

# Tempest Mk.V

eduard

1/48 Scale Plastic Model Kit



item No. BFC111

The piston engine aircraft development peaked at the end of the Second World War, bringing some remarkable designs. The Hawker Tempest was one of them. This high performing beast excelled as the mid and low level fighter and attack aircraft.

The story of the Tempest is in fact nothing more than an attempt to sort out the shortcomings of Hawker Typhoon, which prevented the type from being a successful fighter. The main problem of the Typhoon was the thick wing with NACA 22 profile, offering lot of inner space for fuel and armament, but building drag rapidly with rising speed. Not surprisingly was the wing at the core of the changes on the way to the new fighter. The design was originally supposed to retain the Typhoon name marked as the Mark II but as it became obvious, the final result would be a new plane, so the name was changed. The Tempest name followed the path of Hawker to use the "wind" names for its fighters.

#### Series of changes

The new wing was 5 in (12,7 cm) thinner at the root and the planform changed in comparison with Typhoon wing to more elliptical shape. As the new wing did not offer enough space for fuel, additional fuel tank of 76 gallon (288 l) volume had to be installed in the fuselage. The space for it was found between the firewall and the oil tank, but, consequently, it was necessary to move the engine forward by 21 in (53,4 cm). Due to that, the tail surfaces, both the stabilizer as well as elevator, had to be enlarged, also the undercarriage was rebuilt. All in all, the Tempest really was a new aircraft, although keeping the Typhoon engine, which was a very complex issue by itself. With quite ambitious goals regarding the performance of Tempest, new units were considered instead of troubled Napier Sabre II, but the things went different way...

#### Back to the roots

Early contract was placed for two prototypes based on the Typhoon airframes powered by Sabre IV engine, but, due to delays with supply, only the HM599 was fitted with it, while HM595 used old Sabre II. The two prototypes also differed in radiator layout as the HM595 retained the distinctive chin radiator of Typhoon, while HM599 undergo radical change as Sydney Camm, Hawker chief designer, attempted to streamline the design. The radiator moved to the leading edge of the inner wing sections on both sides and the sleek nose got some resemblance to the Spitfire. The wing-mounted radiators layout worked well aerodynamically, but the Sabre IV evinced multiple problems, while the complexity of the wing assembly with integrated radiators was of some concern. There were only two other units powerful enough for use with the Tempest instead of Sabre IV: The R&R Griffon and radial Bristol Centaurus IV. As the new name Tempest was chosen, different marks were assigned to each engine variant and four more prototypes were ordered. The Mk.I was to be powered by the Sabre IV (HM599), the Mk.II by the Centaurus IV (LA602 and LA607), the Mk.III by the R&R Griffon IIB (LA610) and the Mk.IV by the Griffon 61 (LA614). Finally, the Mk.V (HM595) used slightly improved version of the Sabre II (IIb) engine producing 2,400 hp (1,790 kW), thus 200 hp (147 kW) more than previous one. Although it was meant as a stopgap solution until Sabre IV engines would be available, it finally emerged as the main mark of the Tempest, because Centaurus

engine supply was too late, Sabre IV was still troubled by glitches and integration of the Griffon into the Typhoon airframe proved to be more demanding than expected, so Mk.III ended with first and only prototype, while Mk.IV was never built.

#### Legend is born

The HM595 prototype with Sabre II flew for the first time on September 2, 1942, fitted with car door canopy, as the bubble canopy was in development at the time. Streamlined HM599 with Sabre IV performed its maiden flight on February 24, 1943. It was quite faster than HM595, but the solution of its problems would take too much time. The easiest way to get the Tempest into the service was to proceed with the Mk.V.

The first production Tempest Mk.V made its maiden flight on June 21, 1943, already fitted with bubble canopy. Armed with four 20mm Hispano Mk.II cannon (200 rounds per barrel) it achieved a top speed of 432 mph (695 km/h) at 18,400 feet (5,600 m), up to 45 mph (72 km/h) more than Bf 109 or Fw 190 (depending on mark). After the first production batch, the Hispano Mk. V cannons were installed, differentiating the Tempest from the first batch by barrels fully covered by the wing.

The first squadron to receive Tempests was No. 486 in January 1944. Together with No. 3 Squadron it became operational in April 1944. With addition of No. 56 Squadron the first Tempest Wing was formed at Newchurch, Kent, under the command of W/C Roland Prosper „Bee“ Beamont.

#### Fighting everything

After the period of operations over the France following the D-Day, the Tempest Wing was tasked to fight the V-1 Flying Bombs travelling low at speed of some 400 mph (640 km/h). The Tempest Mk.V was never effective high-level fighter due to the nature of its engine, but at the middle and low levels it was superior to virtually everything. And some 640 destroyed V-1s during the short period between June and August 1944 speak by themselves, as the rest of RAF scored some 160 of them during the period.

After the V-1 bombing campaign ceased, the Tempest Squadrons returned to the common tasks. At the time, seven Tempest squadrons flew air-to-air combats, claiming 240 kills (20 of them being Me 262 jets). Most successful Tempest ace, D. C. Fairbanks (US) recorded 11 kills flying Mk. V „Terror of Rheine“. Second with nine kills came W. E. Schrader (NZ) with nine and J. J. Payton with six kills emerged as third overall. The most famous Tempest Pilot, the Free French Pierre Clostermann, added four kills to his tally of 11 (some sources state 18 kills, the precise number is unknown) flying the Tempest.

Hawker Tempest was formidable fighter, fast, tough, with powerful weapons. Thanks to the excellent low altitude performance, the strafing attacks were also quite common, usually during the „search and destroy“ rides. Apart of cannons, the provision of two 1,000lb (450kg) bombs or eight 60lb (27kg) rockets added to its destructive force.

ATTENTION



UPOZORNĚNÍ



ACHTUNG



ATTENTION



注意



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 lepidel 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  
VOLBABEND  
OHNOUOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS



DÍLY



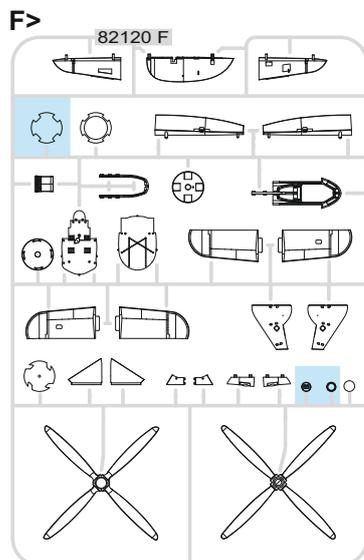
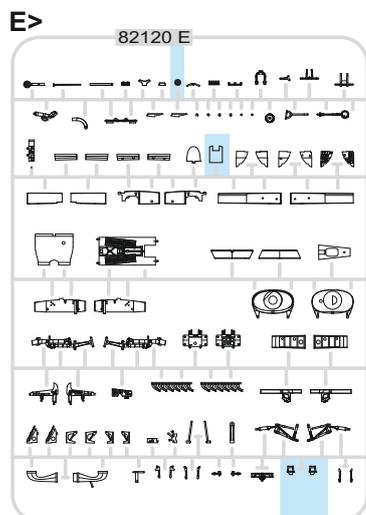
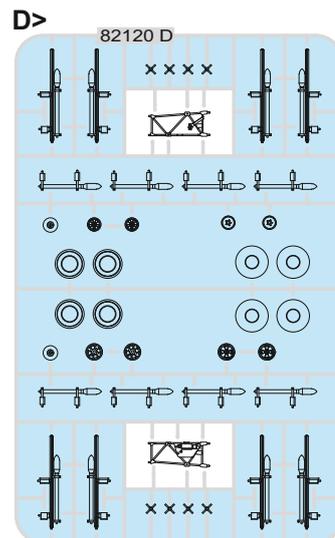
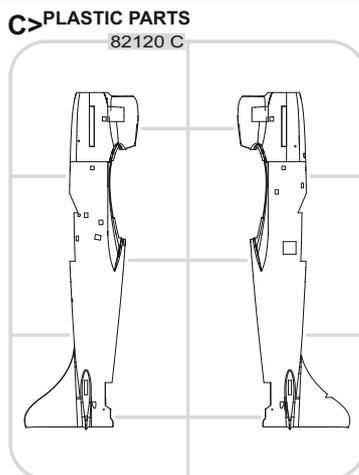
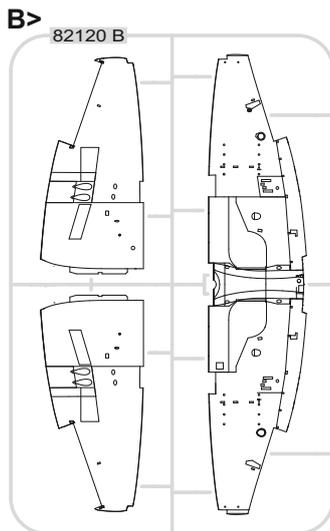
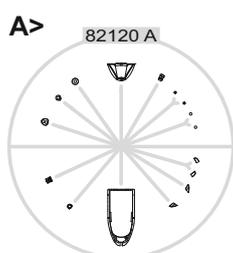
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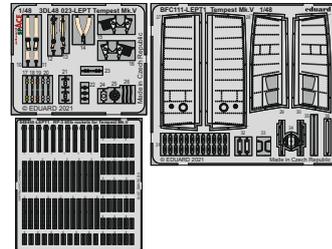
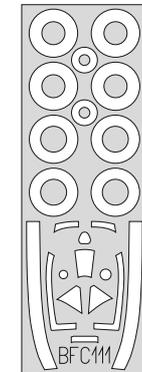
PIÈCES



部品



PE - PHOTO ETCHED DETAIL PARTS

eduard  
MASKeduard  
BRASSIN RP - RESIN PARTS

R2 2 pcs.

R3 2 pcs.

