

Tempest Mk.V "HI-TECH" CZ

Historie

V průběhu leteckých bojů druhé světové války obě válčící strany musely reagovat na zavedení nových, výkonnějších typů letadel protivníka. Nasazení nové německé stíhačky Fw 190 v roce 1941 přineslo nejen spěšný vývoj nových verzí stíhačky Spitfire, ale i urychlené zavedení nových stíhaček Hawker Typhoon Mk.I do bojové služby. Zavedení Typhoonů bylo tak překotné, že se dětské nemoci jeho konstrukce a z počátku velmi poruchového šoupátkového čtyřladvacetiválcového motoru Napier Sabre odstraňovaly až během bojové služby. Brzy se ukázalo, že Typhoon má sice úžasné výkony v malých výškách, ale silný profil křídla a prudce klesající výkon jeho motoru ve výškách nad 5000 m neumožňuje jeho nasazení jako klasické denní stíhačky. (Díky vynikajícím vlastnostem v malých výškách byl nejprve používán jako záchytný stíhač pro malé výšky a pak do konce války jako vynikající stíhací-bitevní letoun).

Hlavní konstruktér Sydney Camm si byl konstrukčních omezení Typhoonu vědom a po konzultacích s Director of Technical Development at Air Ministry zahájil vývoj nového letounu. Ten vycházel z Typhoonu a nesl předběžně označení Typhoon Mk.II. V průběhu konstrukčních prací bylo reagováno na připomínky bojových pilotů létajících na Typhoonech. Změn konstrukce bylo nakonec tolik, že nový letoun dostal jméno Tempest. Byl poslední konstrukcí S. Camma s trubkovou konstrukcí střední části trupu (další jeho stíhačky nebyly již konstrukcí skořepinovou). S. Camm navrhl několik verzí, lišících se pohonnou jednotkou. Tempest Mk.I s motorem Napier Sabre IV a chladiči v křídlech zůstal v prototypu díky problémům s pohonnou jednotkou. Tempest Mk.II s motorem Bristol Centaurus IV nabízel vyšší výkony a odolnost hvězdicového motoru proti poškození. Byl vybrán do sériové výroby jako hlavní verze. Problémy s spolehlivostí motoru ale způsobily, že první sériové stroje se dostaly k bojovým jednotkám na jaře 1945 a do bojů již nezasáhly. Tempesty Mk.III a Mk.IV měly být poháněny motory R&R Griffon. Díky nedostatku motorů (byly přednostně určeny pro nové verze Spitfirů a stroje námořního letectva) nebyly tyto verze vůbec vyrobeny. Do sériové výroby se díky tomu dostala verze Tempest Mk.V s motorem Sabre Mk.II. Jeho prototyp HM595 vznikl přestavbou prototypu Tempestu Mk.I (a ten zase modifikací trupu Typhoonu téhož sériového čísla). Měl, jako všechny Tempesty nové eliptické křídlo s laminárním profilem. Během testování prototypu byly zvětšeny ocasní plochy a zavedena kapkovitá kabina s překrytem odsunovaným vzad. Do testování se zapojily i další prototypy, navíc byly využity zkušenosti bojových pilotů, hlavně S/L R.P. Beamonta, který se na vývoji Tempestu přímo podílel. Co nejrychleji byla zavedena sériová výroba, která dala přibližně sto kusů varianty Tempest Mk.V series 1 s kanóny staršího typu B. Hispano Mk.II a pak přešla na Tempest Mk.V series 2 s kanóny B. Hispano Mk.V. Stroj HM595 posloužil i jako prototyp poslední sériové bojové verze Tempest Mk.VI. Tato verze dostala vylepšený motor Sabre Mk.V. Potřeba lepšího chlazení výkonnějšího motoru vedla k přesunu chladiče oleje a sání karburátoru do kofe křídla. Vzhledem k tomu, že se počítalo s nasazením na blízkém a středním východě, dostala tato verze pouštní filtr pod trup. Výroba byla zahájena v roce 1944, ale do bojů se tato verze dostala až v období vzniku státu Izrael a první arabsko-židovské války.

Do bojů druhé světové války se Tempesty Mk.V zapojily v květnu 1944 v rámci 150. wingu (No.3, No.56 a No.486 (RNZAF) sqn.) pod vedením W/Cdr. R.P. Beamonta. Ten také jako první pilot Tempestu sestřelil 8.6.1944 nepřátelský letoun. Zatím co letouny 150. wingu byly nasazeny proti střelám V-1, Tempesty byly urychleně zaváděny k dalším jednotkám v rámci 2.TAF. Až do konce války byly Tempesty nasazovány k vybojování vzdušné převahy, útokům na pozemní cíle a díky dlouhému doletu dálkovým přepadům letišť a jiných cílů v nepřátelském zázemí. Vzhledem k výkonům se plně vyrovnaly všem nepřátelským stíhačkám a větší nebezpečí jim hrozilo od nepřátelské protiletadlové palby. Staly se symbolem vítězství RAF na konci války. Po válce tvořily Tempesty Mk.V a také Mk.II výzbroj britských okupačních sil v Německu a sloužily i na domácích ostrovech. Část Tempestů Mk.V byla přestavěna na vlekače terénu a přepracována na TT.5. Tempesty Mk.II byly nasazeny i v Indii a Malajsku v rámci operace Firedog proti komunistickým povstalcům. Tempesty Mk.VI sloužily v poválečném období v Palestině a Iráku. Tempesty Mk.II byly dodány po válce Indickému a Pákistánskému letectvu.

Rozpětí: 12,50 m, délka: 10,26 m, max. rychlost: 685 km/h ve výšce 5 600 m, dolet/s.p. nádrkami: 1190 km/2460 km, dostup: 11 150 m, výzbroj: 4x kanón ráže 20 mm

History

During WW2 the opposing sides were constantly competing against each other to keep abreast of the latest technological developments and as a result this led to ever more powerful and effective warplanes. In 1941 the new Fw 190 fighter began to enter service and the British hastily developed the Spitfire Mk.V into the Mk.IX with a better engine, and also introduced a new type called the Hawker Typhoon Mk.I into the service too. The Typhoon airframe and engine (a H-24-cylinder sleeve valve Napier Sabre powerplant, extremely unreliable at first) were both rushed into service and they suffered from a number of teething troubles which were gradually improved during the service life of the aircraft. The new Typhoon proved to be superior in performance against the Fw 190 at low altitude, but due to the thick wing airfoil section and the fact that the performance of the engine decreased at heights above 5,000m, it became clear that the Typhoon would not fit the requirements for a standard day fighter aircraft. Therefore the Typhoon was used primarily as a low altitude interceptor fighter aircraft but it was soon developed into an outstanding fighter-bomber, a role for which it became famous.

Sir Sydney Camm, Hawker's chief designer famous for the Hurricane, was fully aware of restrictions of his Typhoon design. Following lengthy discussions with the Director of Technical Development at the Air Ministry he began to design a new aircraft partially based on the Typhoon. At first this was known as the Typhoon Mk.II but as it developed, taking into consideration the observations of operational Typhoon pilots, so many alterations were made to the basic design (e.g. all new elliptical shaped laminar flow cross-sectioned wing) that it was renamed as the Tempest. This was Camm's last design to incorporate the tubular framed structure of the mid fuselage section as all of his subsequent aircraft would be fully monocoque structures instead.

The new Tempest was originally planned to be built with three totally different powerplant options. The Mk.I was fitted with a Napier Sabre IV engine and had the radiators mounted in the wings but it did not progress beyond the prototype stages in this form. The Tempest Mk.II with Bristol Centaurus IV powerplant seemed to offer much higher performance and it was better suited to tropical conditions so it was approved for full production but unfortunately problems with the Centaurus and a low development priority for this version prevented the machine from reaching operational units until the spring of 1945 and so it saw no action in WW2. The Tempest Mk.III and Mk.IV were supposed to be fitted with R&R Griffon powerplants, but these engines were in short supply as the Spitfire and Firefly took precedence for this powerplant and therefore these versions just never materialised.

