

# Hawker Typhoon Ib JP496/HH\*W

Pilot: Sqn Ldr J.R. Pennington-Legh, DFC, 175 Sqn, RAF Colerne, Wilts. June 1943

By Colin Ovens

Kit: Brengun BR72006 Hawker Typhoon Mk.Ib Car door EARLY version



## Background

For quite a while, a few years back, I had been on the lookout for the old Frog "Car door" Typhoon, But, having heard various comments about its accuracy- let alone its availability; I gave up looking..., and I was not going to build that old Airfix abortion! So for some time, my only option was to move up to 1/48 scale for a half decent Typhoon, and tackle the elderly (but good) Monogram offering. It is old- I'd built it when I was barley twenty! Then (still in 1/48) along came the rather nice Hasegawa kits- including a "car door" variant, and on a number of occasions, when visiting The High Temple of Plastic (Hannants, to the uninitiated), I had picked up that kit- and replaced it, as it wasn't in the Gentleman's Scale. Finally, about two years back, at the IPMS Brampton show at St Ives, I spotted the then new 1/72 Brengun kit- it wasn't expensive either, and I bought it.

## The Kit

On opening the box, I was intrigued to find a set of rather crisply moulded parts, in a colour that a certain modeller described to me as being "effluent brown"! (It's more of a tan!) There was no flash present, and the kit decals were densely, printed, and of good colour. This kit is one of a series of Typhoon versions produced by Brengun, including the original variant, the twelve gun, solid back, Typhoon Ia.

The kit is a good one, but it does need a little more than the average amount of care in assembly. For me, the most irritating thing about the kit was the fitting of the radio mast. It should pass through the rear of the aft section of the canopy- but Brengun would have one fit the thing on top of the canopy, according to their instructions; it's a simple correction, but, now that one has made a hole in the canopy to pass the mast through, of course one finds that the mast is now too short, so a

scratchbuilt one was substituted for the original. Easy- but it is a minor irritation. Otherwise the model is a straightforward build.



## Painting

It gets interesting when the painting begins. The standard Temperate Scheme for Fighters is applied- I used my usual "poison": Xtracolor- so far so good. The Typhoon was frequently mistaken for a FW190, and a number were shot down by "friendly fire" from both AA batteries and Fighter Command. To counter this problem, as an aid to identification, Typhoon noses were painted white, but this tended to compromise their camouflage, so it was decided that four black and three white stripes would be painted below the inner wings. These stripes should not be confused with the later Special Identity markings applied to Allied aircraft for Operation Overlord; they are of different proportions. Above each wing, a single yellow stripe was also applied to aid identification from above; all these special ID markings were ordered to be removed from the Typhoons during April 1944.



When it came to painting the underwing black and white stripes, I found that using pure black would produce far too "harsh" a result, so I tried Tamiya's "NATO Black" and added a tiny spot of black to the white paint. The result was most satisfactory.

The kit decals were used- Brengun provides three options- and varnish was applied; in retrospect, I think that the finish is rather too flat as the Type S paints in use at that stage of the war had a distinct sheen to them. However, at least I now have my "Car door Tiffie"!

Would I build another Brengun Typhoon, or indeed, another Brengun kit? Yes! Some time ago I had the pleasure of building their Spitfire Vb, as re-engined with a DB605 power-plant, after capture by the Germans: another pleasurable build