R4

R5

R163

R164

R16

R17

R91  
4 pcs.R92  
4 pcs.R93  
8 pcs.eduard  
SPACE

-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



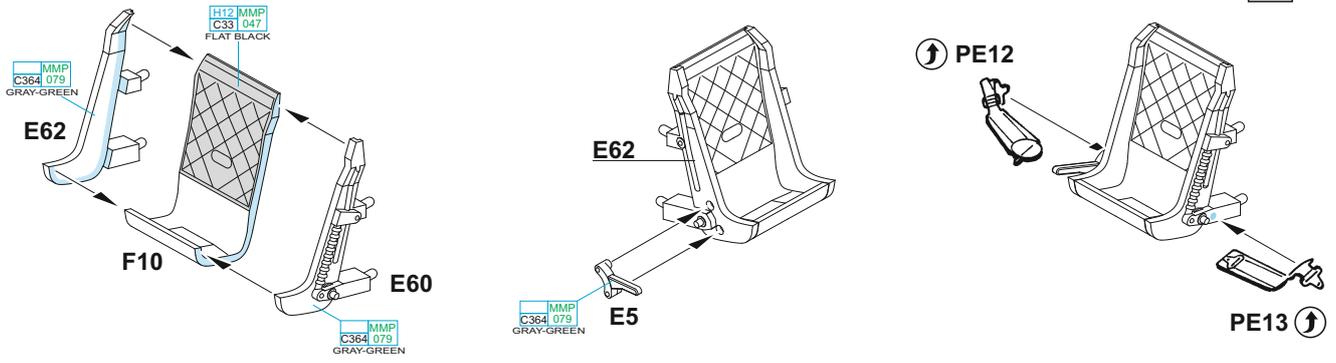
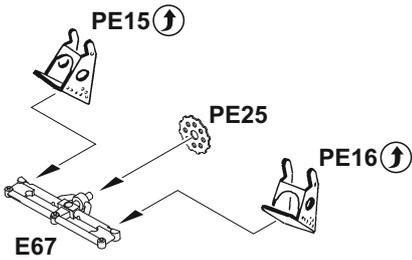
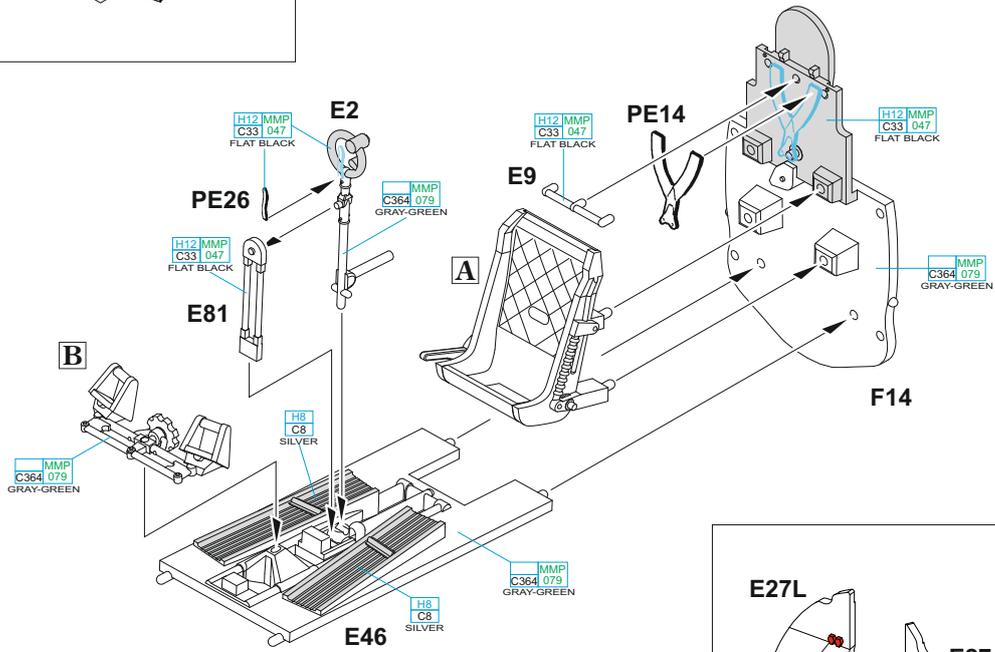
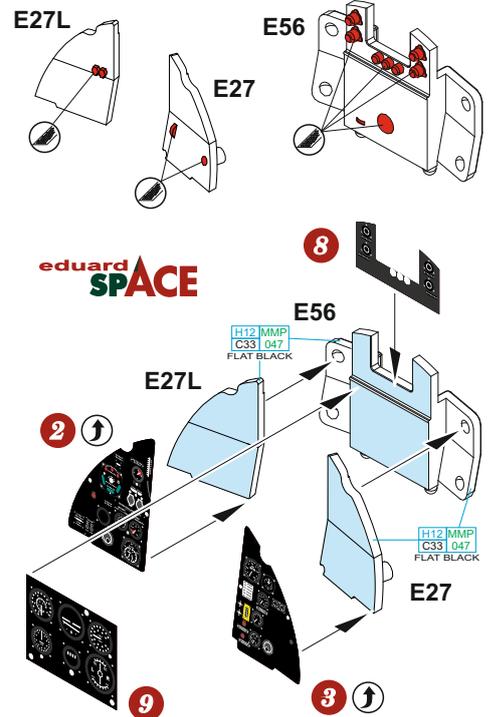
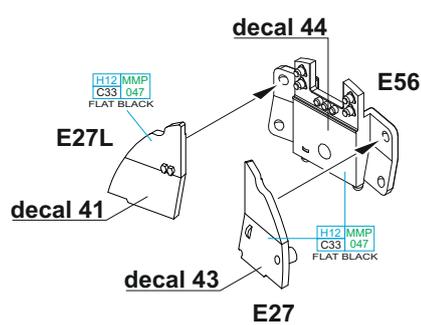
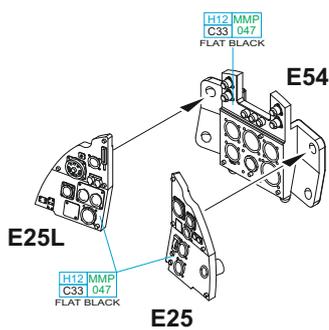
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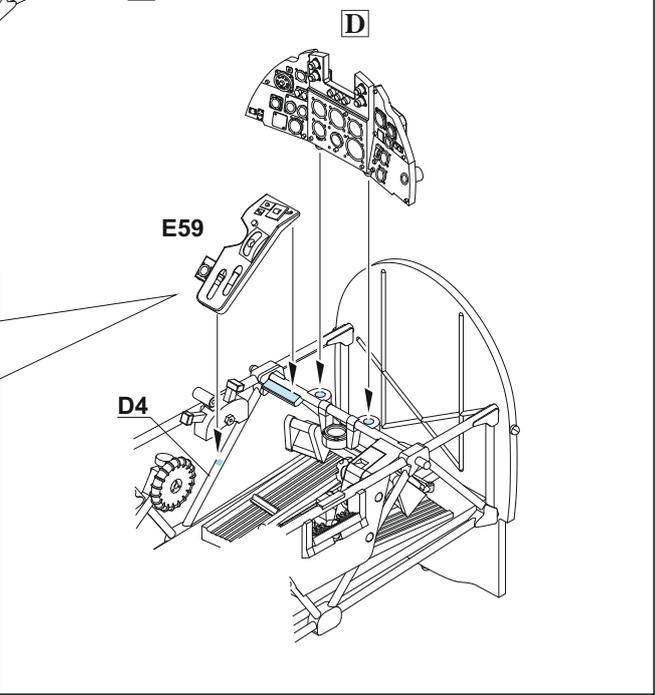
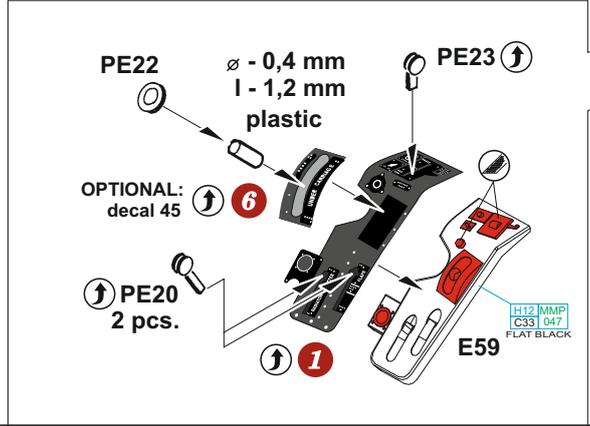
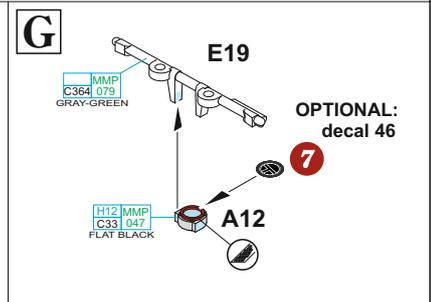
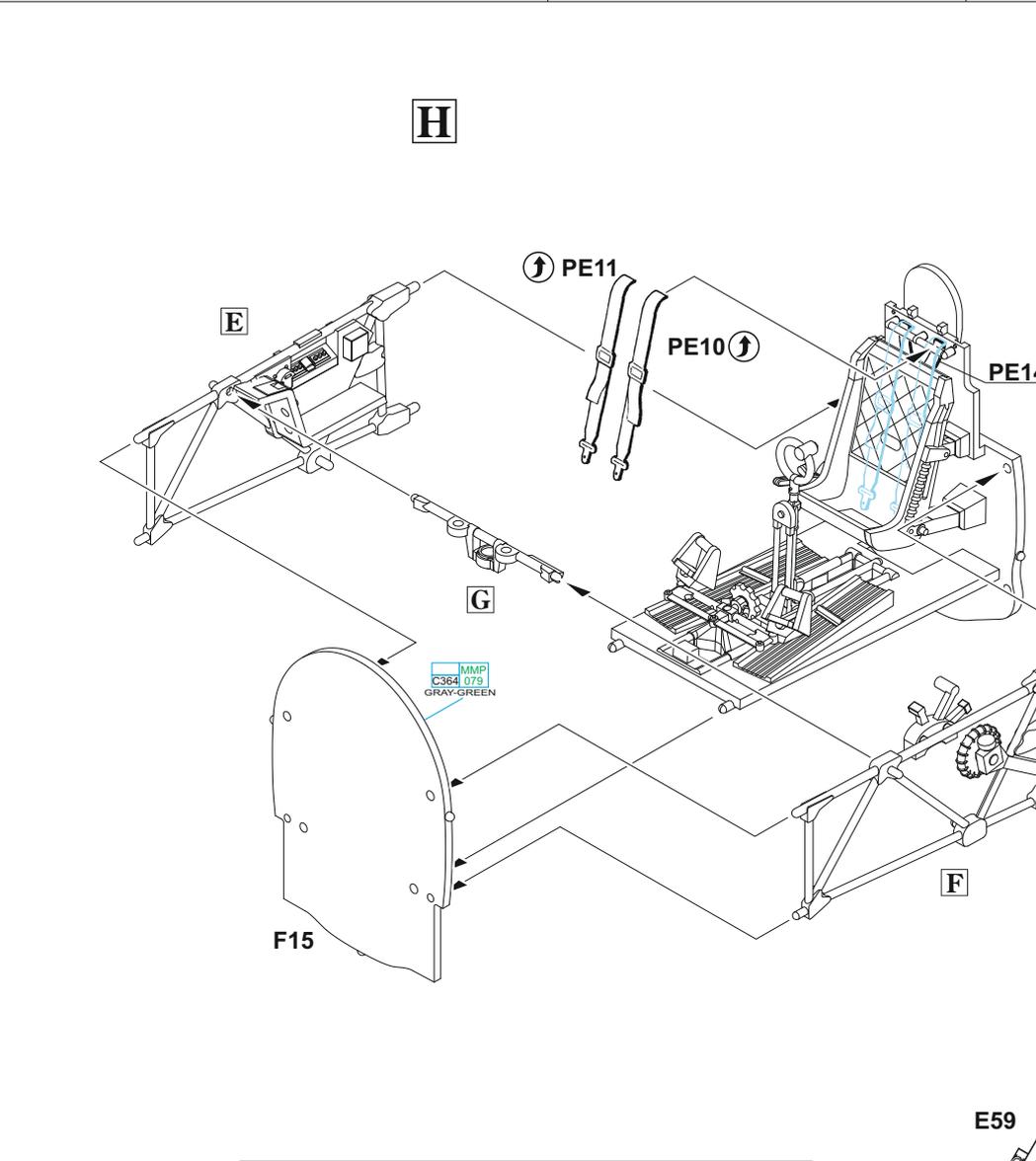
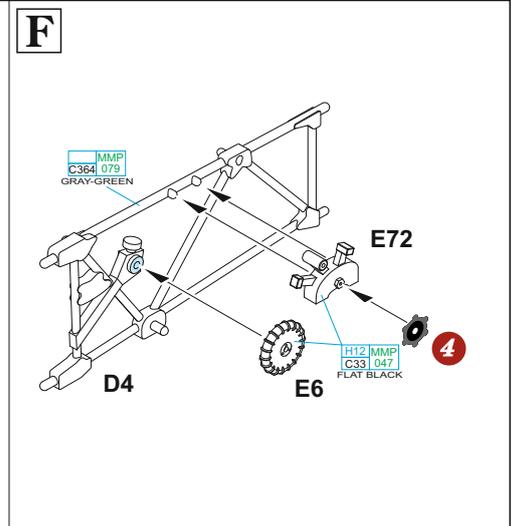
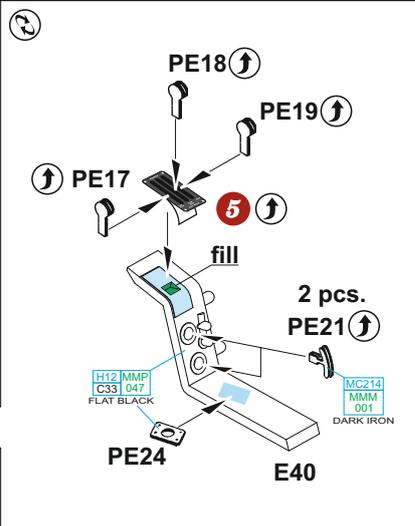
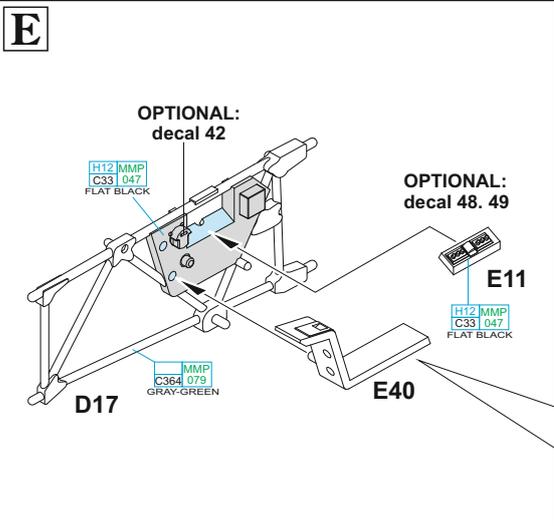


色

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H52	C12	MMP-091	OLIVE DRAB
H54	C365	MMP-065	NAVY BLUE
H56	C366	MMP-071	INTERMEDIATE BLUE
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN

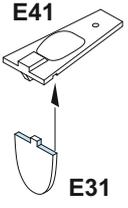
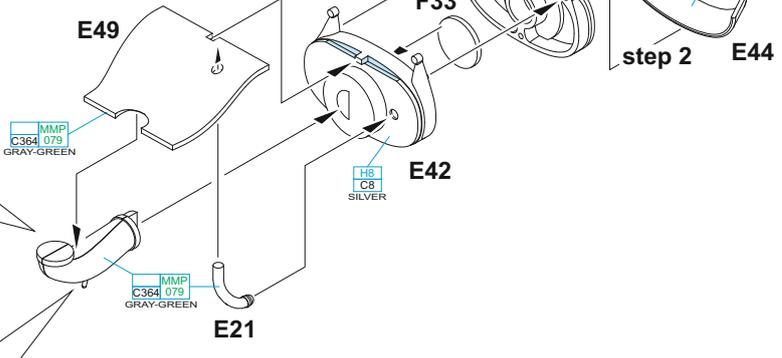
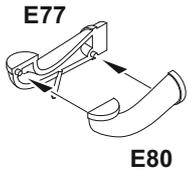
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AQUEOUS	Mr.COLOR	PAINTS	
H316	C316	MMP-104	WHITE
H330	C361	MMP-077	DARK GREEN
H335	C363	MMP-094	MEDIUM SEAGRAY
	C362		OCEAN GRAY
	C364	MMP-079	AIRCRAFT GRAY-GREEN
Mr.METAL COLOR		METALLICS	
	MC214	MMM-001	DARK IRON
	MC218	MMM-003	ALUMINIUM
Mr.COLOR SUPER METALLIC		METALLICS	
	SM201	MMC-001	SUPER CHROME
Mr.COLOR GX		METALLICS	
	GX05		SUSIE BLUE