Due to delays with the Tempest Mk.II programme caused by problems with the Centaurus, the Napier Sabre option was developed further and it finally led to the Tempest Mk.V powered by the improved Sabre II and this was the only Tempest variant to see front line use during WW2. The prototype for the Mk.V variant was HM595 (originally flown as the Tempest Mk.I prototype too) but in its new form the radiator was moved to the chin position and some alterations to the airframe were incorporated during testing including an enlarged tail plane and rearward-sliding bubble-shaped cockpit canopy. Several other pre production Mk.V's were used during the development phases and one of the operational pilots involved in these trials was Sqn. Ldr. R.P. Beamont.

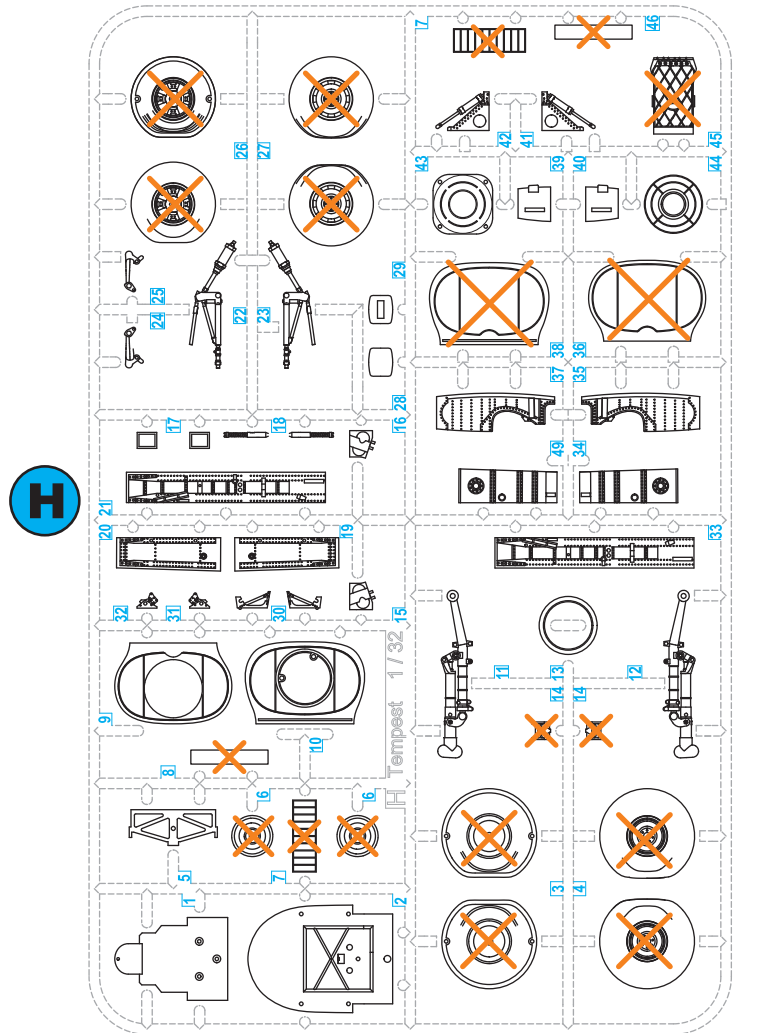
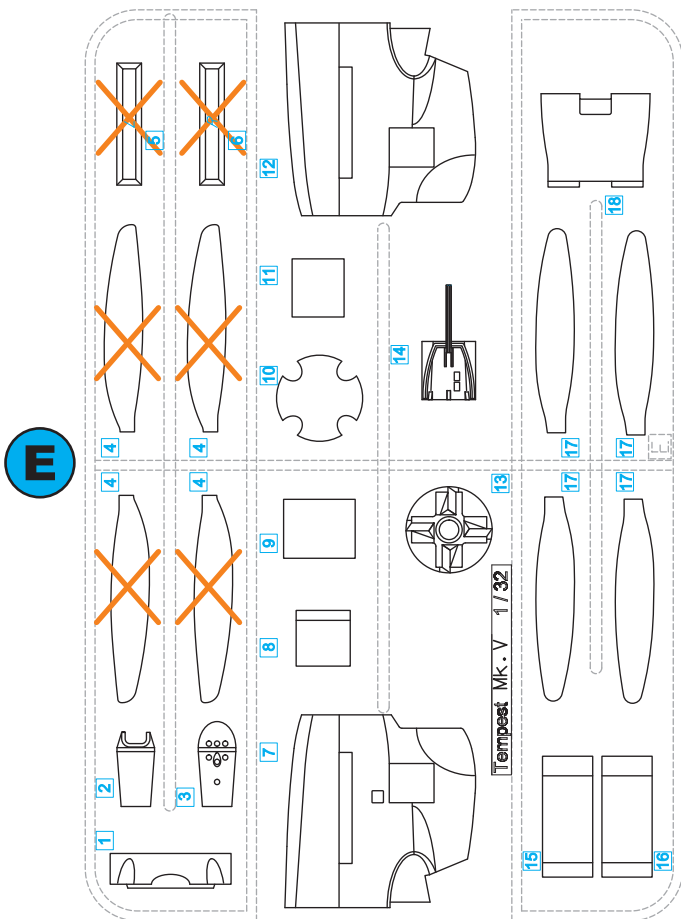
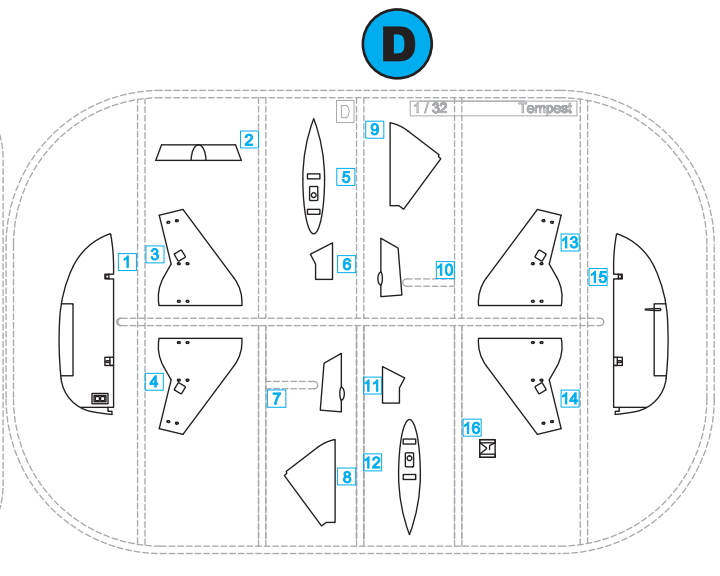
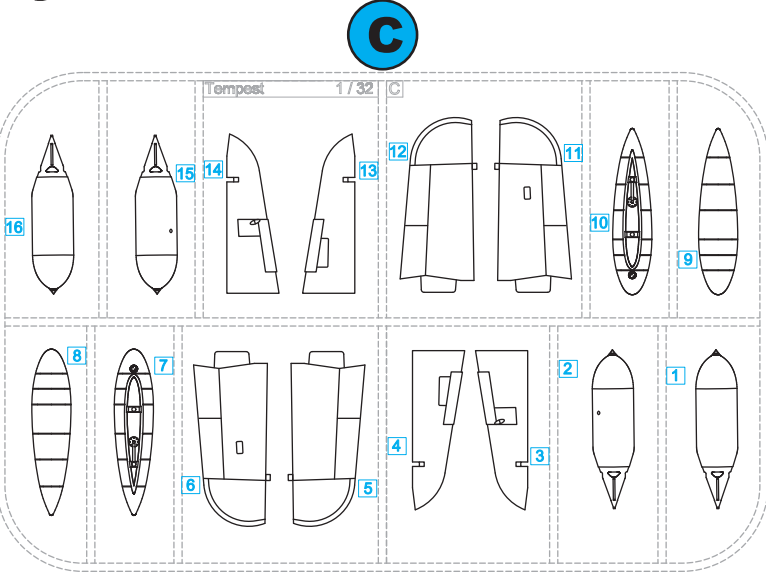
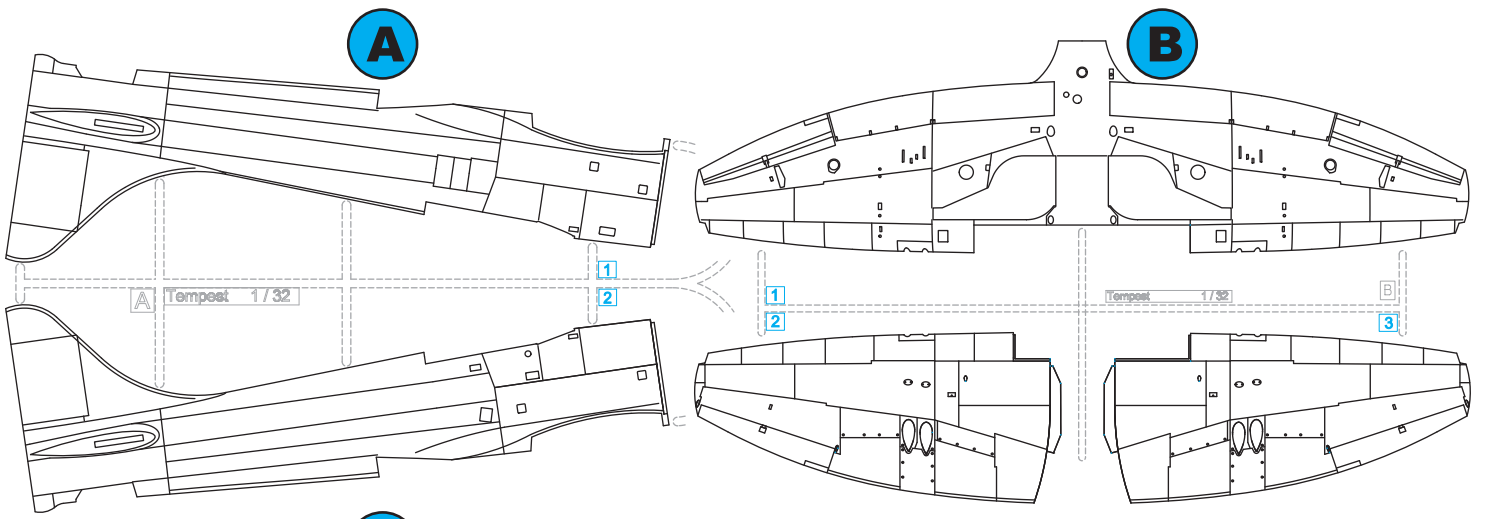
The Tempest Mk.V was rushed into production and the first one hundred or so machines consisted of the Tempest Mk.V series 1 variant with earlier British Hispano Mk.II cannon. Later variants, known as the Tempest Mk.V series 2 were fitted with shorter barrelled Mk.V cannons. Tempest HM595 was also used as the prototype for the final Tempest version, the Mk.VI which had an improved Sabre Mk.V powerplant. The additional power of this engine needed a much more efficient cooling system and this led to relocation of an additional radiator and the carburettor air intake into the wing root section. As this final variant was also supposed to fly over desert areas of the Middle East it was tropicalised using a dust filter under the centre section of the wing. This version did not enter service until after WW2 but saw limited and unfortunate action with the RAF during the first Arab-Israeli war in 1948.

