

Monogram[®]

quality hobby kits



KIT PA213



Hawker Typhoon 1B

SCALE 1/4"=1'
1/48 SIZE

It is an accepted fact, that for successful aircraft development, the chief designer and his project design team must keep one eye on the future and start planning a successor even before the current airplane design starts into production. Such was the concern of Sidney Camm, chief designer for Hawker Aircraft, who was at that time hard at work for a potential replacement for the Hurricane.

Thus was born the heaviest and most powerful single-seat, single-engined warplane of the day, the Hawker Typhoon. Despite some early problems, the Typhoon was destined to become one of the most formidable weapons of World War II; a close support fighter that would tip the scales in many land battles and radically change concepts of warfare.

In November 1942, a Typhoon squadron transferred operations to Manston, England in an attempt to combat the almost daily hit-and-run raids of the Luftwaffe. The Typhoon enjoyed almost immediate success and accounted for the first two Messerschmitt Me 210 fighter-bombers downed over the British Isles. In January 1943, Typhoons intercepted a bombing raid over London and sent five Focke-Wulf Fw190's down. Typhoons were used for strafing missions over France and later they carried two 250 lb. bombs. Next came 500 lb. bombs and finally Typhoons were carrying two 1,000 pounders. As yet the Typhoon had not come of age. The introduction of the rocket to the Typhoon at last brought the plane full maturity.

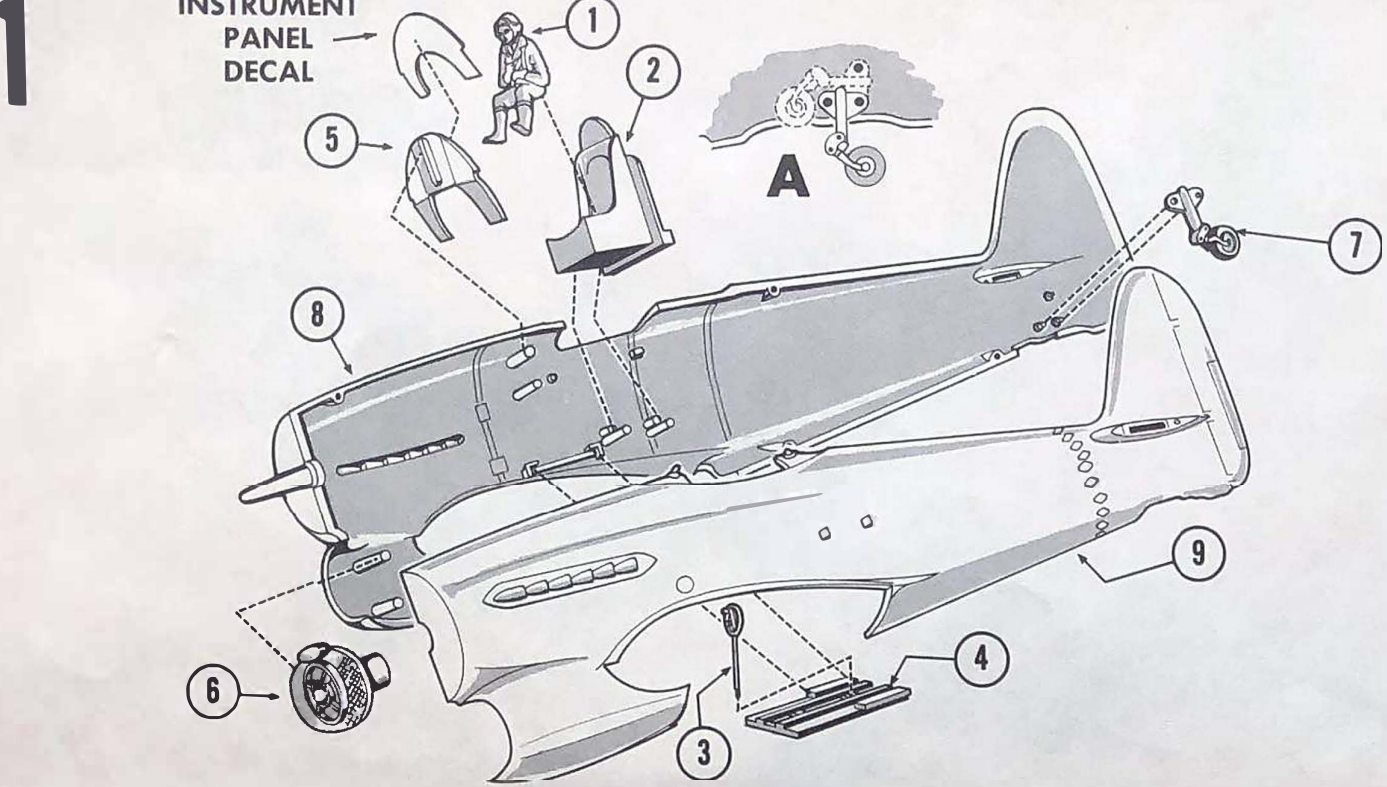
On D-Day, June 1944, the R.A.F. had twenty-six operational squadrons of Typhoon 1B's. The "Tiffy" as it was known by its pilots, distinguished itself in the Battle of Normandy, where it destroyed no less than 137 tanks in the Falaise Gap and helped open the way for the liberation of France and Belgium.