**A****B****C****D**

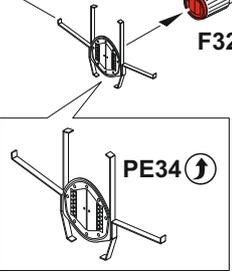
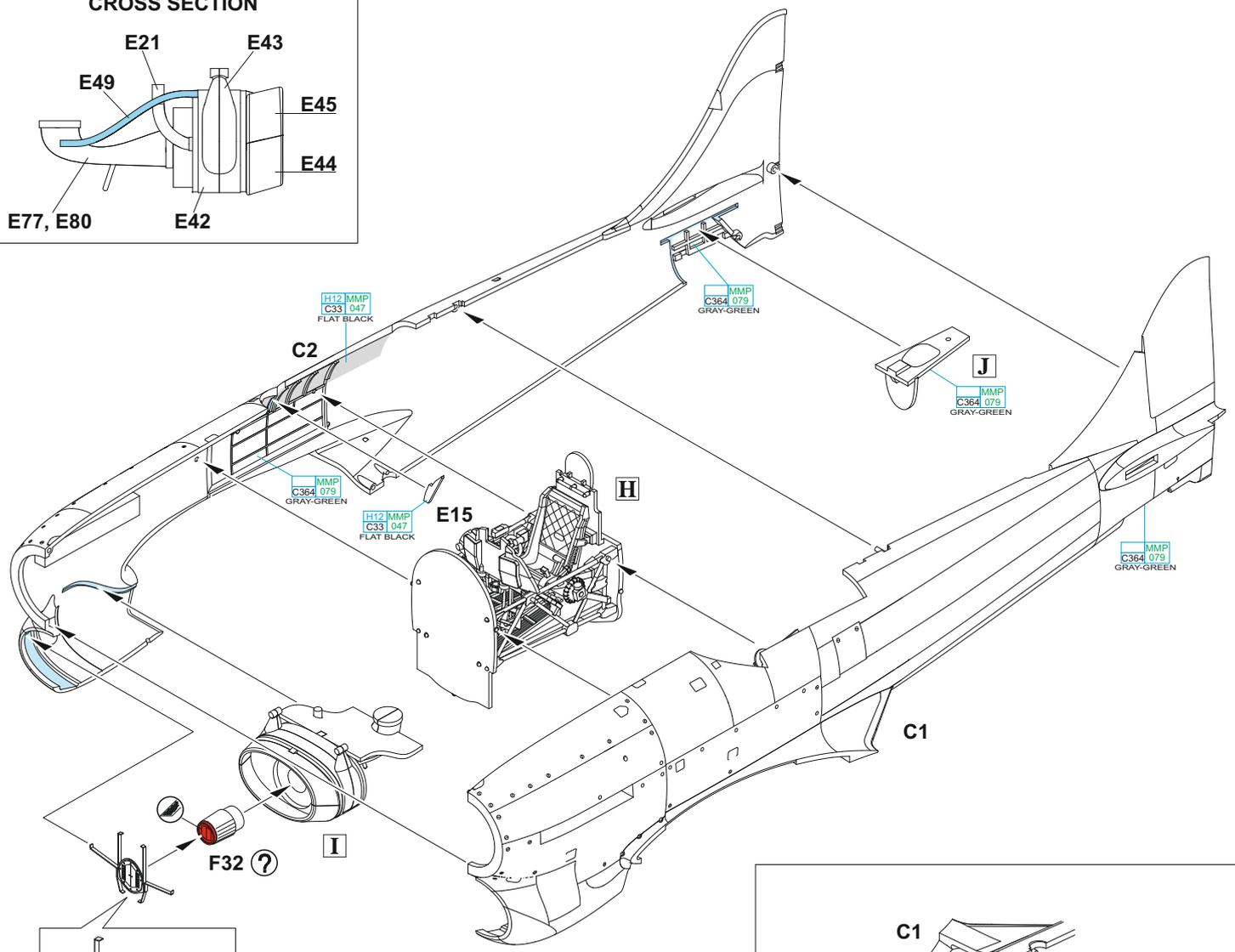
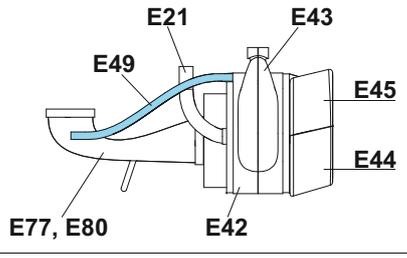


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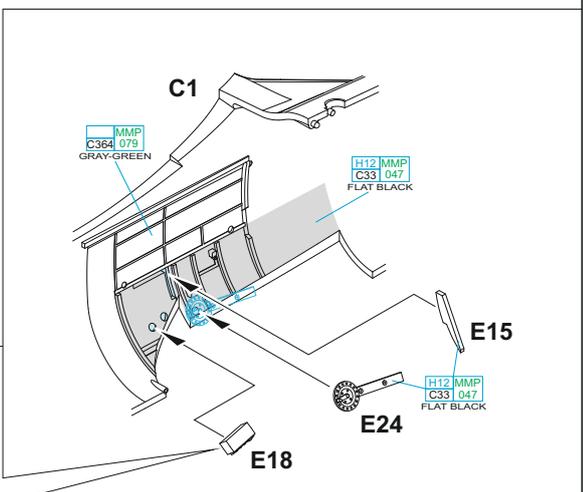
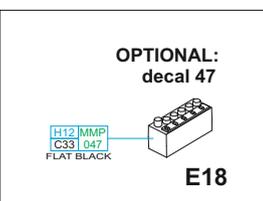
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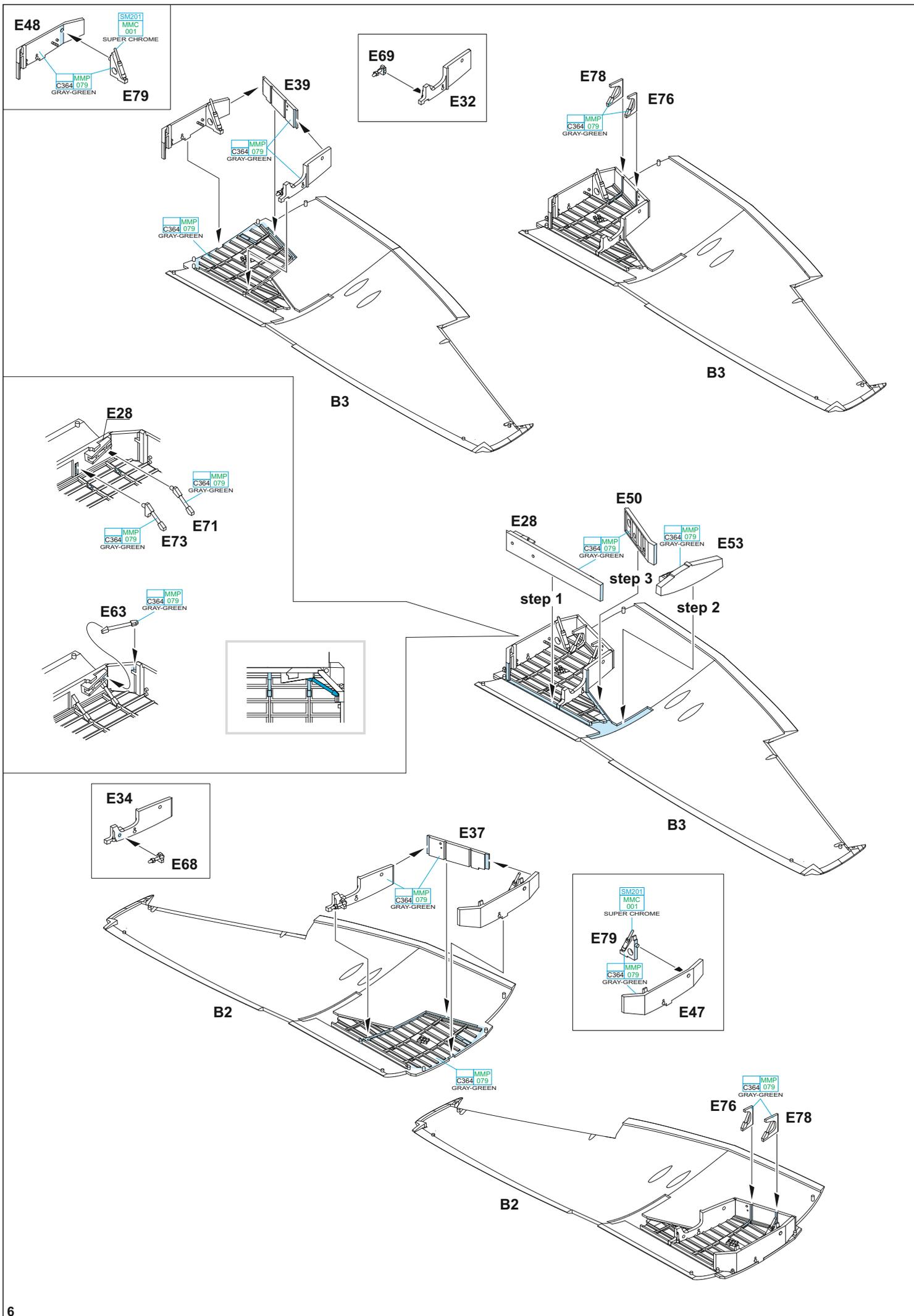


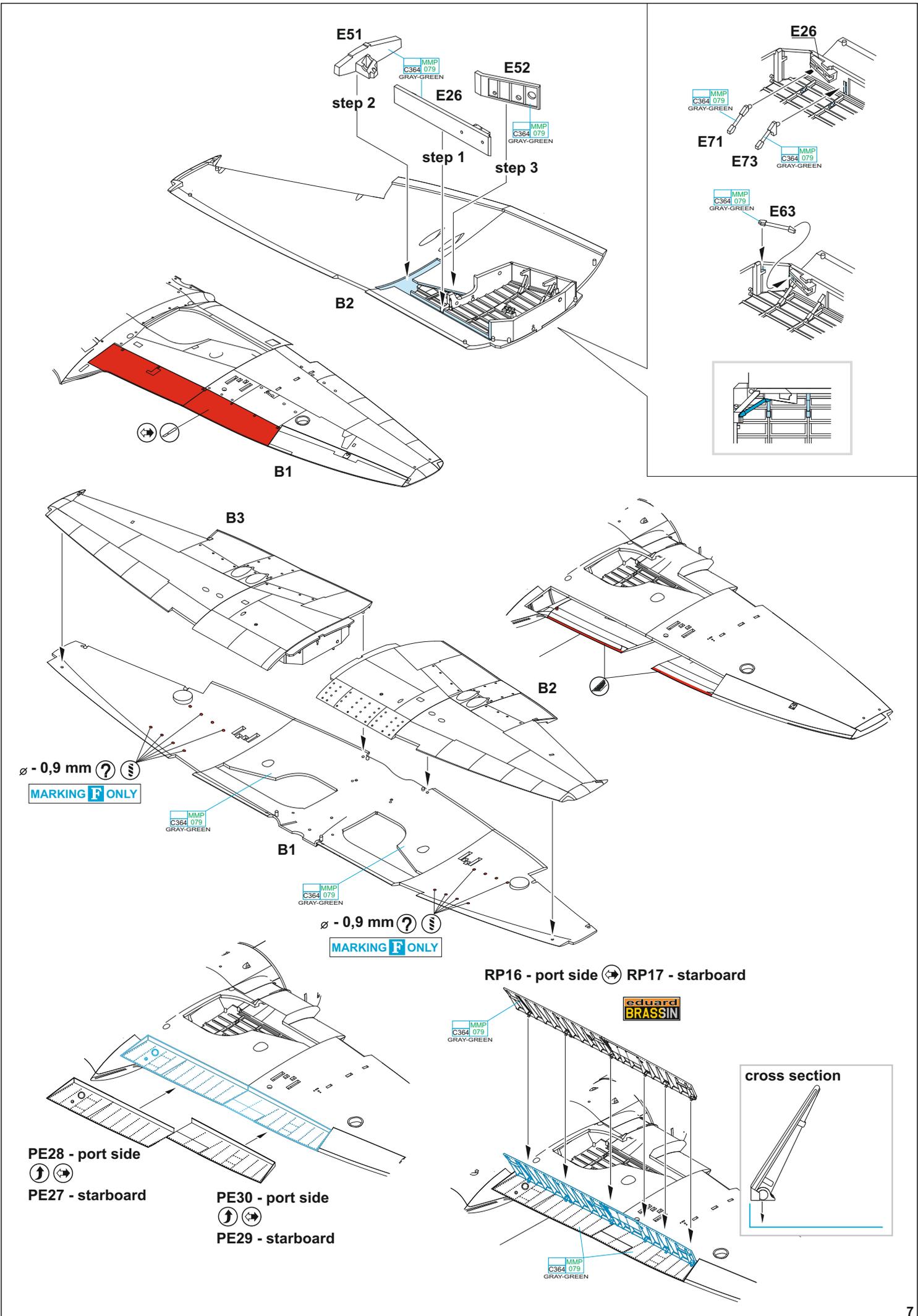
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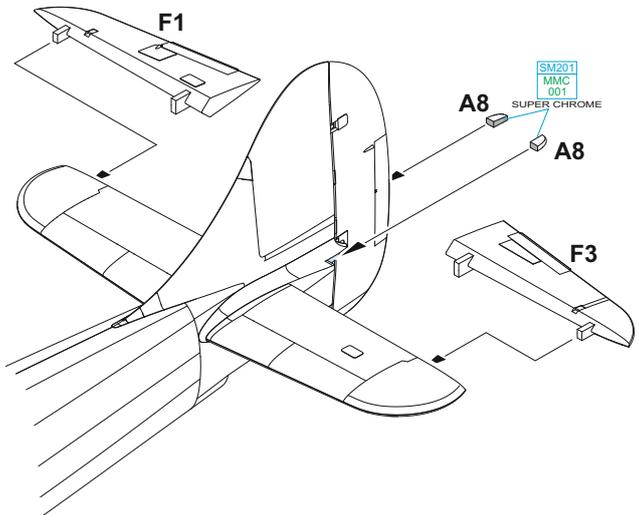
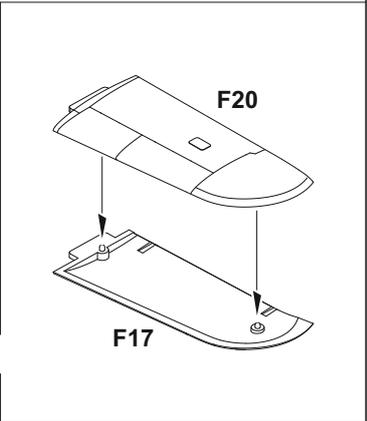
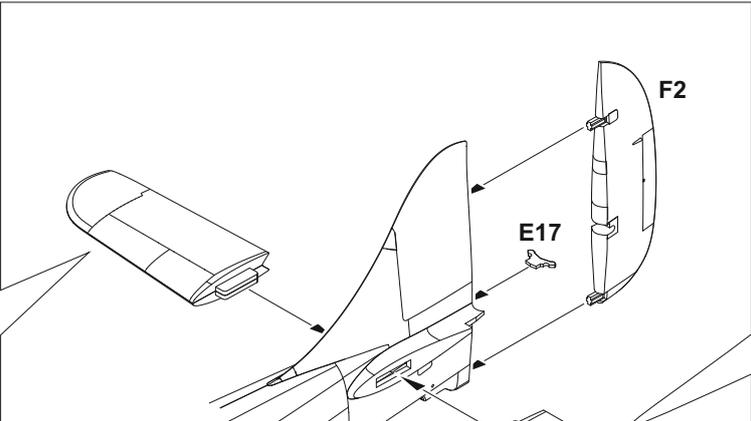
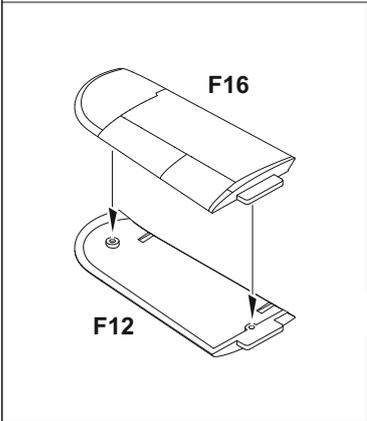
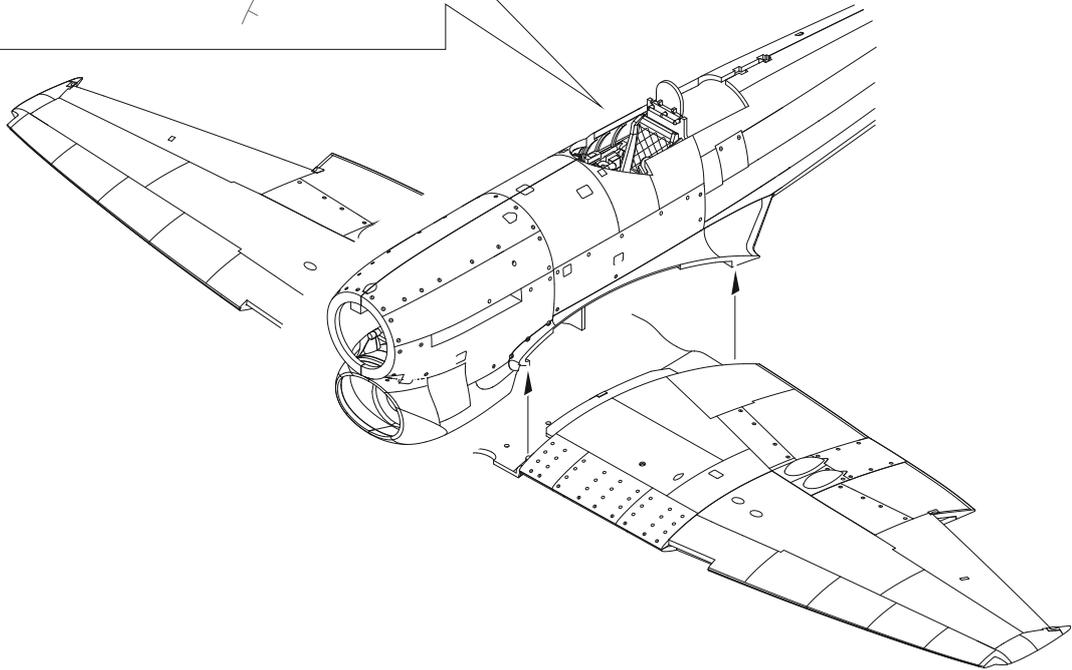
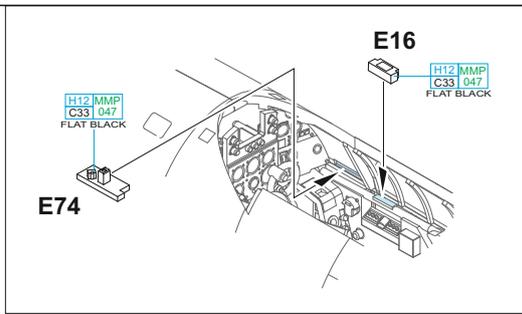


