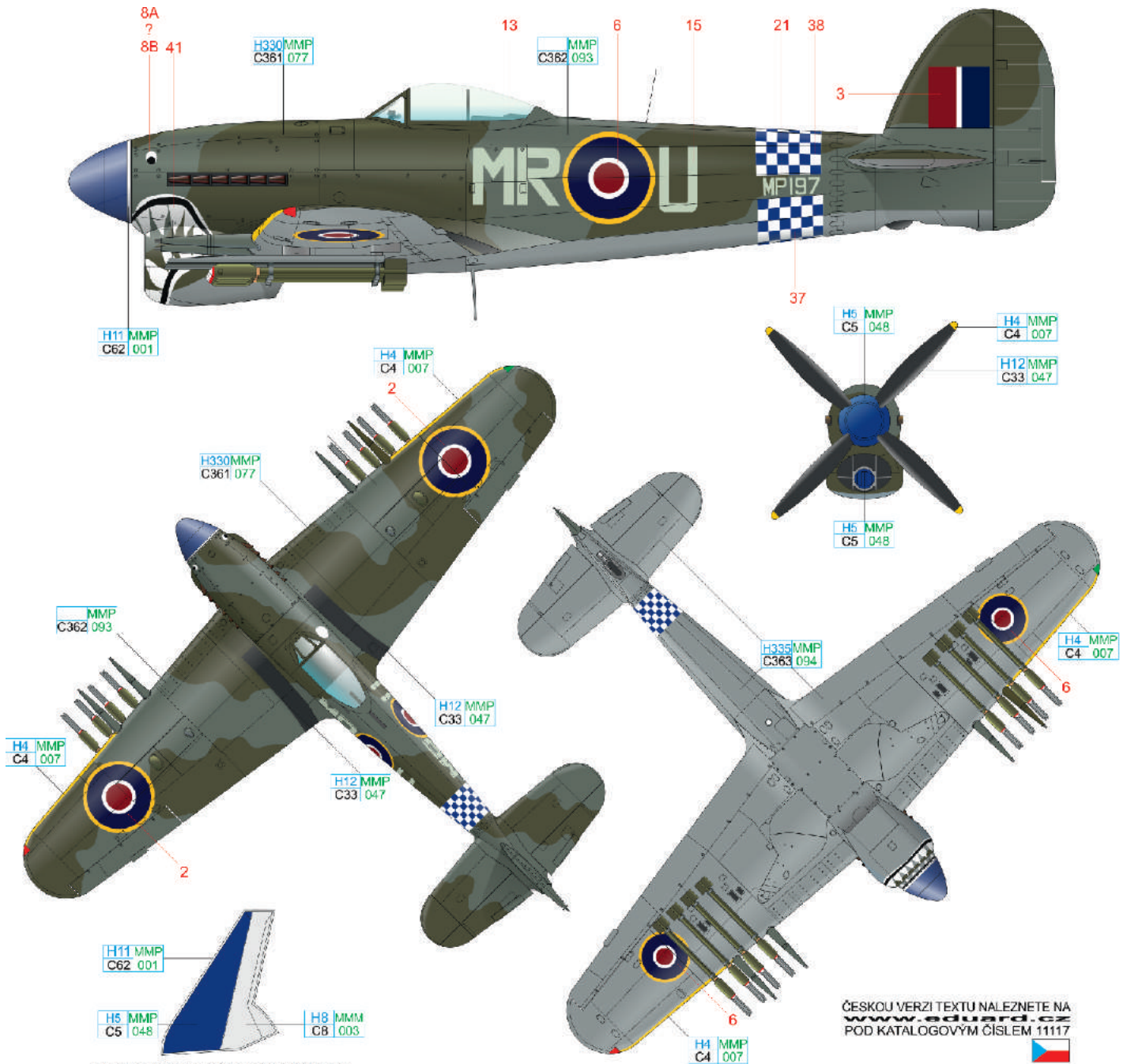
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INNER SIDE OF U/C DOORS
H11 MMP C62 001