The Typhoon 1B weighed in at 8,840 pounds and was powered by the 2,260 hp Napier IIC engine driving a left hand 4-blade Rotol propeller. Maximum speed was around 414 m.p.h. at 11,500 with a range of about 500 miles. Armament of the 1B consisted of four 20 mm. Hispano wing cannon and eight three-inch rockets, each with a 60 pound warhead.

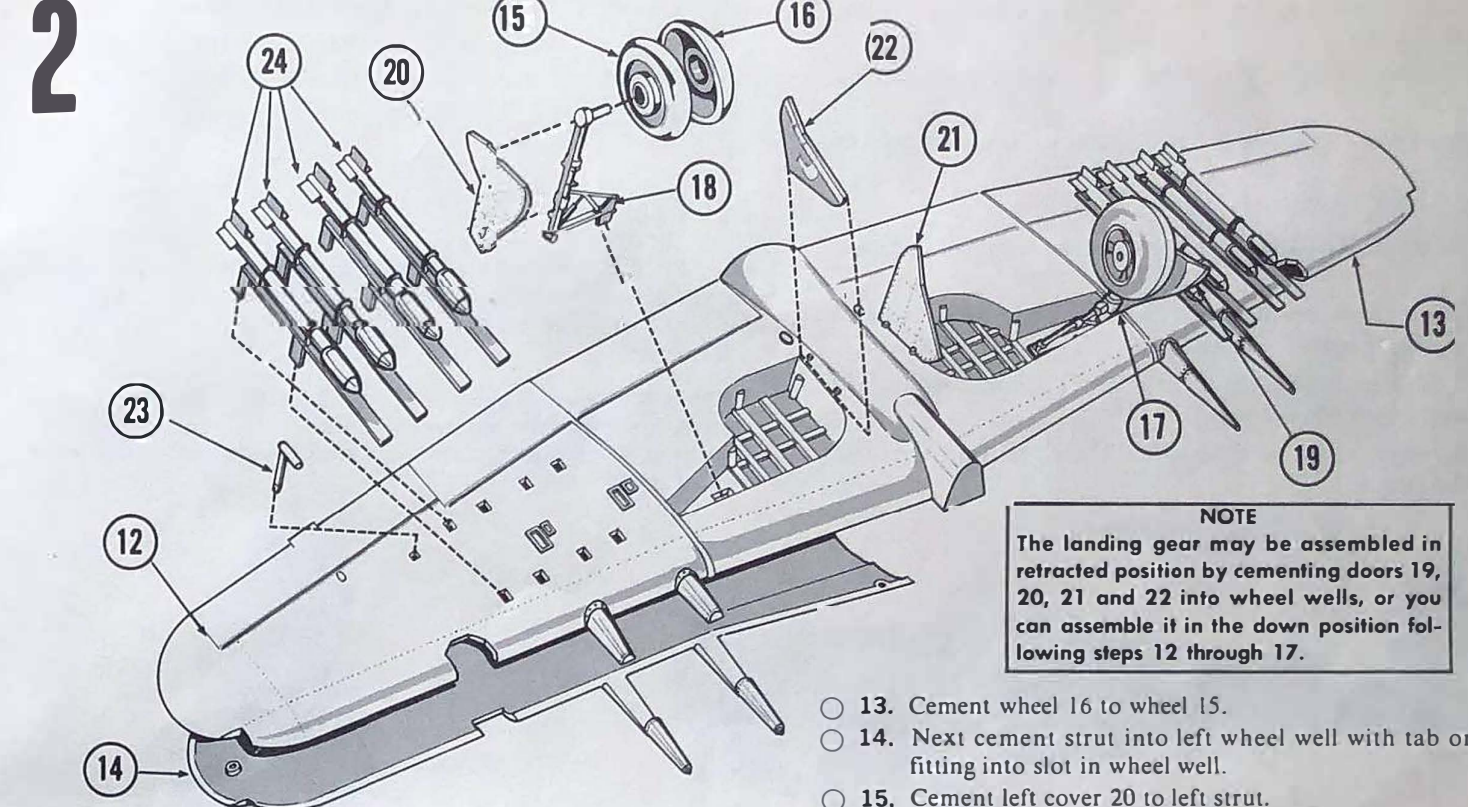
As the Typhoon steadily improved, it was transformed from a fighter of dubious reliability to one of British Aviation's most potent weapons.