The Tempest Mk.V entered operational service in May 1944, serving with No.150 Wing (Sqn No.3, No.56 and No.486 (RNZAF)) under the command of W/Cdr R.P. Beamont. He was also the very first Tempest pilot to achieve an aerial victory, this occurring on June 8, 1944. The Tempest was the fastest Allied piston-engined type during WW2 and due to this 150 Wing were retained in the UK to help counter the V1 flying bomb offensive. As more Tempests entered service they went on to equip units of the 2nd TAF in NW. Europe. Until the end of hostilities in Europe, the Tempests were used mainly in the aerial superiority role and thanks to their high performance, the Mk.V version was on a par with all comparable enemy fighter aircraft. But by this late stage of the war the main threat came from enemy anti-aircraft fire, especially while undertaking ground attack sorties.

Following the end of the war, the Tempest Mk.V and Mk.II went on to equip the majority of British Air Force of Occupation units serving in Germany. Some of the Mk.V's were converted to become TT.MK.5 target tugs which were used by RAF Armament Practice Camps in the UK and Germany. The Tempest Mk.II also saw post war service in pre partition India and later in Malaya where they saw action against communist insurgents during Operation Firedog. After India was partitioned the Tempest Mk.II was supplied to the new air forces of both India and Pakistan. The Mk.VI Tempest also saw post-war service in Palestine and Iraq.

Wingspan: 12.50 m, Length: 10.26 m, Top Speed: 685 km/h at 5,600 m, Range / with ext.fuel tanks: 1,190 km/2,460 km, Ceiling: 11,150 m, Armament: 4x 20 mm cannon