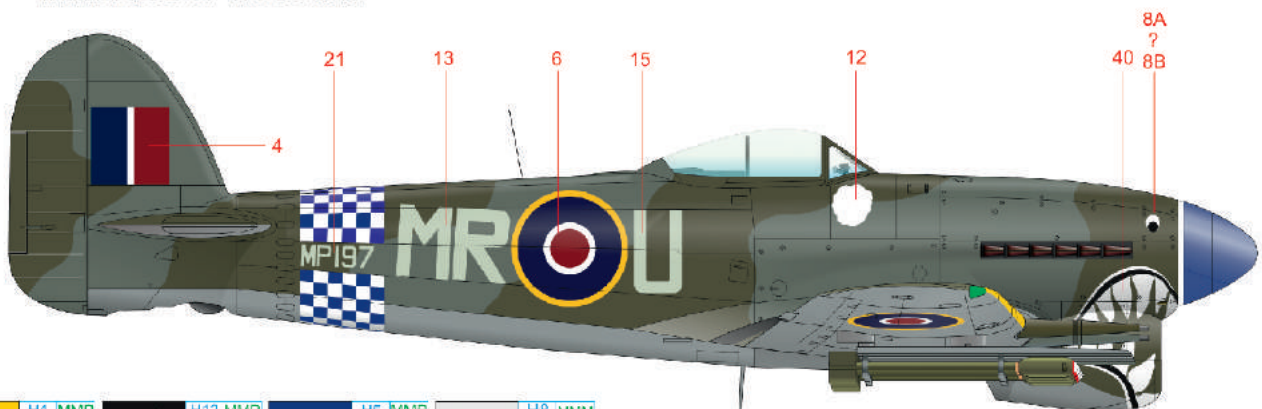
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DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094	RED	H3 MMP C3 003

E MP197, No. 245 (North Rhodesian) Squadron, No. 121 Wing, B.164 Schleswig , Germany, June 1945

MP197 arrived with No. 245 Squadron at the height of the 'Falaise Gap' operations in Normandy, mid August 1944. It appears that it did not carry the code 'U' at this time but was recoded as MR-U' some time in 1945. It may well have been flown on several operations by Fl/Lt H. T. 'Moose' Mossip RCAF and may have been painted with its 'shark mouth' at this time. Mossip was killed on operations on March 7th, 1945 and there is no information available on its pilots after this date, although S/Ldr Tony Zeigbergk is known to have flown it on occasions. It remained with No. 245 Squadron post war and was photographed at Warmwell during the unit's visit to the APC there in June 1945. When the unit disbanded in Germany it returned to the United Kingdom and was scrapped at 83 GDC in November 1945.