F32, PE34 - MARKING **C**  
 RP163 - MARKINGS **D, E, F**  
 RP164 - MARKINGS **A, B**



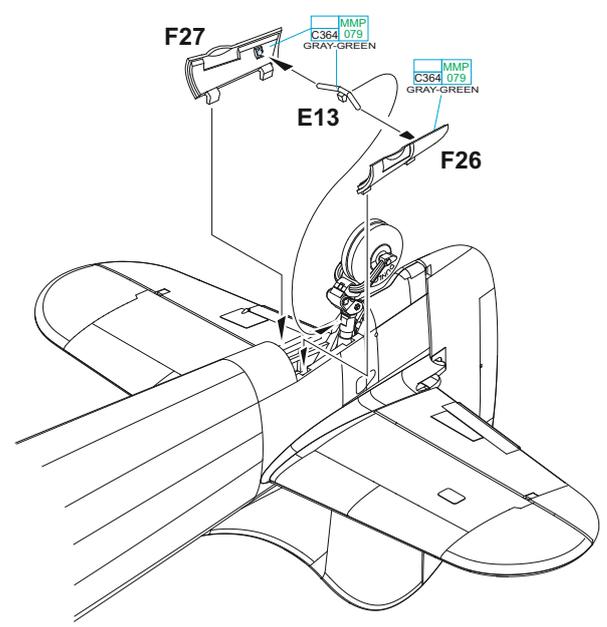
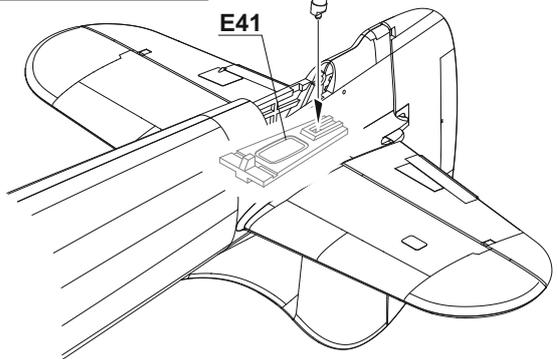
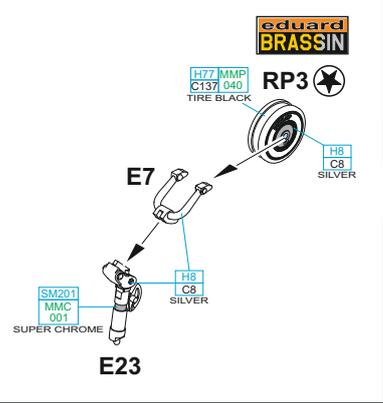
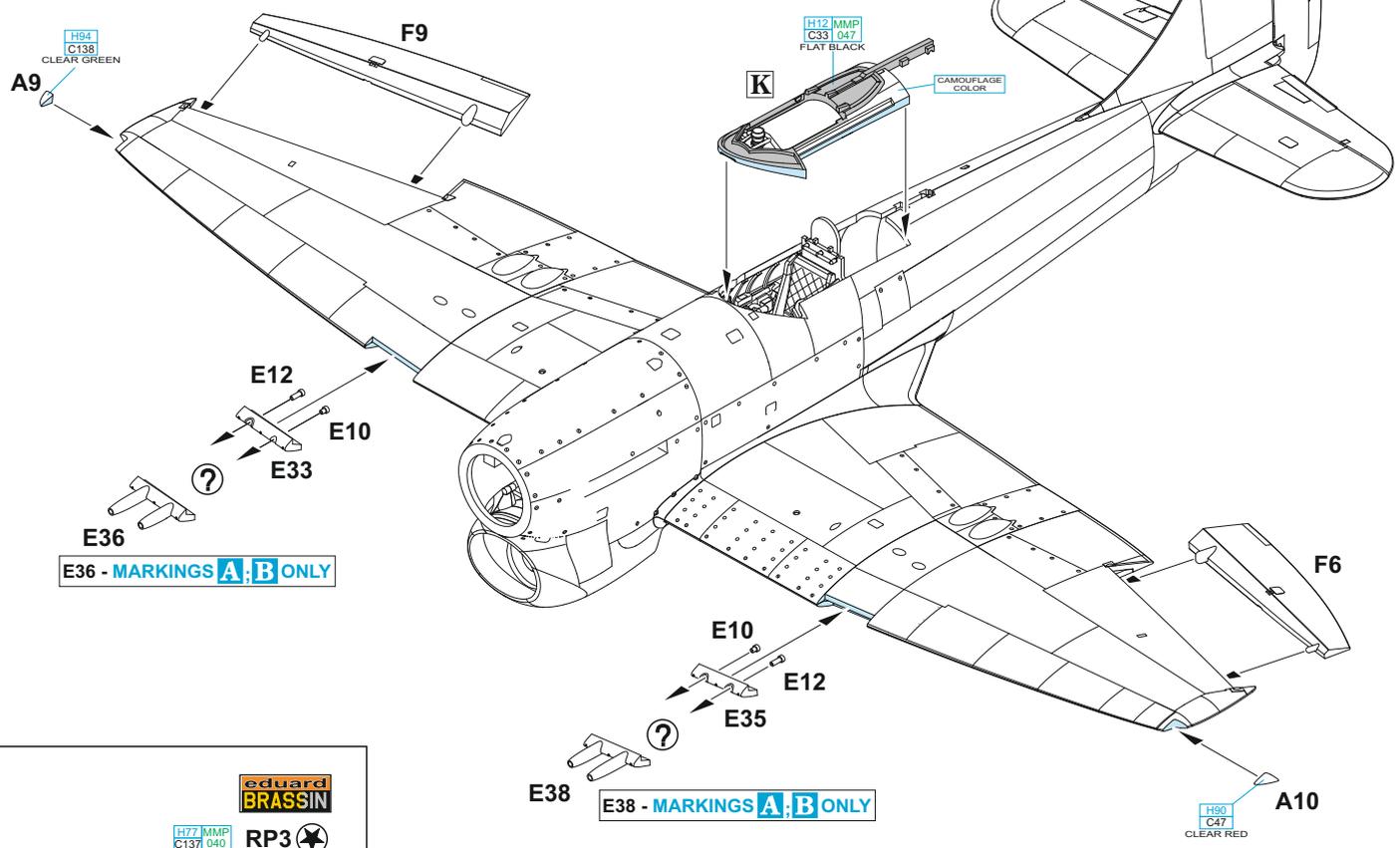
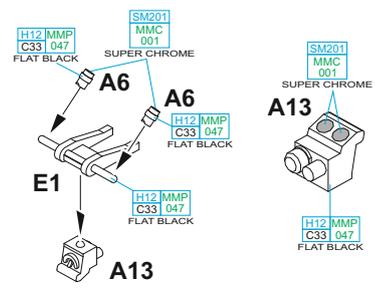
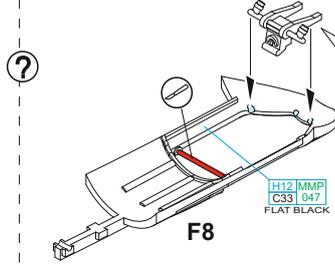
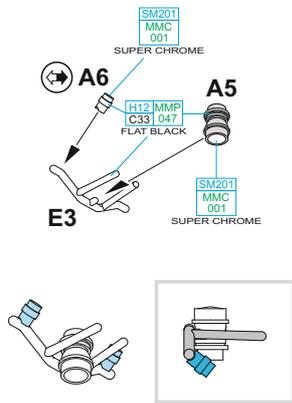
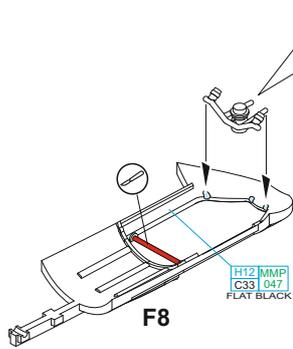