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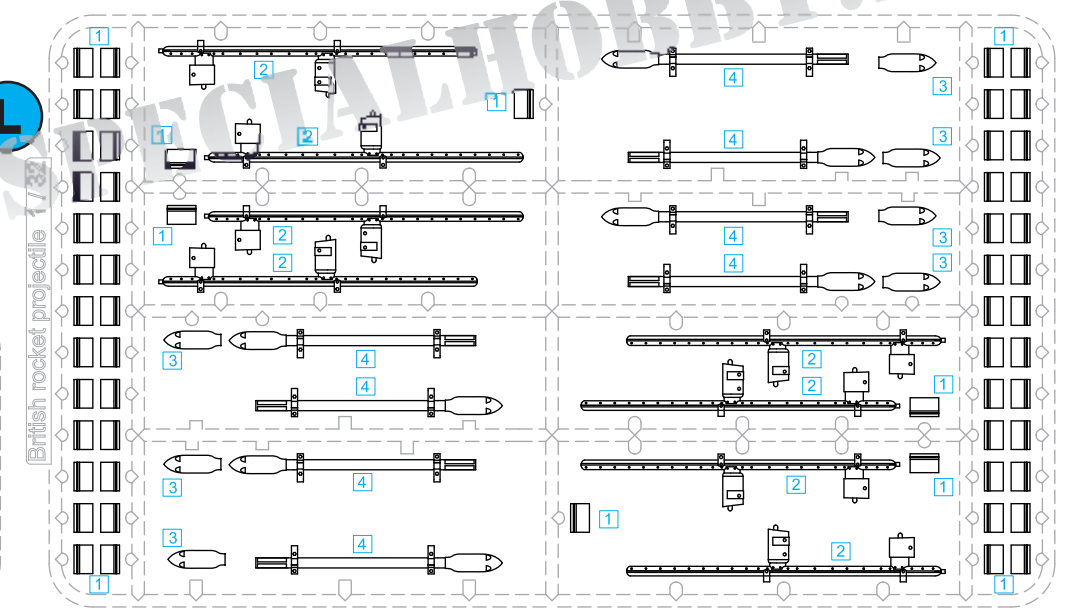
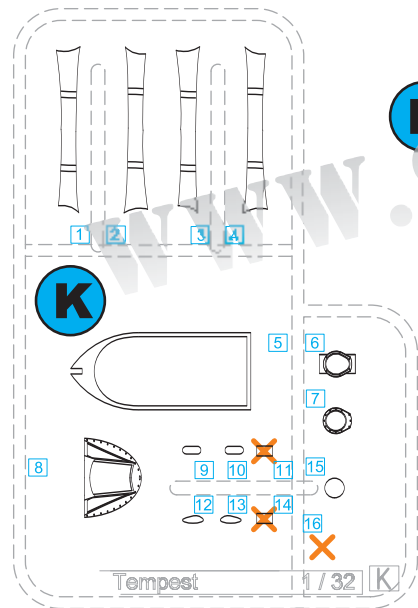
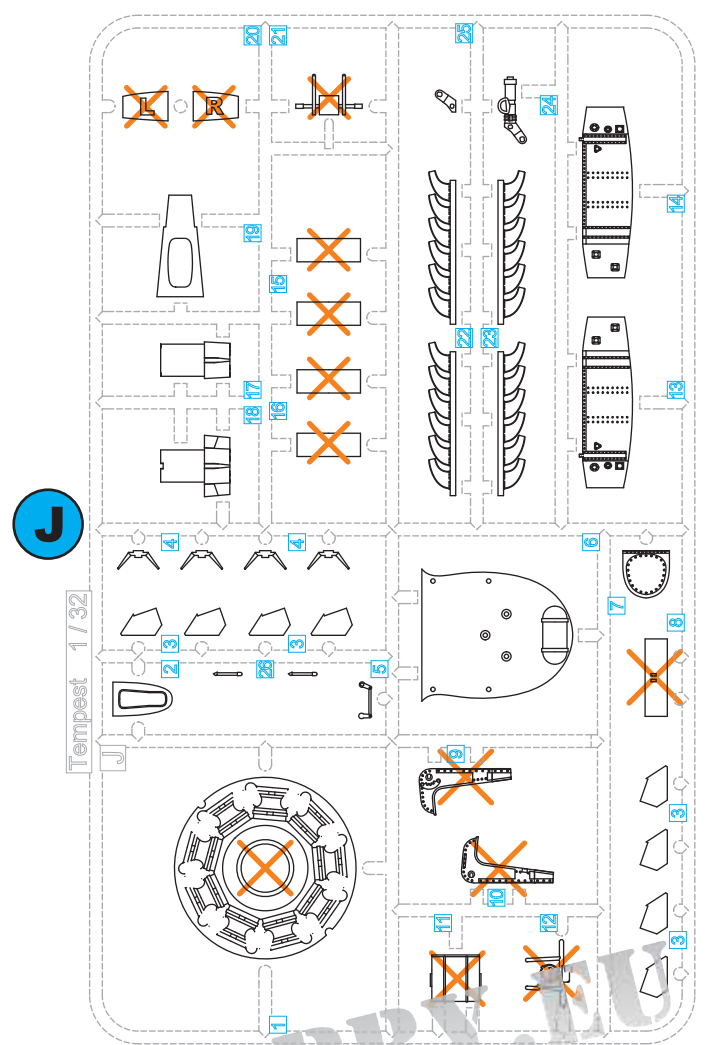
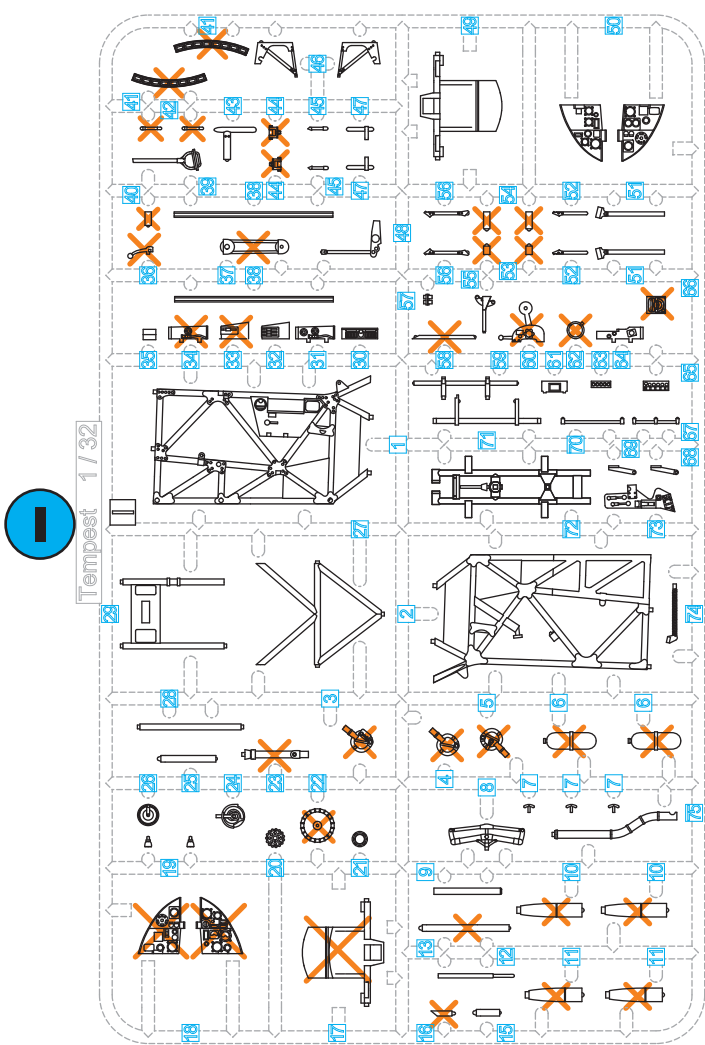
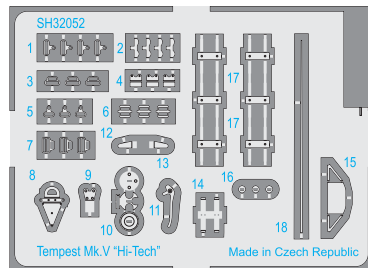
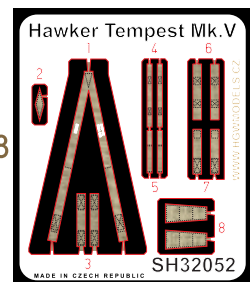