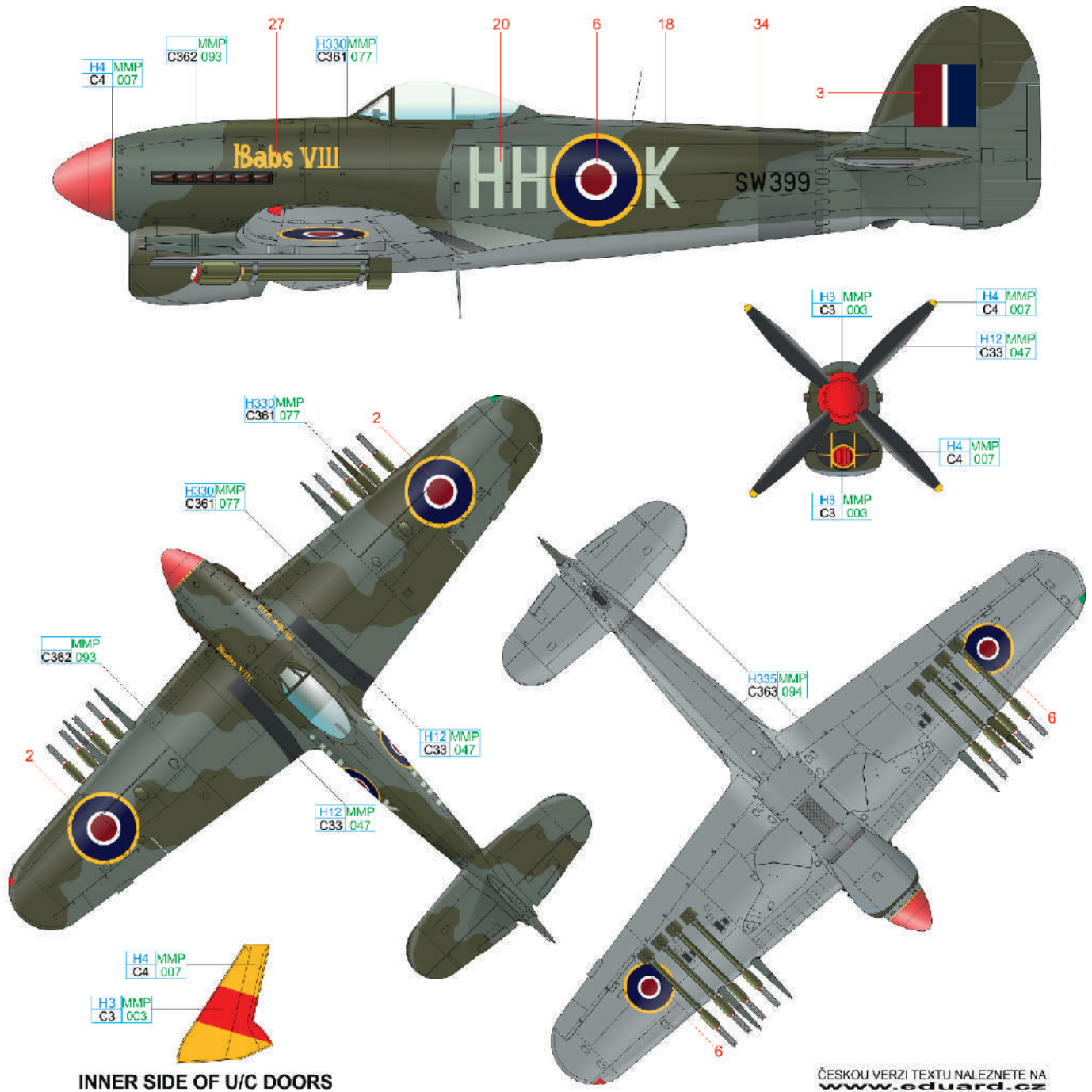
INNER SIDE OF U/C DOORS



YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	BLUE	H5 MMP C5 048	SILVER	H8 MMP C8 003
DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094	SKY	H74 MMP C368 080
						WHITE	H11 MMP C62 001

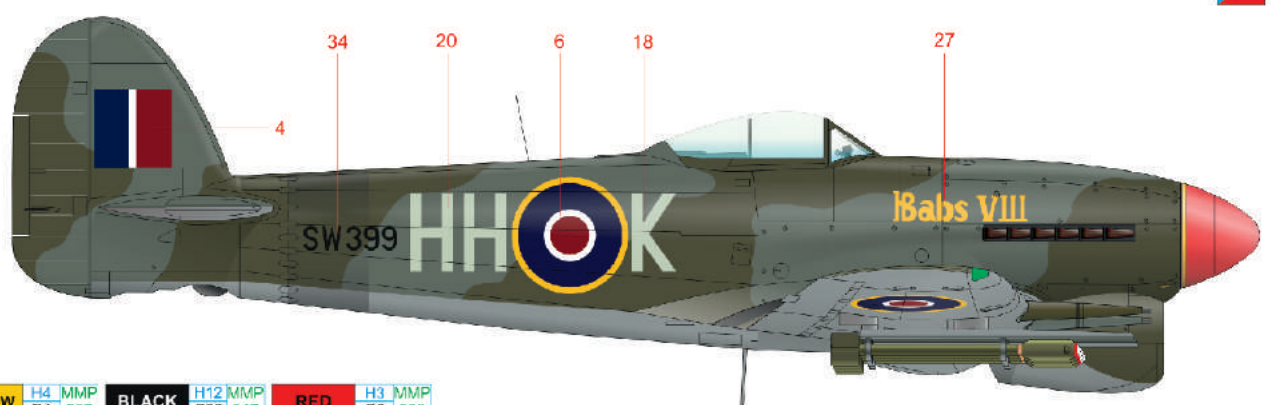
F SW399, flown by F/O Ronald Sweeting DFC, No. 175 Squadron, No. 121 Wing, B.164 Schleswig, Germany, July 1945

Delivered to the RAF on January 11th, 1945, when its pilot forgot to lower the undercarriage landing on a snow covered runway. After repairs it was redelivered to the RAF on February 22nd, 1945 to the 83 GSU but to the No. 175 Squadron came on May 10th, 1945. SW399 was adopted by F/Lt R. F. Sweeting who had been 'A' Flight commander on No. 175 Squadron in June 1945. However, this squadron was disbanded in September 1945 and SW399 was returned to the United Kingdom where it was scrapped at 83 Group Disbandment Centre in November 1945.