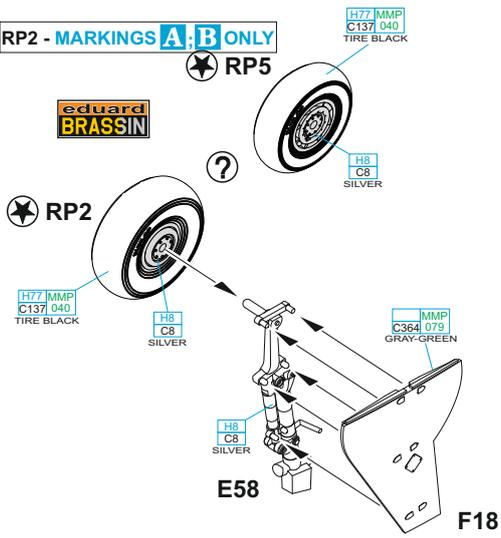


**K MARKINGS A, B, C, D**

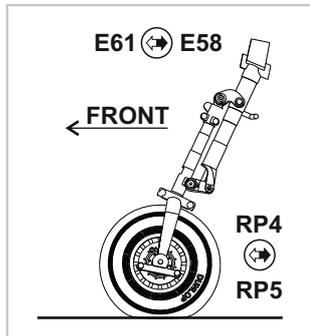
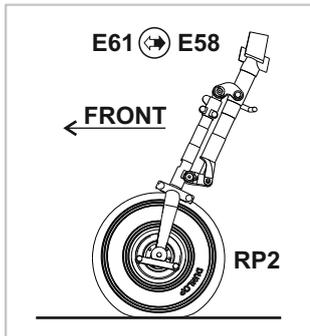
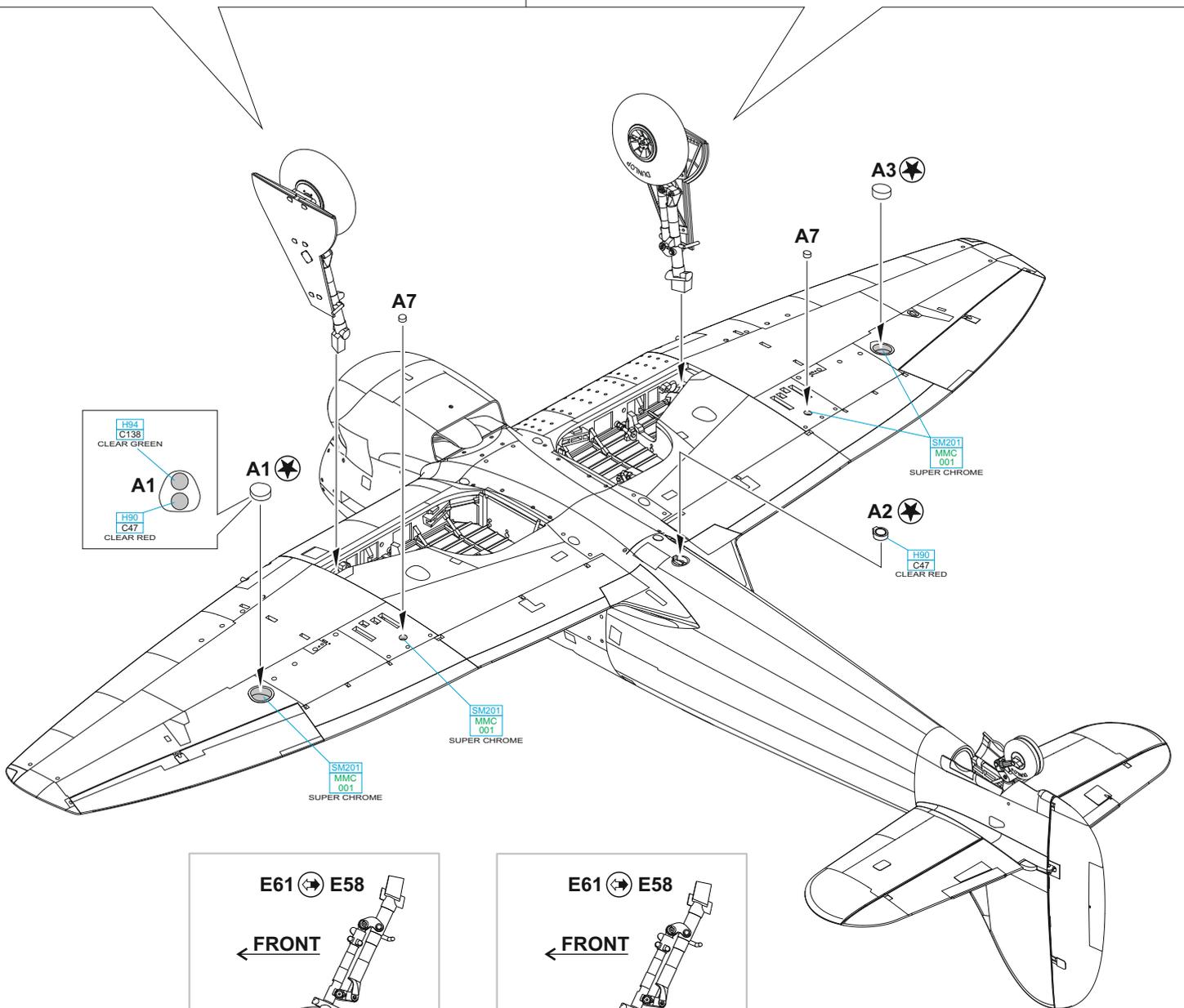
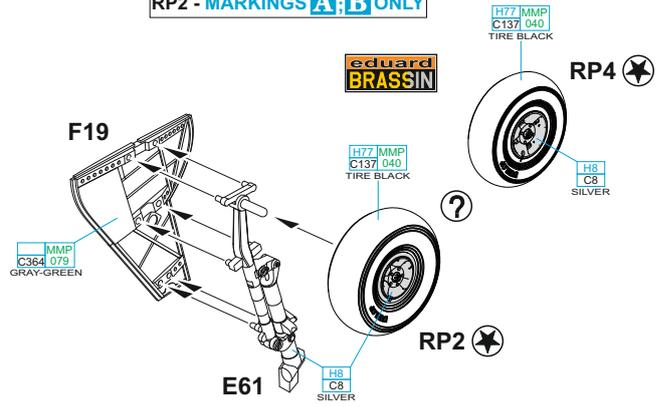
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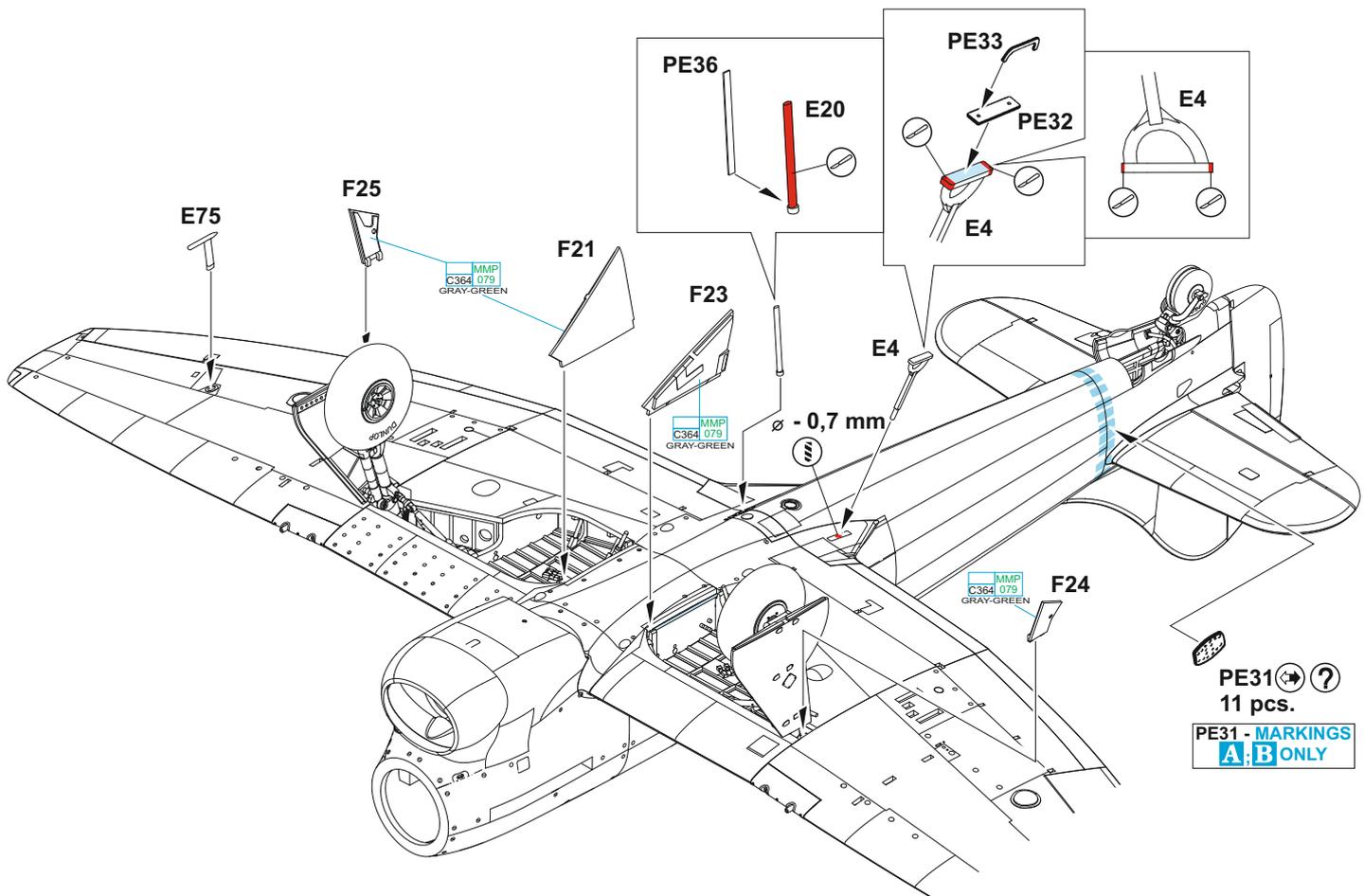
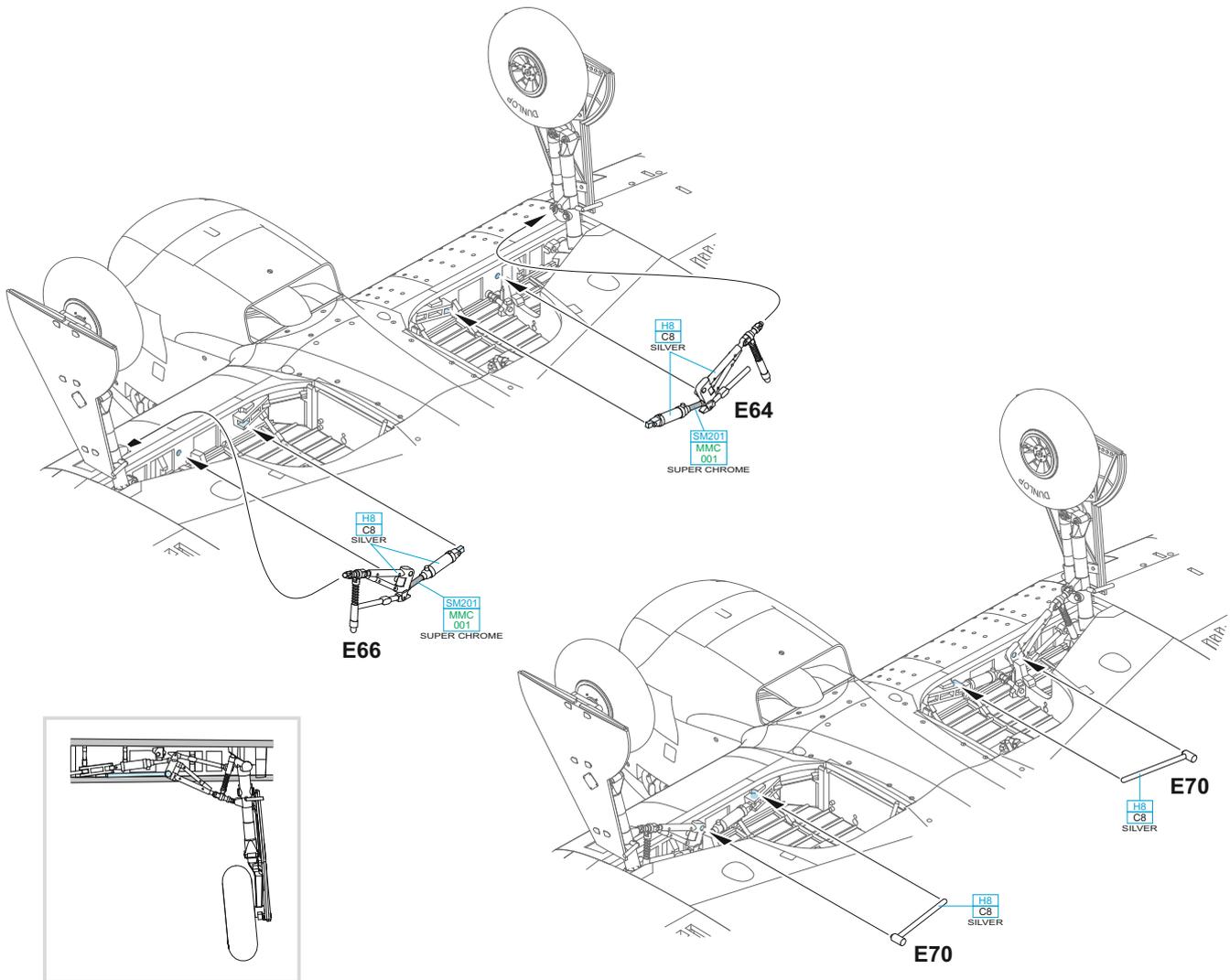


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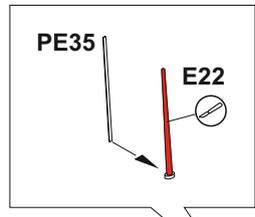
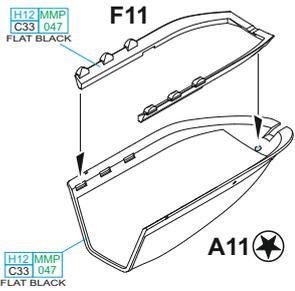


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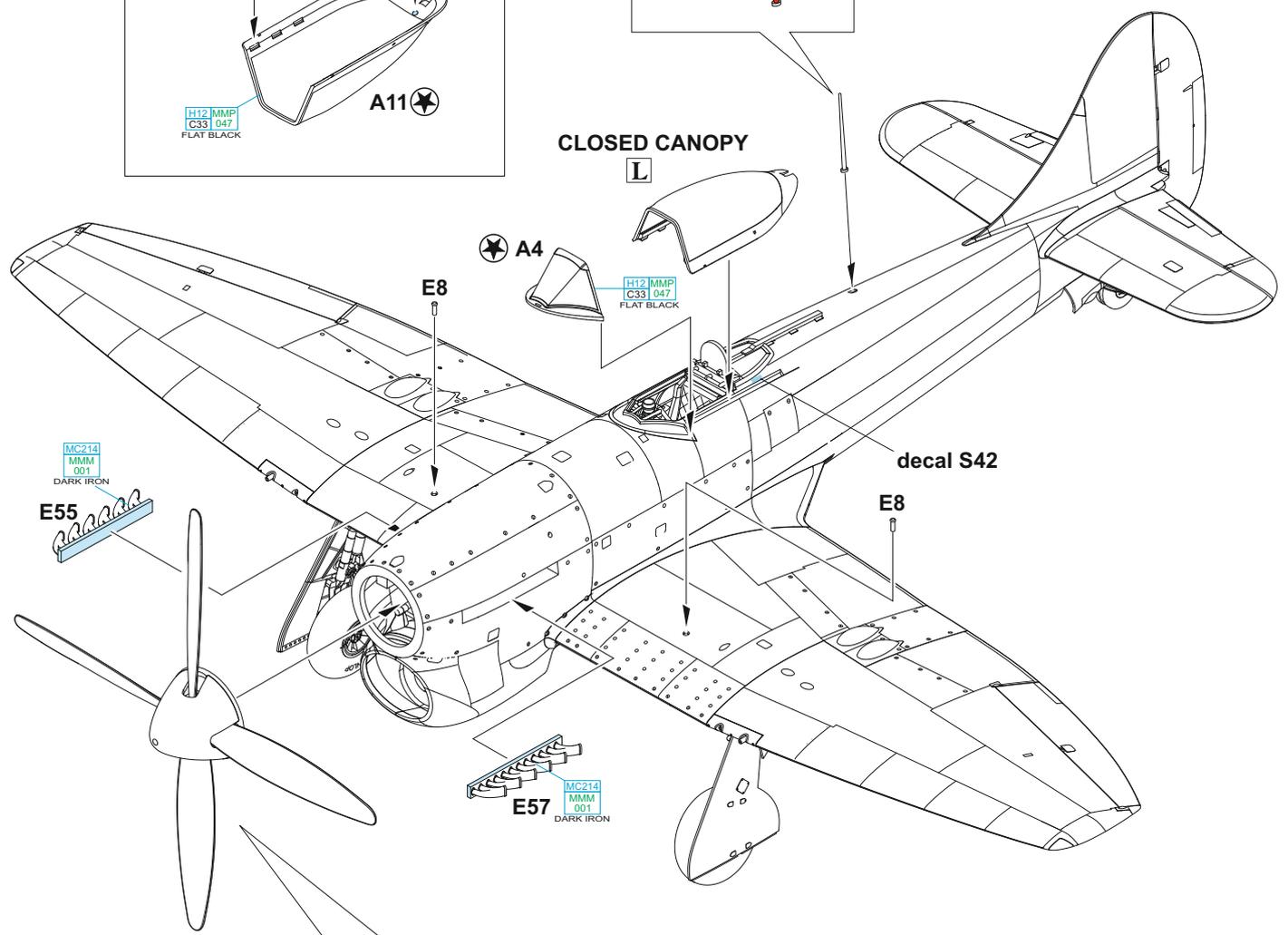