PHOTO-ETCHED parts
PE1- PE18



LAS1-LAS8



? MOŽNOST VOLBY
OPTIONAL
NACH BELIEBEN
OPTION

👉 POUŽIT KYANOAKRYLÁTOVÉ LEPILO
INSTANT CYANOACRYLATE GLUE
ZYANOAKRYLATKLEBER
ADHESIF CYANOACRYLAT

SYMBOLS

↩ OHNOUT
BEND
BIEGEN
COURBER

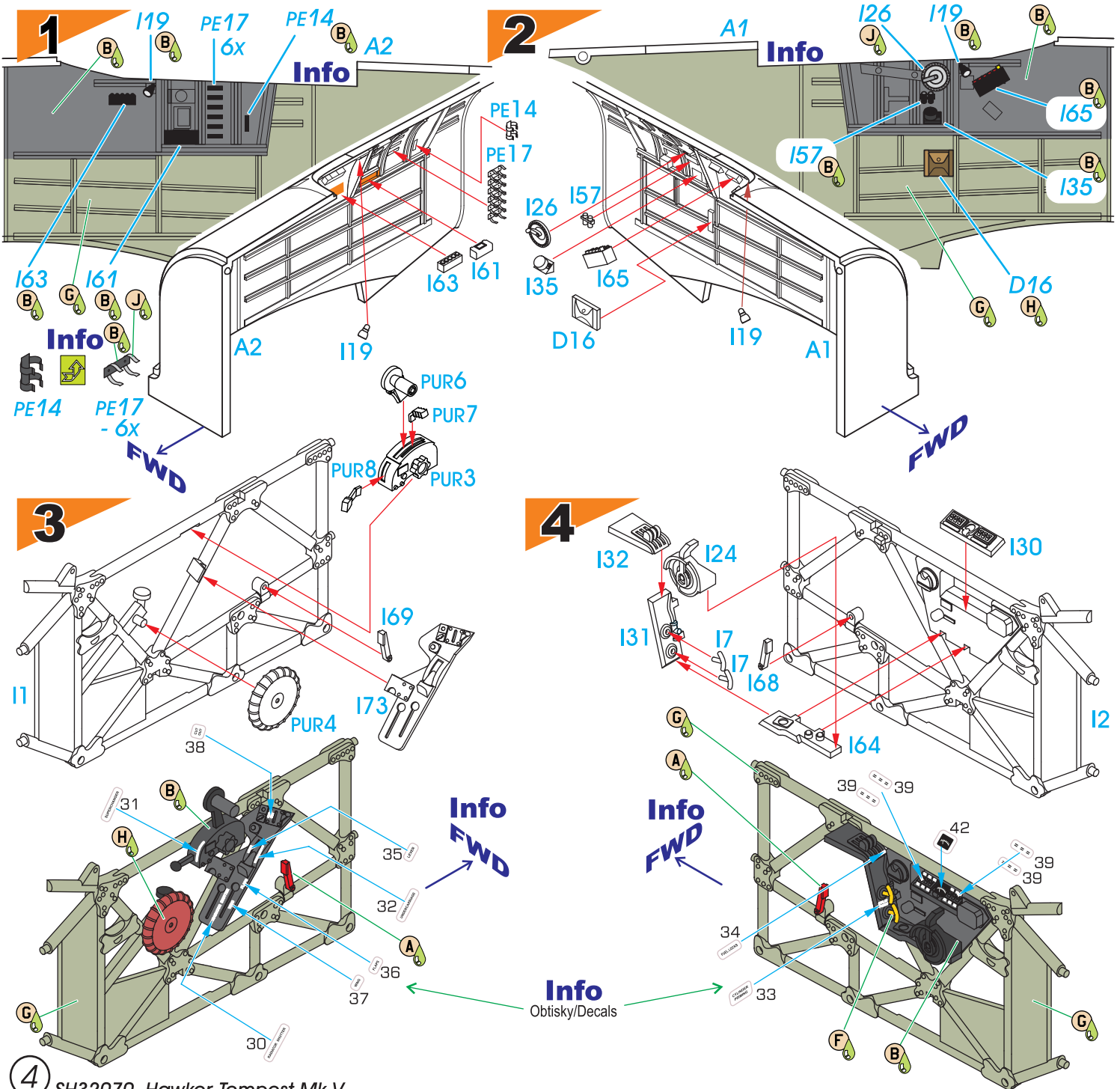
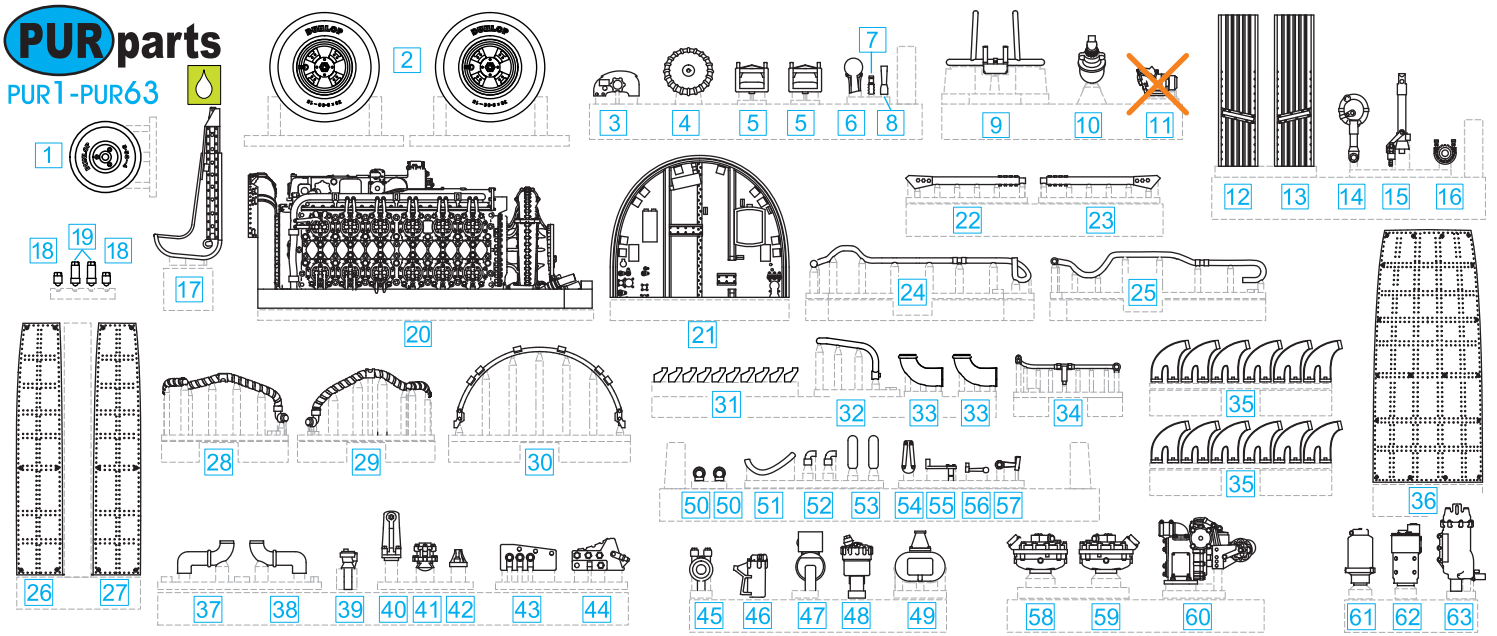
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SCRATCH BUILD
FERTIGSTELLEN