SEVEN STEPS TO SUCCESSFUL MODEL BUILDING

1. **READ** the instructions . . . **STUDY** the drawings . . . Become familiar with your new Monogram kit.
2. **DO NOT REMOVE** parts from trees until ready for use. All parts are identified by a number.
3. Read **PAINTING INSTRUCTIONS** before assembly. Some parts must be painted before cementing.
4. **CUT** parts from trees, breaking off may damage part.
5. **CHECK FIT** of part before cementing into place.
6. Apply cement with a **TOOTHPICK** on small areas. Too much cement can damage your model.
7. **DO NOT RUSH** assembly. **FOLLOW** instructions and check off each step as completed.



- 1. Cement pilot 1 to seat 2.
- 2. Seat is next cemented to stepped pins on inside of right fuselage 8.
- 3. Apply instrument panel decal to instrument panel 5.
- 4. Cement instrument panel against pins immediately ahead of cockpit opening.
- 5. Cement air intake 6 against pins at front of fuselage.
- 6. Tailwheel 7 may be cemented into place, either extended or in the retracted position. (See drawing 1A)
- 7. Cement left fuselage 9 to right fuselage.
- 8. Next cement control column 3 into hole in floorboard 4.
- 9. Cement short rectangles on top of floorboard into locating pads above wing opening.