**L**



**CLOSED CANOPY**

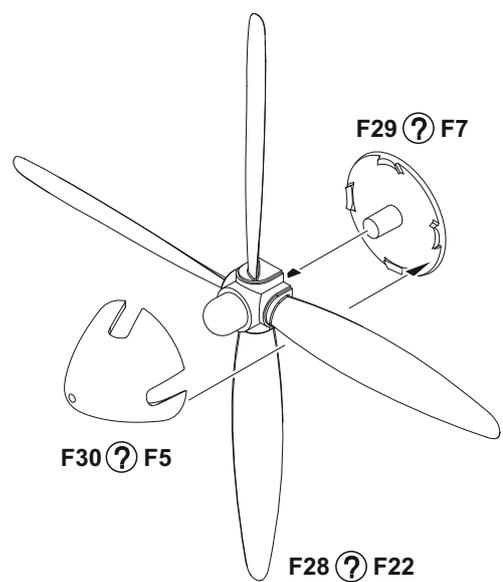
**L**



MC214  
MMM  
001  
DARK IRON

MC214  
MMM  
001  
DARK IRON

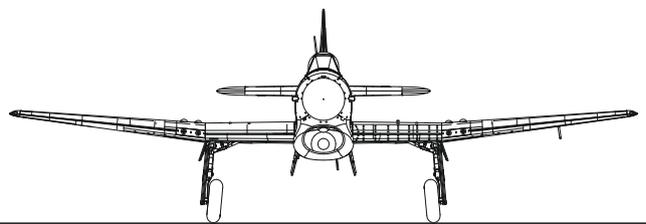
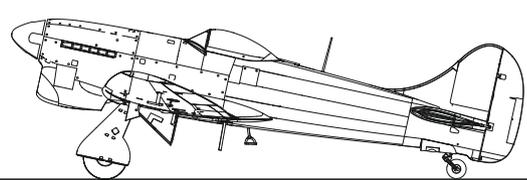
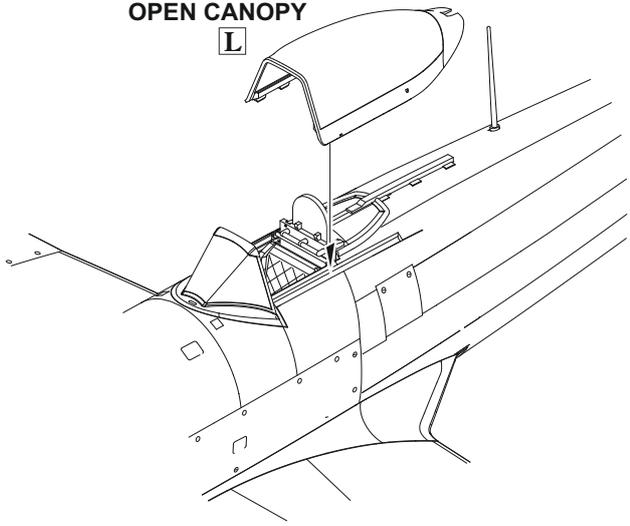
F28, F29, F30 - MARKINGS **A, B, C, D**  
F5, F7, F22 - MARKINGS **E, F**

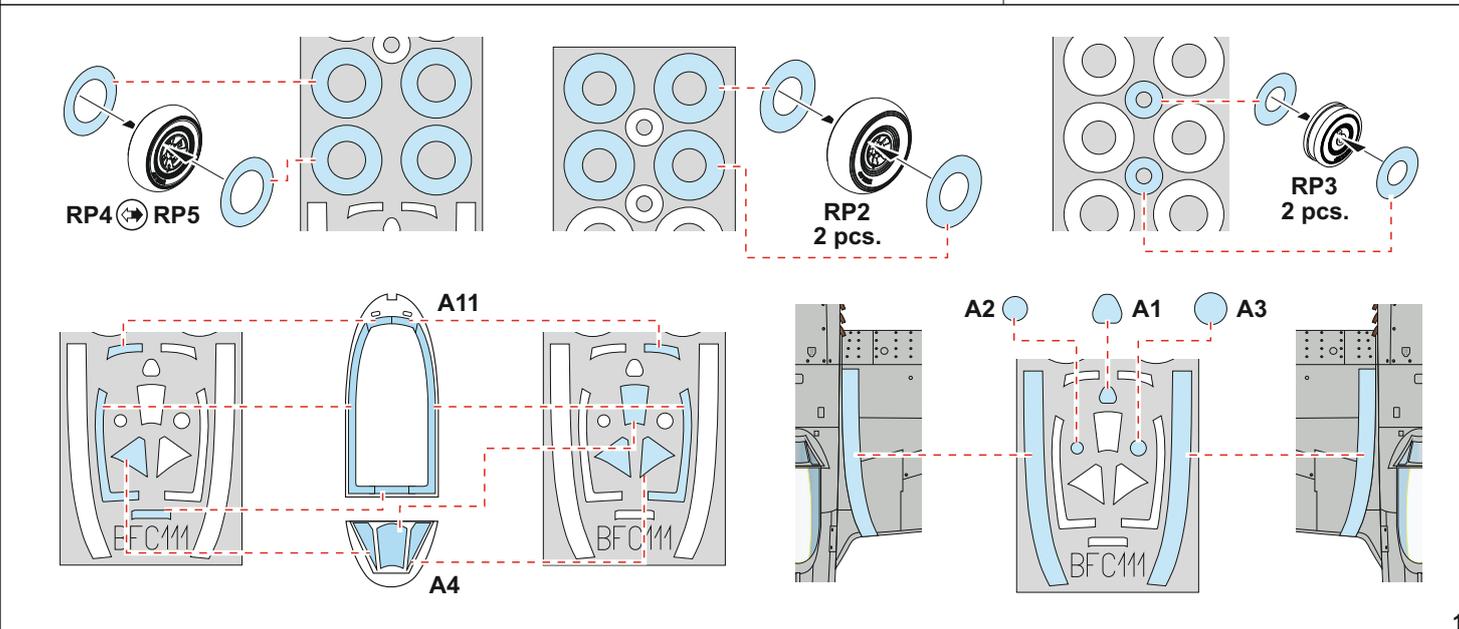
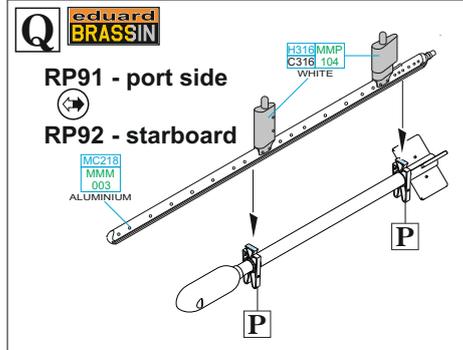
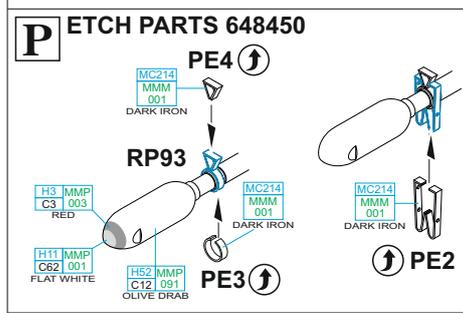
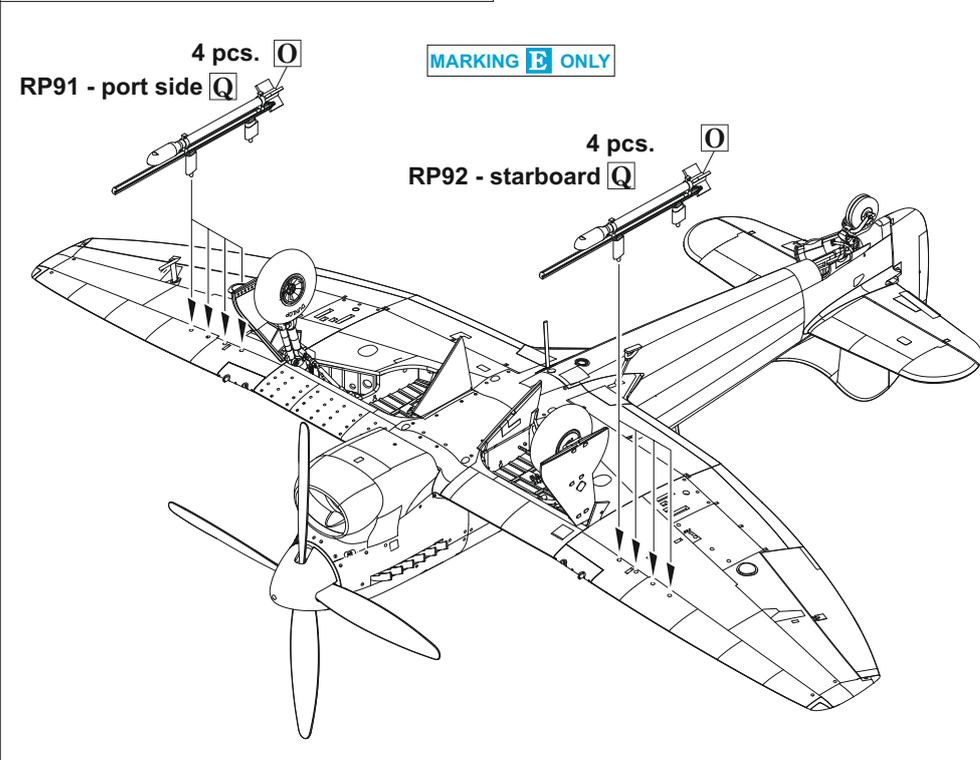
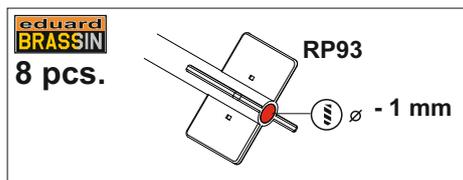
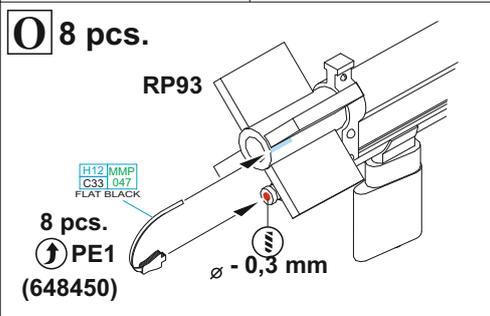
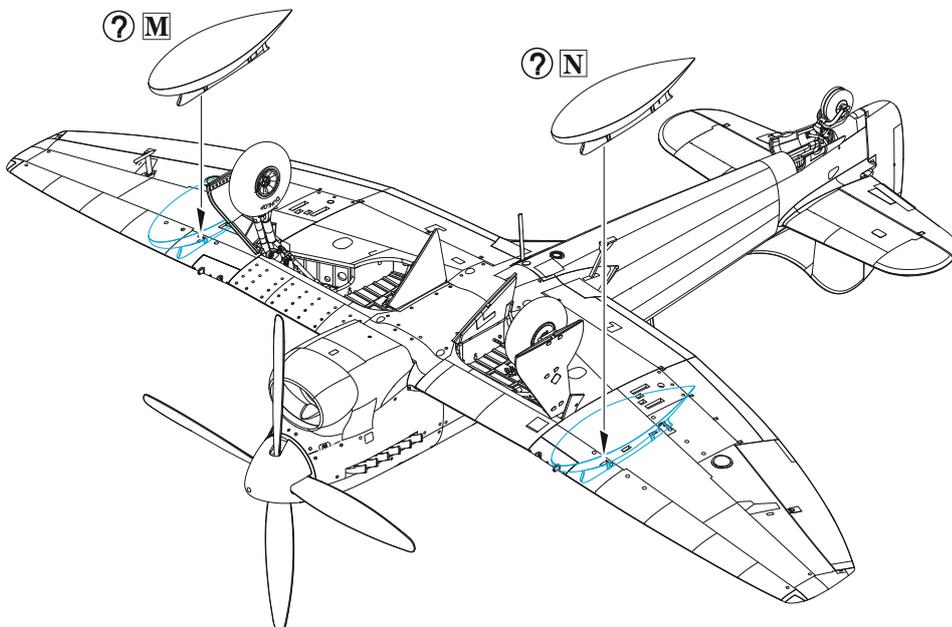
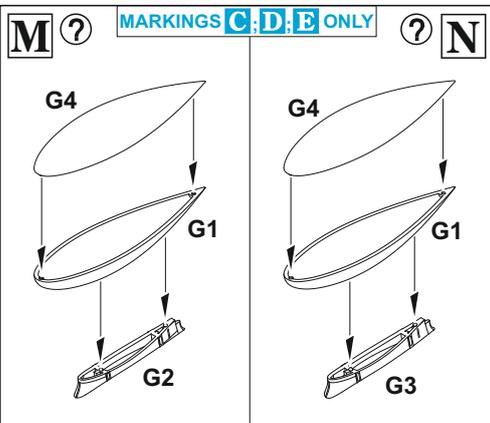