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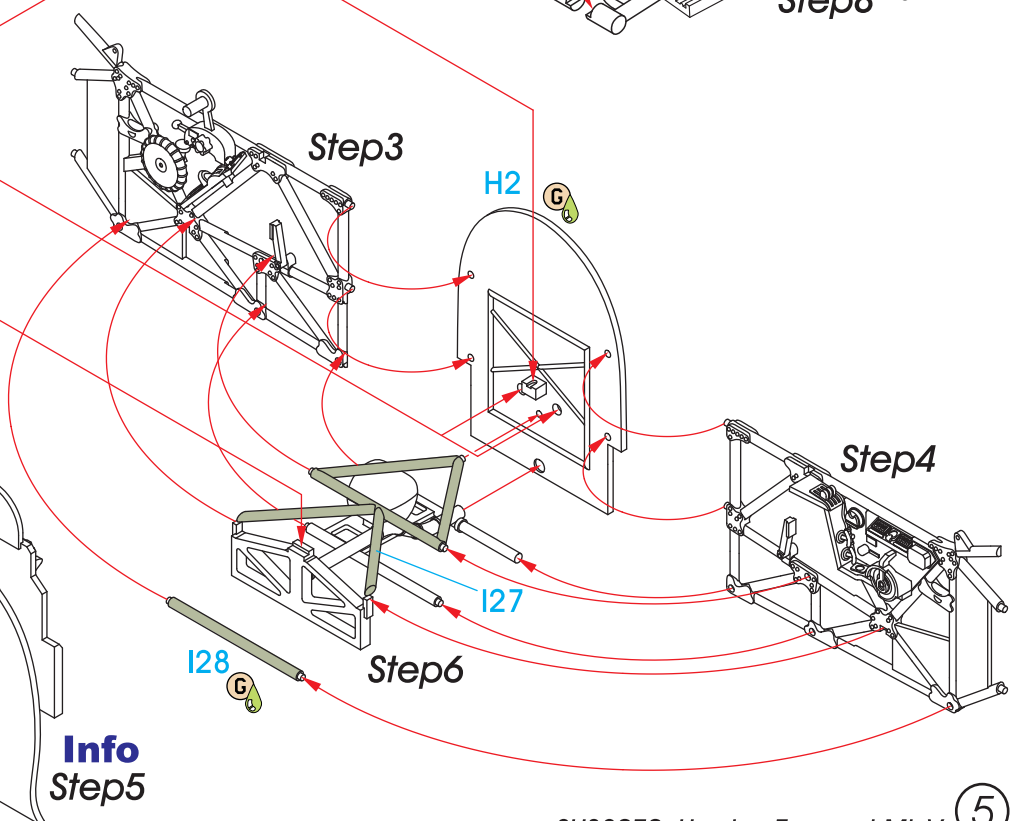
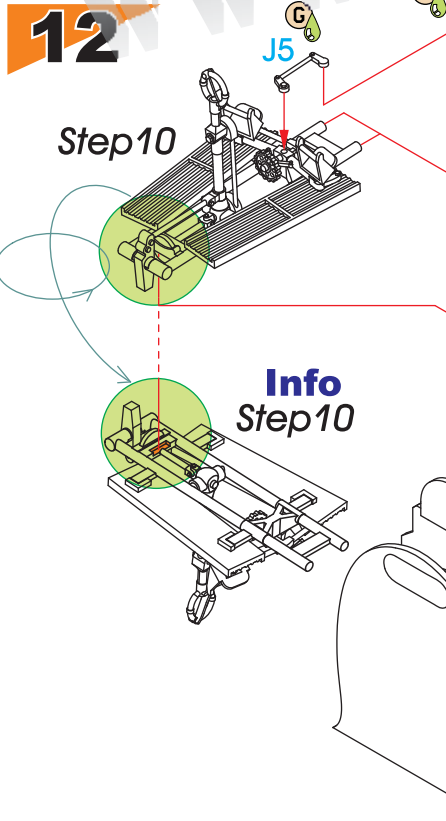
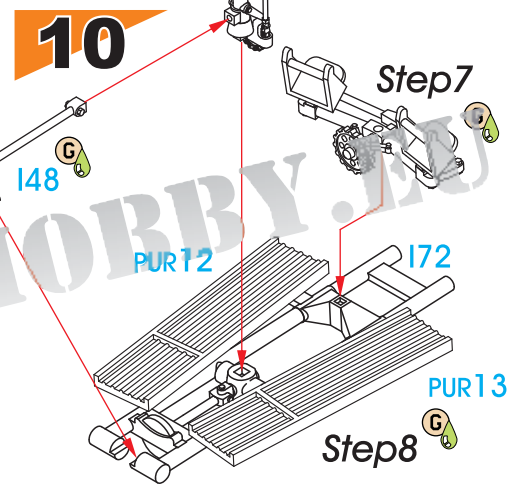
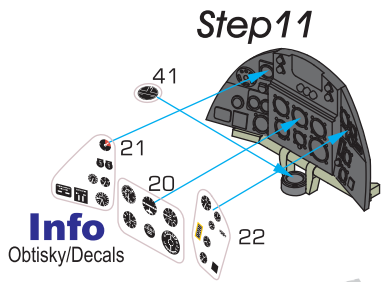
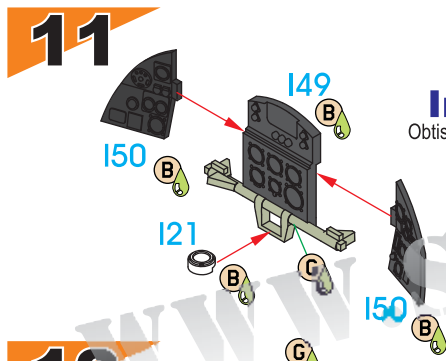
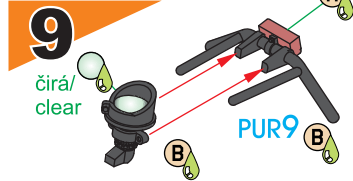
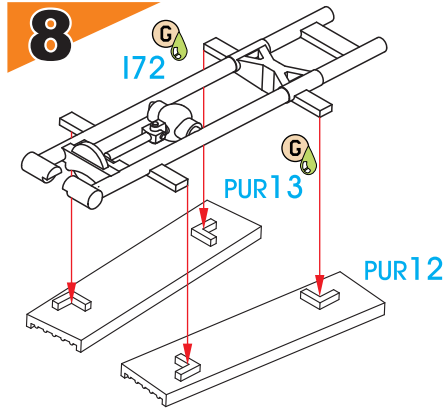
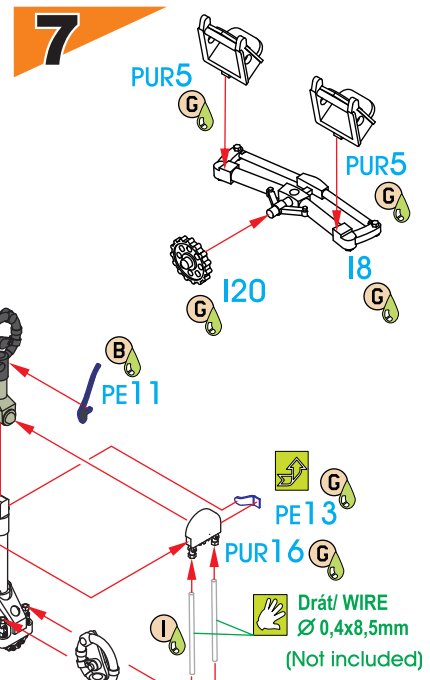
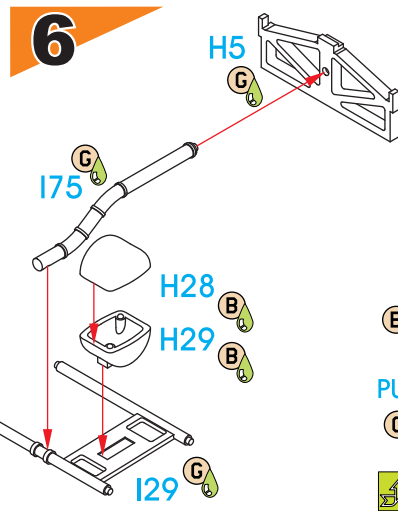
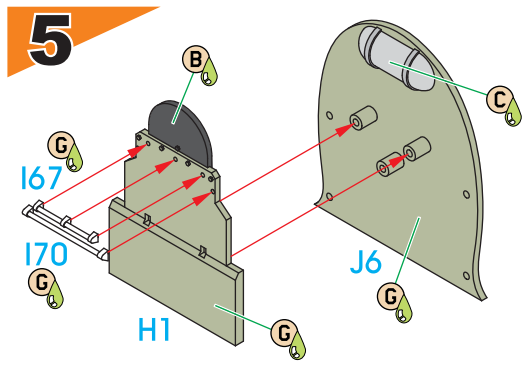