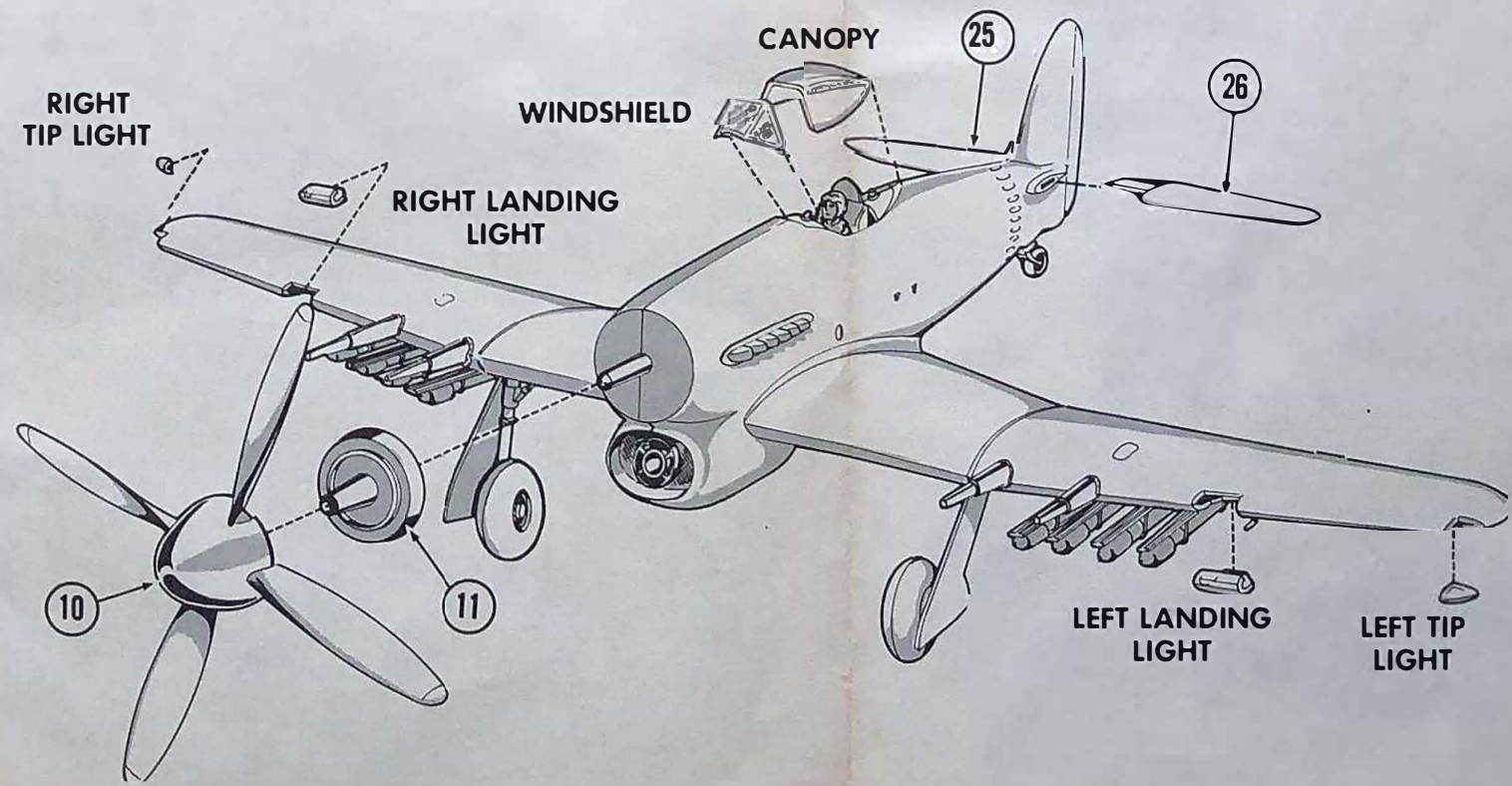


- 10. Cement wing tops 13 and 14 to wing bottom 12.
- 11. Apply cement to inside edges of wing tops and insert leading edge of wing into front of wing opening. Then push trailing edge up against fuselage to snap wing into place.
- 12. Slip wheel 15 onto axle of left strut 18 and flare end of axle with the heated blade of an old knife.

NOTE
The landing gear may be assembled in retracted position by cementing doors 19, 20, 21 and 22 into wheel wells, or you can assemble it in the down position following steps 12 through 17.

- 13. Cement wheel 16 to wheel 15.
- 14. Next cement strut into left wheel well with tab on strut fitting into slot in wheel well.
- 15. Cement left cover 20 to left strut.
- 16. Cement left inner door 22 against short pins on wing bottom.
- 17. Assemble the right landing gear in the same manner, using parts 15, 16, 17, 19 and 21.
- 18. Cement rockets 24 to wings, with the small pins on tabs facing toward center of wing.
- 19. Cement pitot tube 23 to left wing.

- 20. Cement right and left stabilizers 25 and 26 into slots at rear of fuselage.
- 21. Place spinner 11 over propeller shaft and flare end over with the heated blade of an old knife.
- 22. Cement propeller 10 onto spinner, making sure no cement touches the propeller shaft.
- 23. Cement windshields to fuselage at slight step in front of cockpit.
- 24. Cement canopy to fuselage in either an open or closed position.
- 25. Cement left (L) and right (R) wing tip lights into place.
- 26. Next cement left (L) and right (R) landing lights into openings in leading edges of wings.



PAINTING

The Hawker Typhoon has been molded in medium grey and clear polystyrene, a realistic and attractive model can be completed with a minimum of painting. To paint the additional details and camouflage your Typhoon as shown in the photos and the box cover, suggestions are given on the back page.

It is best to paint most of the parts before removing them from the plastic trees. Use a small pointed brush for small parts and a 1/4 inch soft brush for larger areas. Use only PAINT FOR PLASTICS or an ENAMEL. All colors should have a flat finish.

Allow paint to dry thoroughly before handling parts. Paint should be scraped away from any area which will be cemented because cement will not stick to the paint.