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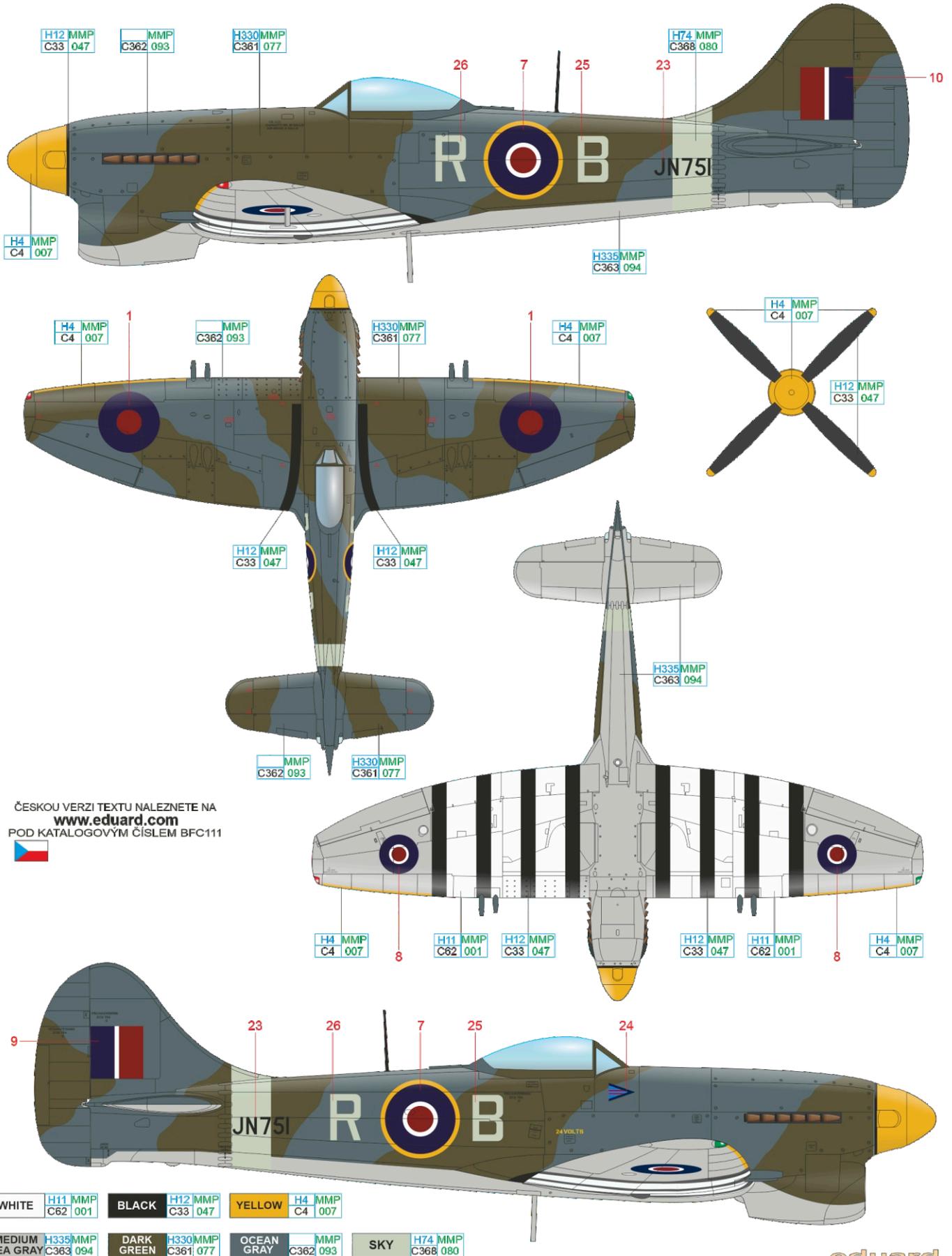
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**A** JN751, W/Cdr Roland P. Beamont, DSO, DFC & bar, CO of No. 150 Wing, RAF Station Bradwell Bay, Great Britain, April 1944

Roland Prosper Beamont was born on August 10, 1920 in Enfield in the County of Middlesex, and aviation captured his imagination at an early age. In 1939, he underwent pilot training and was assigned to No. 87 Squadron, equipped with Hurricanes, where he flew during the Battle of France and Battle of Britain. From May 1941, he served with No. 79 Squadron, and in December of the same year, on completion of his tour, he joined the Hawker factory as a test pilot. In June 1942 he joined No. 56 Squadron flying Typhoons. Subsequently, he was assigned to No. 609 Squadron equipped with the same type as its CO in October 1942. In mid-May 1943, Beamont returned to Hawker, where he took part in trials of the Typhoon and its successor, the Tempest. In February 1944, he was named CO of No. 150 Wing, made up of No. 3, 56 and 486 Squadrons intended to be equipped with the Hawker Tempest. One of the perks of being a Wing Commander was to be allowed to use one's initials for an aircraft code. W/Cdr Beamont made use of this privilege and his personal Tempest carried the letters R and B. Beneath the windscreen on the right side of the fuselage was the Wing Commander insignia.

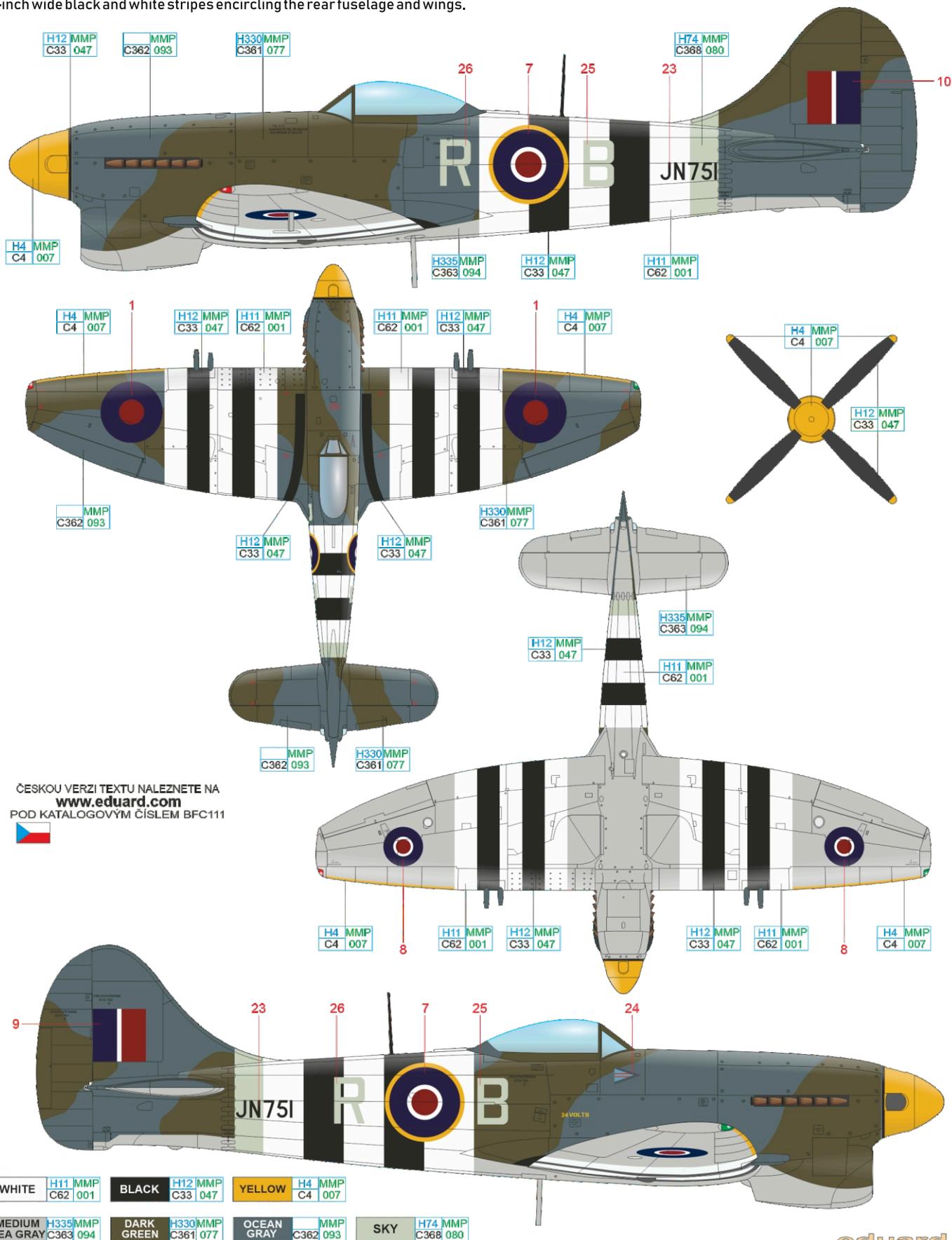


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MEDIUM SEA GRAY	H335 MMP C363 094	DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

In May 1944, No. 150 Wing was deemed operational, although only Nos. 3 and 486 Sqn were equipped with Tempests, while No. 56 Sqn had to wait for them until late June 1944 and used the Spitfire Mk. IXs in the interim. The Tempests of No. 150 Wing were tasked with air cover over the battlefield and attack enemy ground targets at the time of the invasion. Starting from mid-June, the situation changed, as the protection of southern England from V-1 attacks emerged as a priority and the Tempest was the most suitable aircraft for the task. At the end of September 1944, the entire unit led by Beamont moved to liberated Europe. On October 12, Beamont's aircraft was hit by flak and due to a damaged radiator, the pilot had to belly-land it behind enemy lines. He spent the remainder of the war in captivity. Over the course of the Second World War, Beamont claimed nine kills and in July 1944 was awarded a bar to his DSO in recognition of his successful leadership of the Tempest wing which had destroyed more than 600 V-1s (32 by Beamont himself). After the war, he continued as a test pilot and flew, among others, the Meteor, Vampire, Canberra, Lighting and the, most notably, the impressive TSR-2. He retired in August 1979 and died on November 19, 2001. Two days before the invasion of Europe, Beamont's aircraft received the prescribed "Special Markings" - 18-inch wide black and white stripes encircling the rear fuselage and wings.

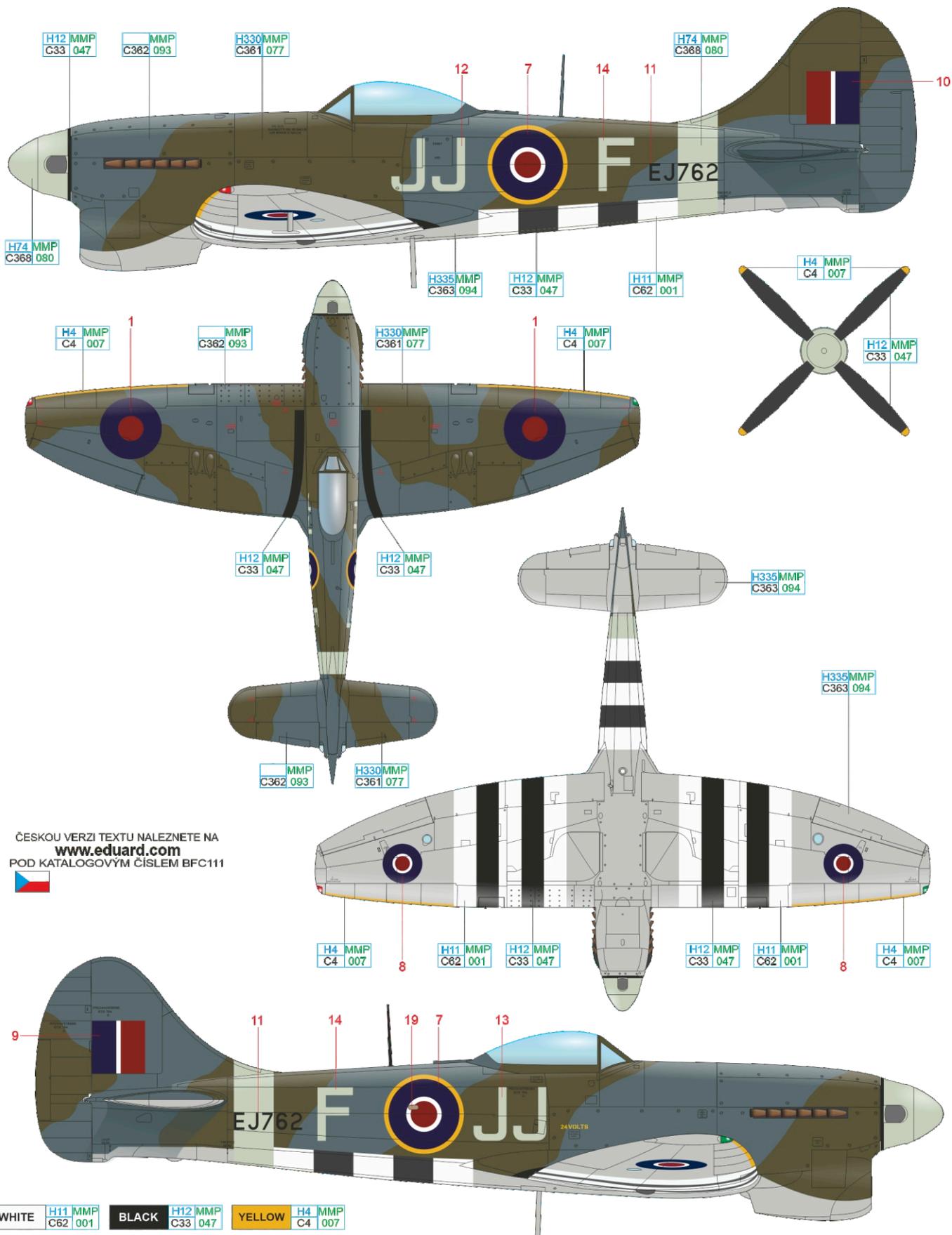


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MEDIUM SEA GRAY	H335 MMP C363 094	DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

Davis Charles Fairbanks, a native of Ithaca, New York, joined the RCAF on his second attempt after graduating of high school in February 1941, to which he remained loyal throughout the war and after its end. Training was followed by service with No. 13 SFTS, for which he served as a flight instructor for a year. He was then transferred to No. 501 Squadron flying Mk.V Spitfires and based at that time at RAF Hawkinge. He shot down his first opponent, a Bf109, near Le Havre on June 8, 1944. During the rearmament of No. 501 Squadron to Tempests, he was transferred to No. 274 Squadron, also armed with Tempest Mk.Vs. On these he shot down two V-1 missiles and 11 1/2 enemy aircraft before being shot down and captured himself on February 28, 1945. After the end of World War II, he flew Vampires and T-33s during his employment with Sperry Gyroscopes at the RCAF Auxiliary, then became a test pilot for De Havilland Canada in 1955. The "Terror of the Rhine" or Foob, as he was called by his comrades in No. 274 Squadron, retired to the skies in 1975.