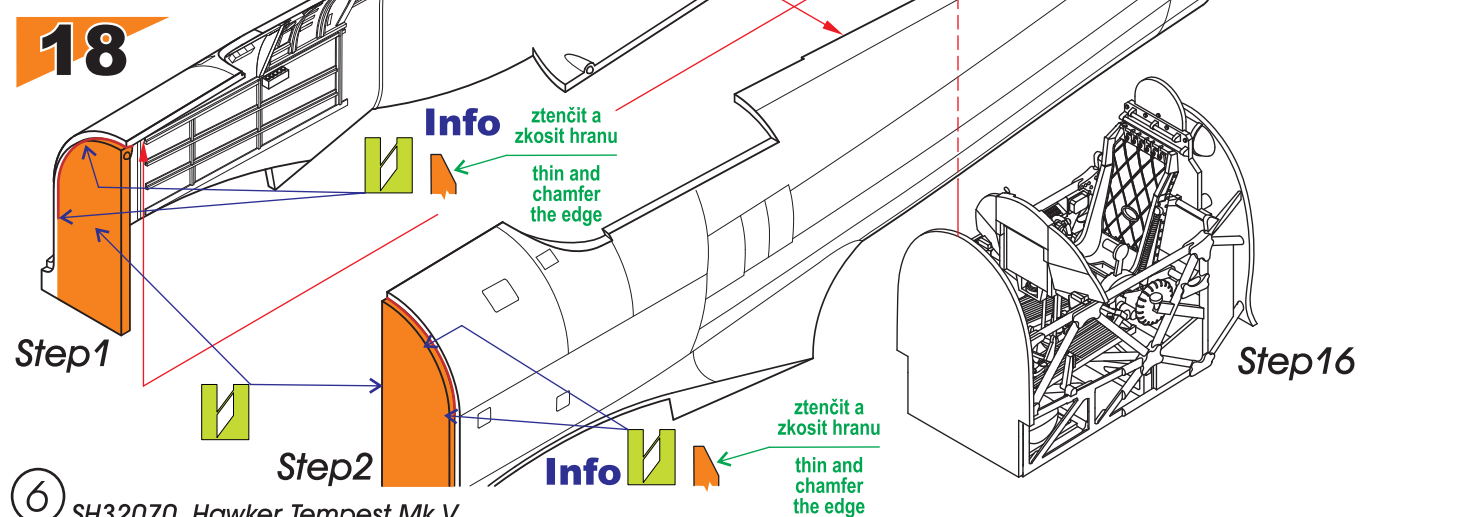
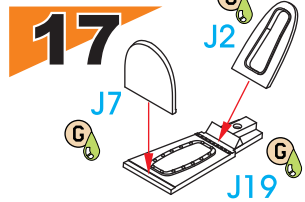
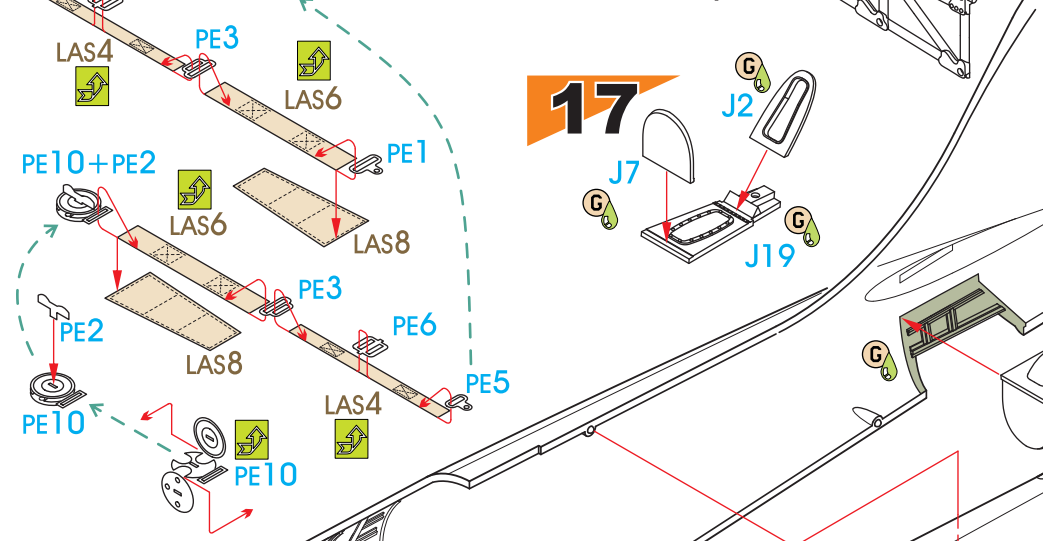
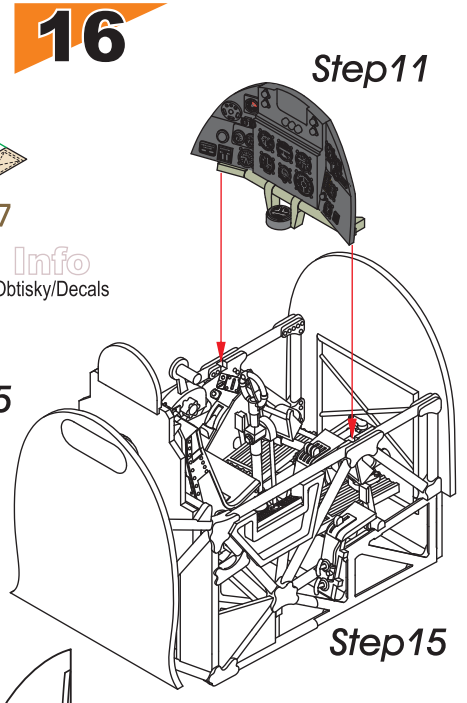
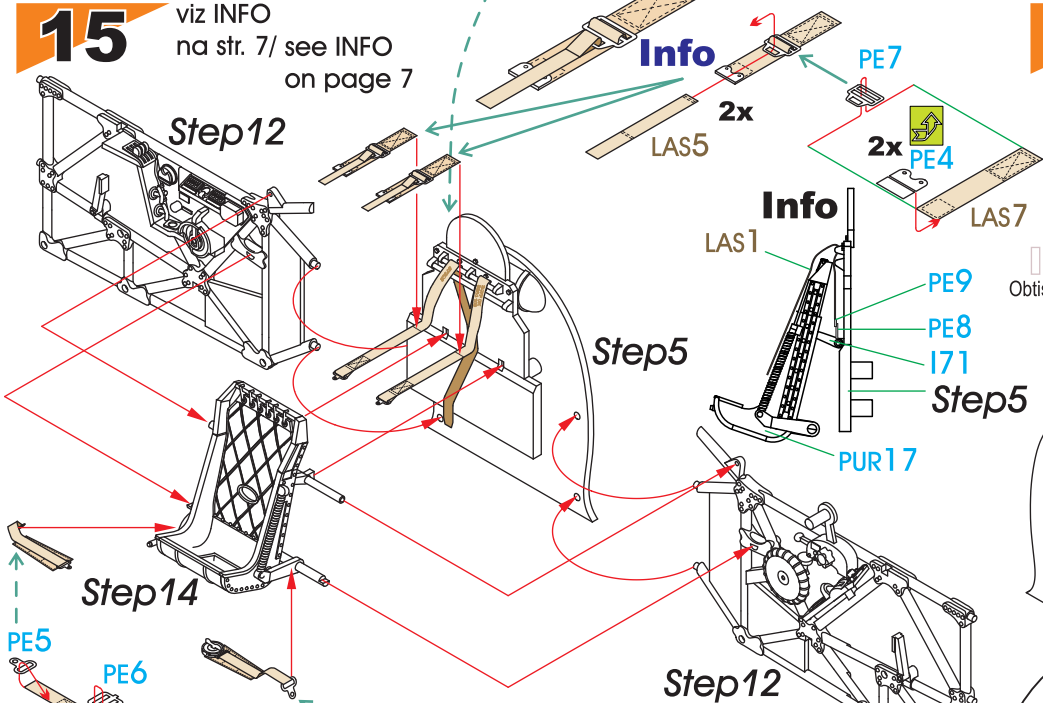
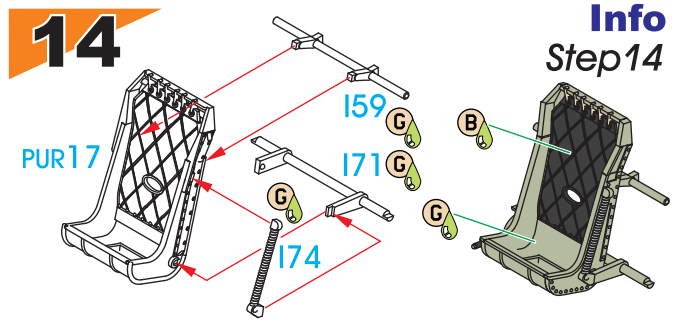
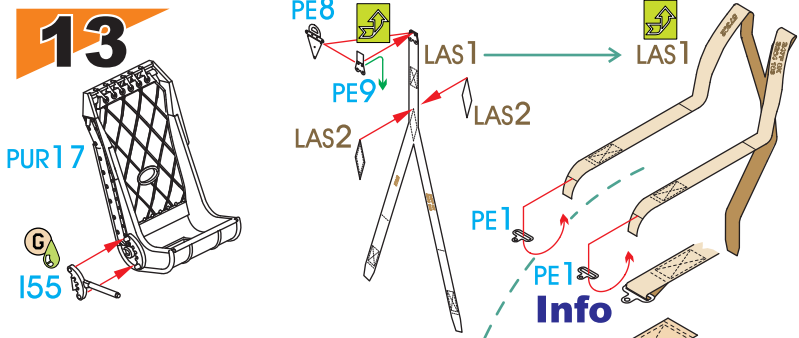
✂ REZAT/VRTAT
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DETACHER