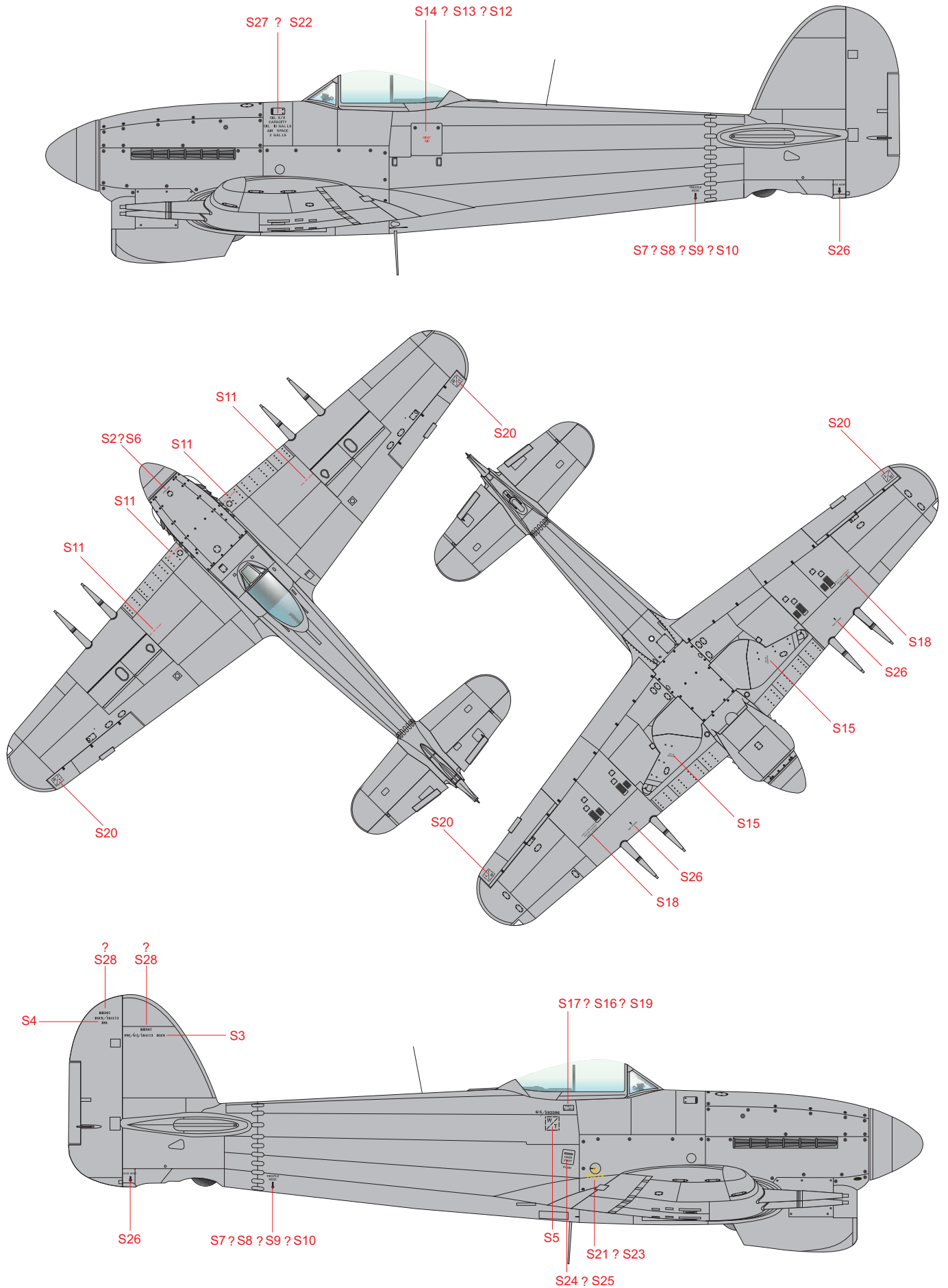


INNER SIDE OF U/C DOORS

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YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047	RED	H3 MMP C3 003
DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093	MEDIUM SEA GRAY	H335 MMP C363 094



Typhoon Mk.Ib

1/48

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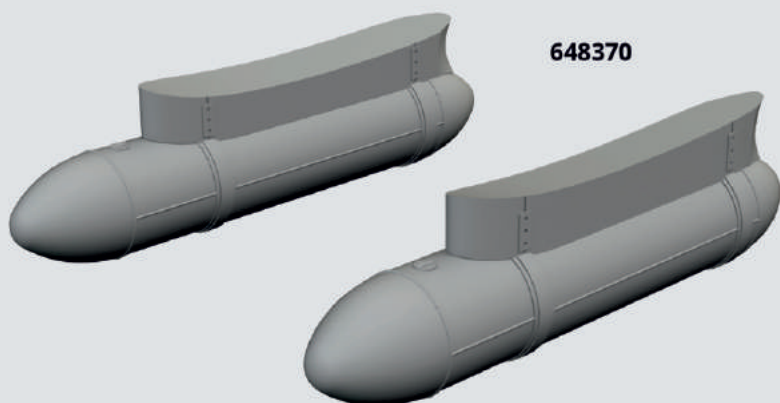
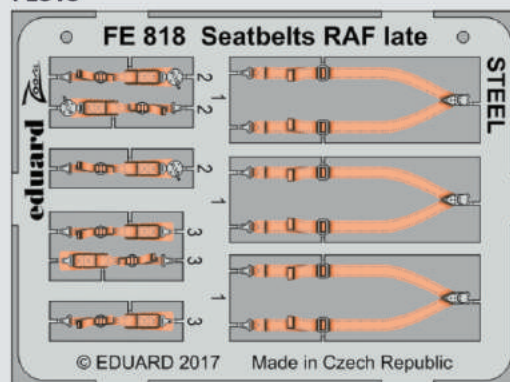
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- 648412 Typhoon Mk.Ib wheels early 1/48 (Brassin)
- 648413 Typhoon Mk.Ib wheels late 1/48 (Brassin)
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