DARK GREY (unpainted plastic)—Top of fuselage, wings, stabilizers and rudder.

LIGHT GREY—Undersides of fuselage, wings, stabilizer and rocket racks.

PALE GREEN—Cockpit walls, floor, seat, control stick and air intake.

DARK GREEN—Camouflage pattern.

MEDIUM BROWN—Rocket bodies and fins and airplane exhausts.

YELLOW—Spinner, propeller tips and stripes on leading edges of wing (upper wing surfaces only).

SILVER—Inside of wheel wells, gear doors, landing struts, tail-wheel strut and all wheel hubs.

BLACK—Wing walks, tires, propeller blades, rocket heads and recognition stripes.

WHITE—Recognition stripes and navigation light.

PILOT—Dark brown suit, helmet and shoes, silver goggles, light tan collar and trim at top of boots and edge of gloves, white chute and goggle straps, flesh face.

DECALS

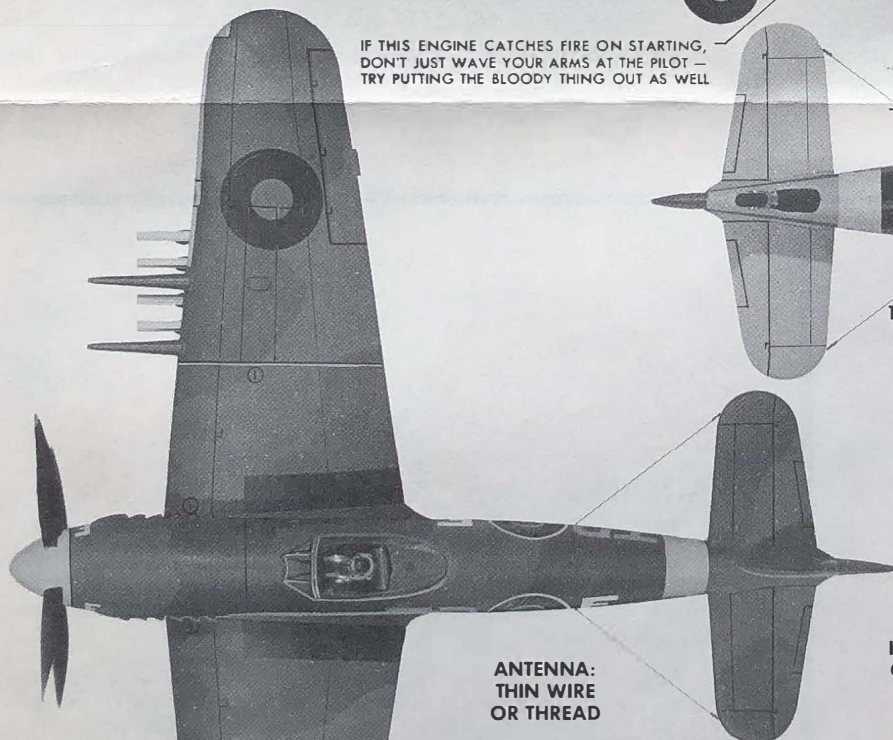
Read the directions on the back of the decal sheet for proper application. Refer to the photos below for decal positions. For a neat job work with one subject at a time, trimming each close to the color outline.

When applying decal band onto rear of fuselage, first turn model up-side down with the tail section toward you. Register short lines at edge of band with bottom seam of fuselage, then bring band around fuselage.

WHIP ANTENNA — THIN WIRE OR NYLON BRUSH BRISTLE.