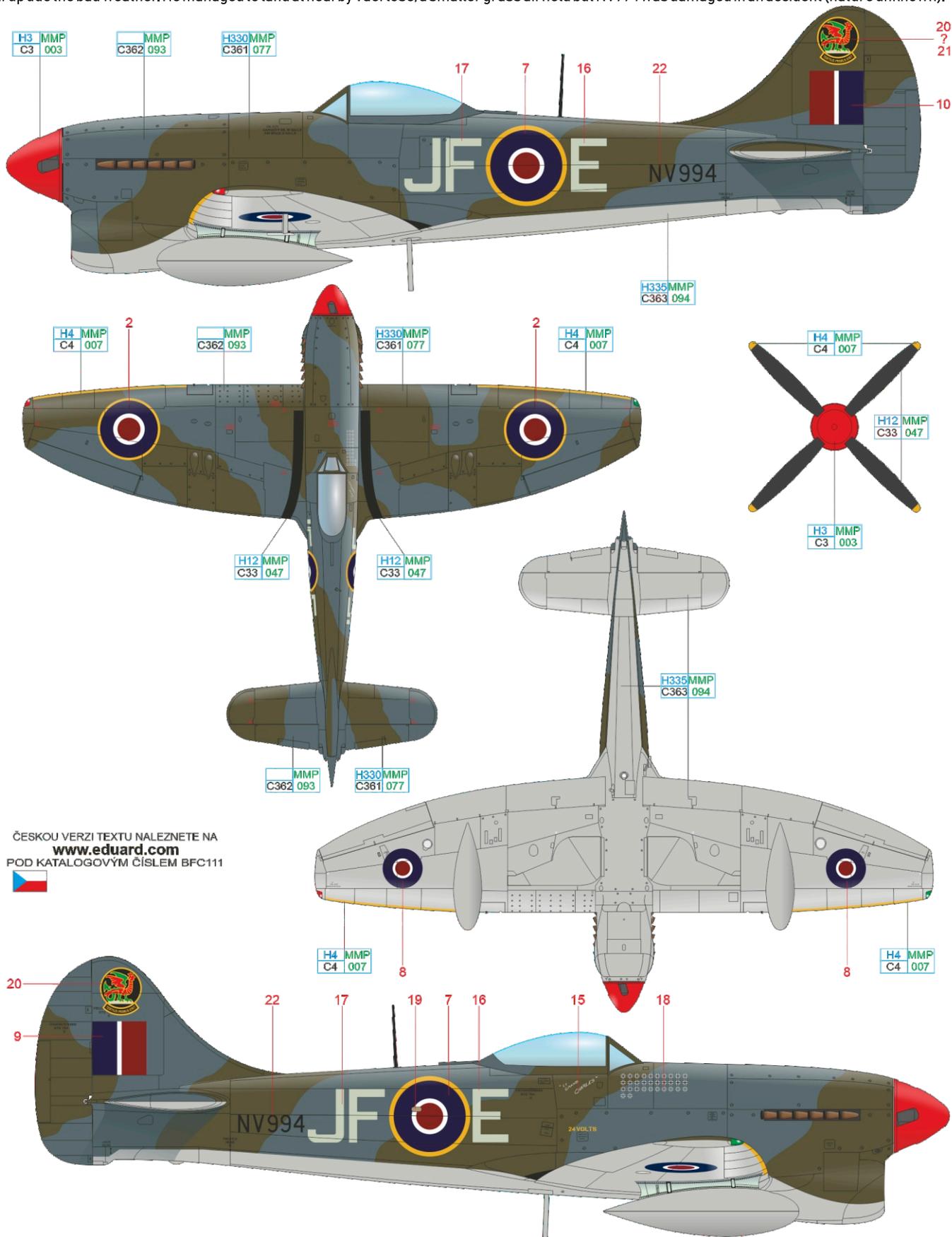
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MEDIUM SEA GRAY	H335 MMP C363 094	DARK GREEN	H330 MMP C361 077	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

# D NV994, S/Ldr Pierre Clostermann, No. 3 Squadron, No. 122 Wing, B.152 Fassberg, Germany, June 1945

Another photo, at No. 3 Sqn's next station, B.152 Fassberg, probably very soon after VE-Day, shows the only change at that time may have been the addition of the famous red spinner. This was unlikely to have been added during hostilities as, following many misidentification incidents and attacks by Allied aircraft, 2<sup>nd</sup> TAF had very strict rules on markings; spinners were invariably painted black. Later in May, No. 3 Sqn added their unit badge (a cockatrice on a monolith, representing an early flying creature and Stonehenge, which was near their first base) to all their Tempests and Clostermann decorated NV994 with his scoreboard (including some kills which he had been able to confirm after the war finished) and the name 'Le Grand Charles' in honour of General Charles de Gaulle. He flew this aircraft through June 1945 and took it to B.160 Kastrup, near Copenhagen. A big air display for the Danish people was planned for the July 1, 1945 and went ahead despite bad weather. Clostermann flew JF-E NV994 in a formation flypast but was unable to land at Kastrup due to the bad weather. He managed to land at nearby Vaerlose, a smaller grass airfield but NV994 was damaged in an accident (nature unknown).



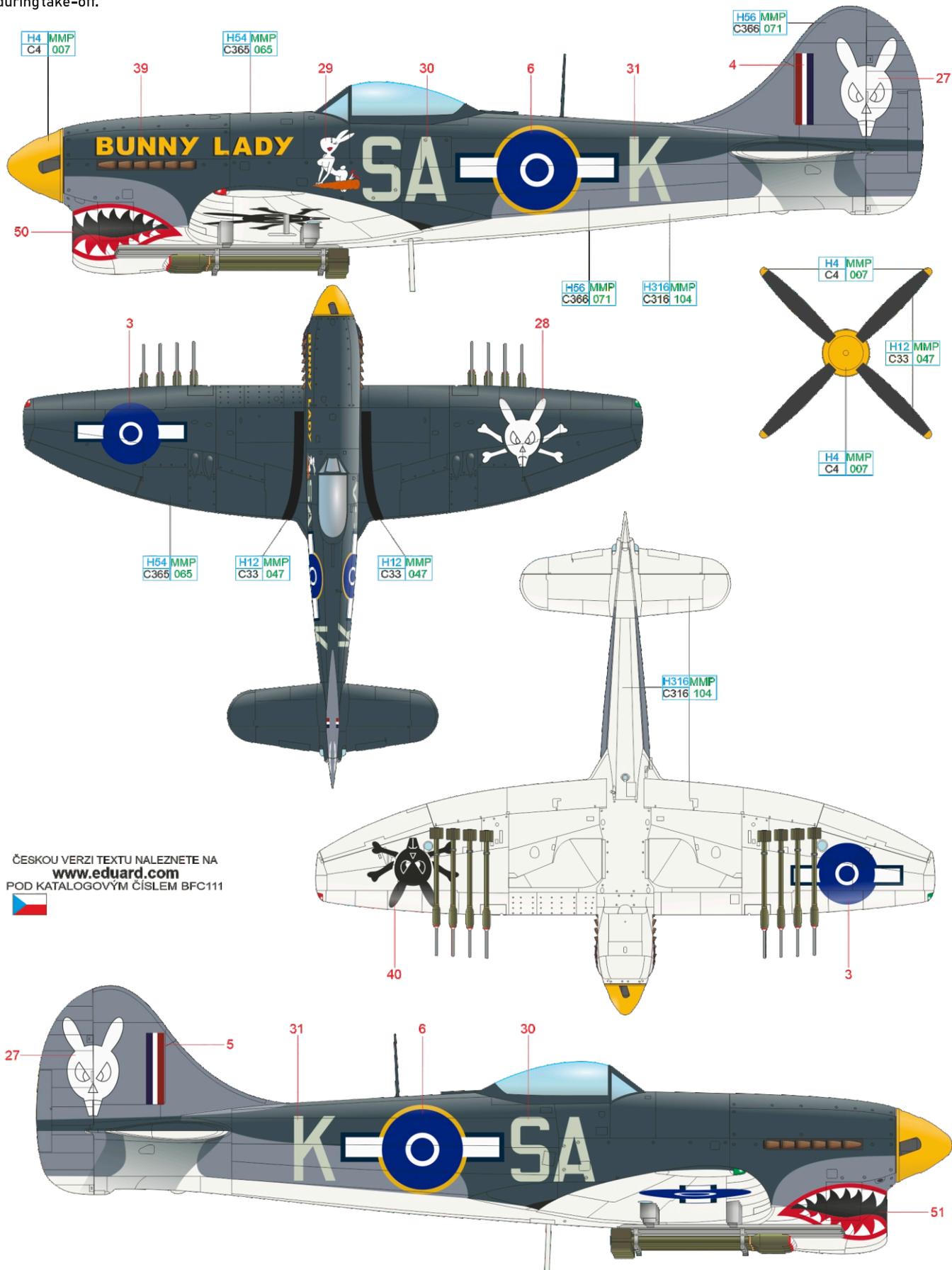
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- DARK GREEN H330MMP C361 077
- OCEAN GRAY MMP C362 093
- YELLOW H4 MMP C4 007
- RED H3 MMP C3 003
- BLACK H12 MMP C33 047

**E** Ens. Eduard „Bunny“ Kleinkönig, Naval Detachment of No. 486 Squadron RNZAF,  
Aircraft Carrier HMS Habbakuk, Antarctica, summer 1946/1947

This machine was flown by the legendary Czech pilot in the international crew of the aircraft carrier HMS Habbakuk during the battles against the Luftwaffe over Antarctica in the summer of 1946-1947. The letter K is the individual designation of Kleinkönig's machine. He had his girlfriend painted on the side of the aircraft. The sharkmouth was added to the aircraft later, as a reminder of the rescue of Kleinkönig's flight leader. After being shot down into the sea, he was attacked by killer whales, but Kleinkönig fought off the predators. The naval scheme was painted on the unit's machines during the voyage to Antarctica. Rabbit skulls were painted on all of the unit's machines in honor of Kleinkönig. The machine was equipped with missiles for attacking of enemy jets during take-off.



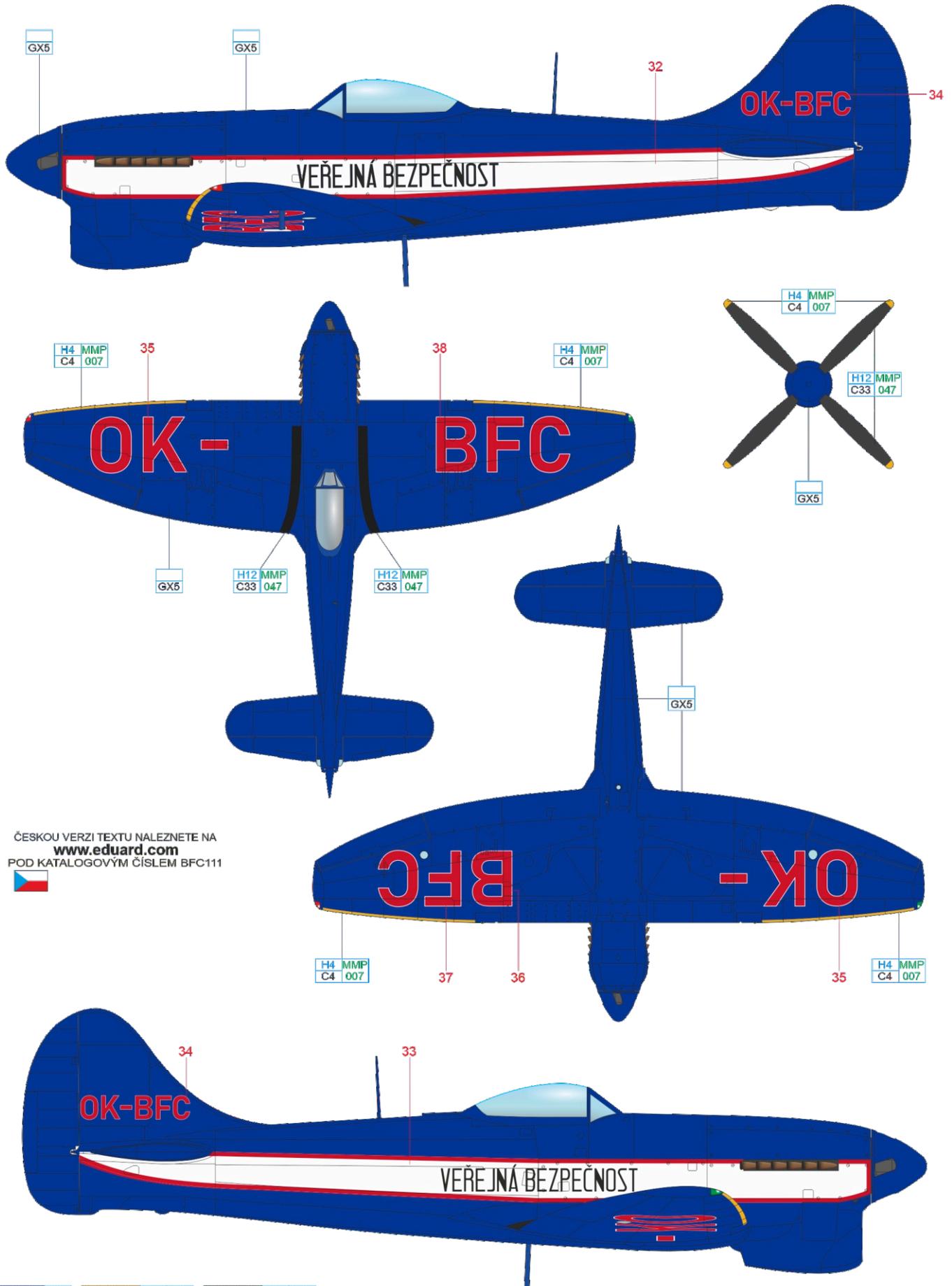
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WHITE	H316 MMP C316 104	INTERMEDIATE BLUE	H56 MMP C366 071	SEA BLUE	H54 MMP C365 065	YELLOW	H4 MMP C4 007	BLACK	H12 MMP C33 047
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**F** Police Chief Sgt. Eduard Kleinkönig, OK-BFC, Police Air Patrol Unit, Czechoslovak Police Air Force, Žatec, 1947 - 1950

After returning to Czechoslovakia, Kleinkönig was assigned in his native Žatec to the Police Air Patrol Unit, which was originally to receive Spitfires. However, thanks to Kleinkönig and his contacts, British Tempests were obtained for this unit. After February 1948, the unit was mainly engaged in the defence of the Žatec brewery and the surrounding hop farms. The CIA carried out attacks on Czech breweries in order to destabilise the new communist regime.



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