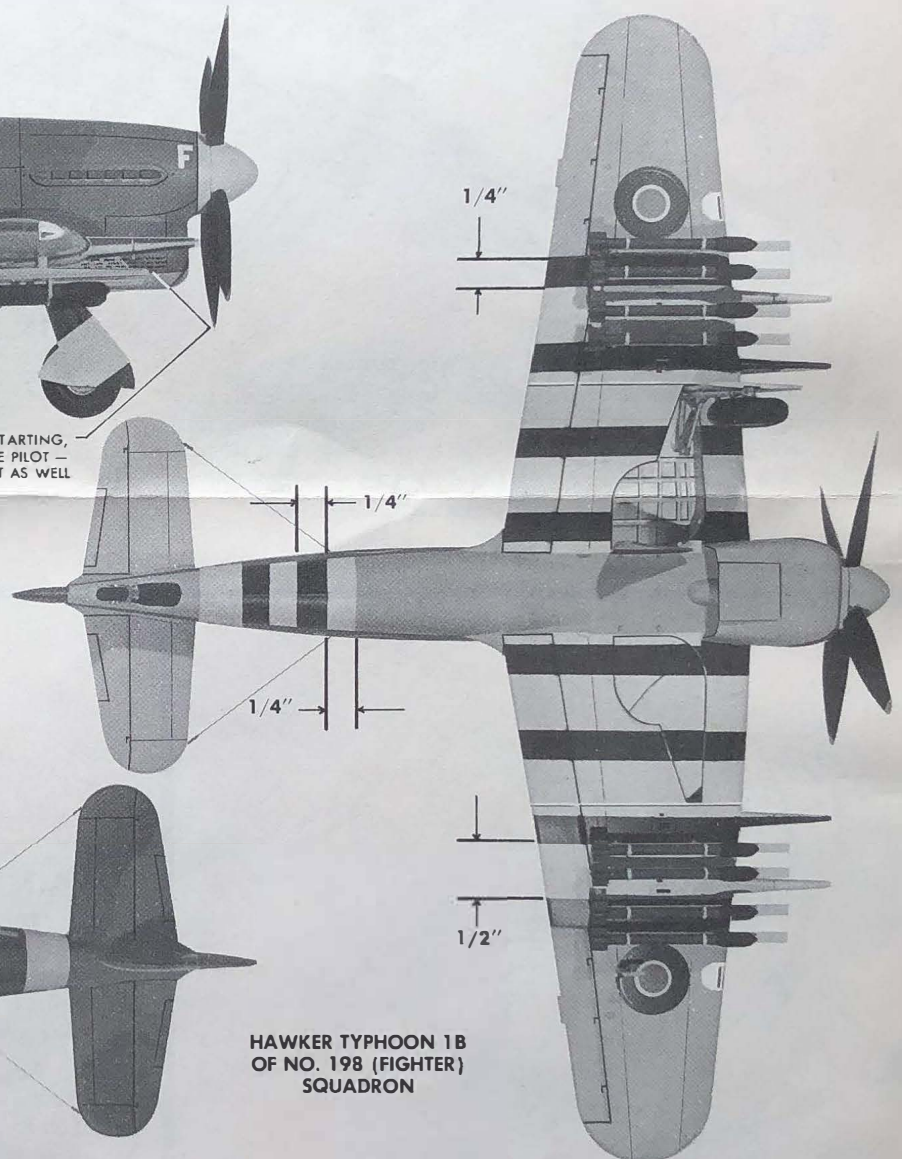


IF THIS ENGINE CATCHES FIRE ON STARTING, DON'T JUST WAVE YOUR ARMS AT THE PILOT — TRY PUTTING THE BLOODY THING OUT AS WELL

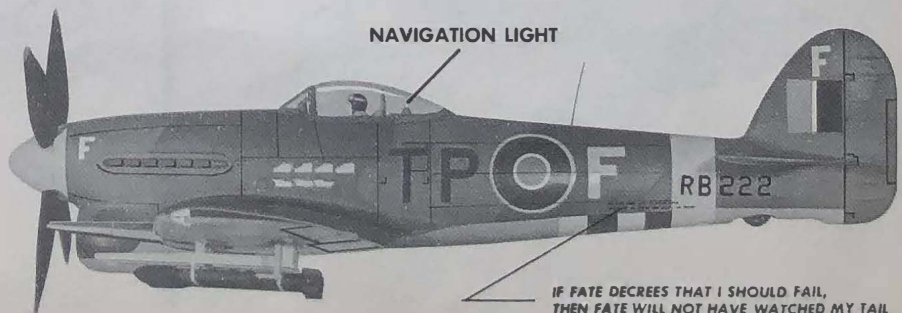


ANTENNA: THIN WIRE OR THREAD

HAWKER TYPHOON 1B OF NO. 198 (FIGHTER) SQUADRON



NAVIGATION LIGHT



IF FATE DECREES THAT I SHOULD FAIL, THEN FATE WILL NOT HAVE WATCHED MY TAIL