A GSI
colours code

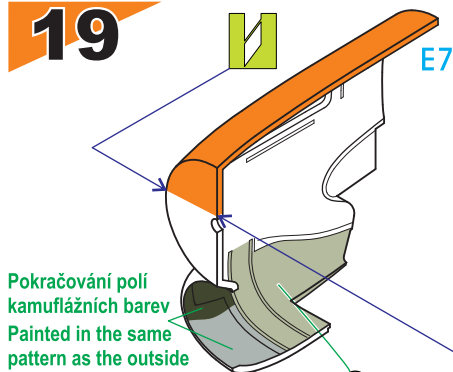
🎨 NATRÍT
COLOUR
FARBEN
PEINDRE





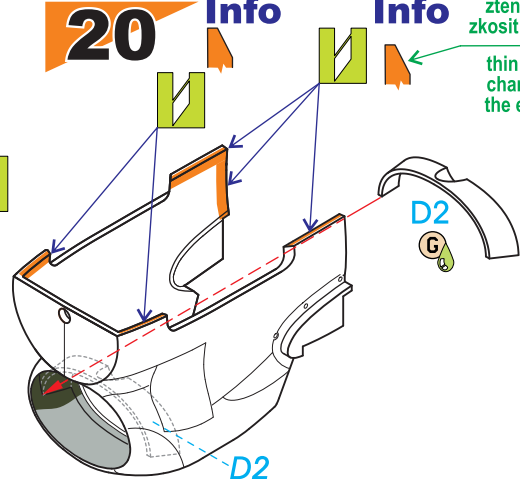


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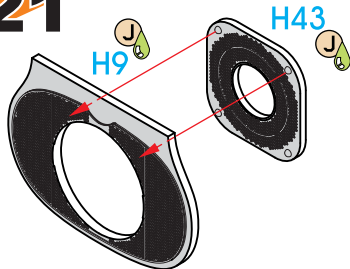
Pokračování polí
kamuflážních barev
Painted in the same
pattern as the outside

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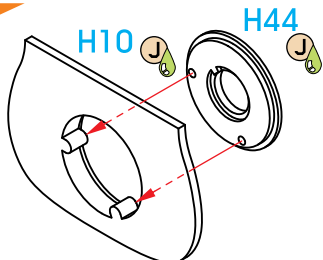


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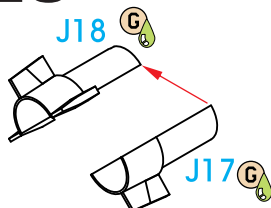
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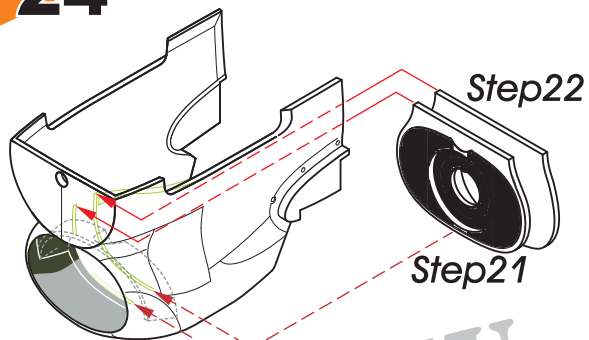
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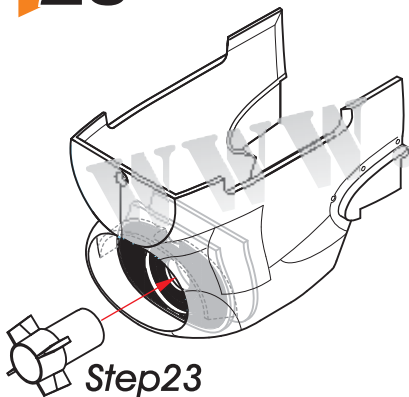
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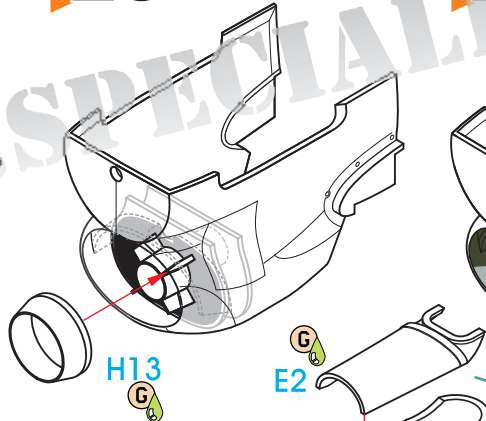
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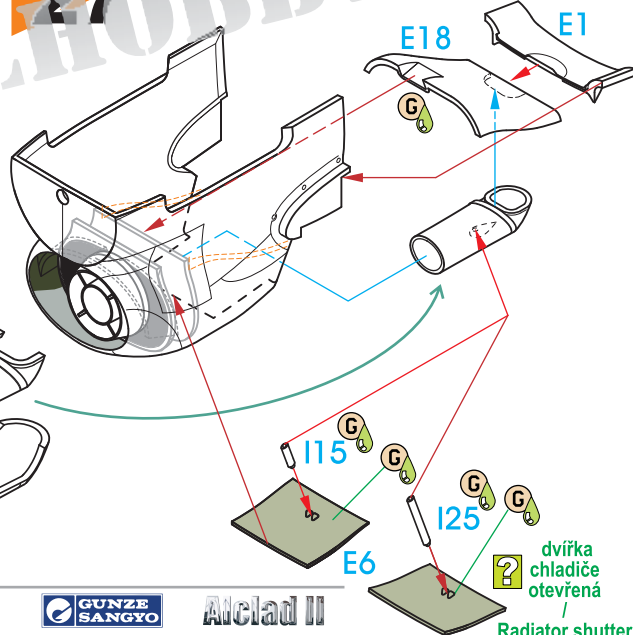
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26



27



dviřka
chladiče
otevřená
Radiator shutter
in open position

barvy/ colours



Alclad II

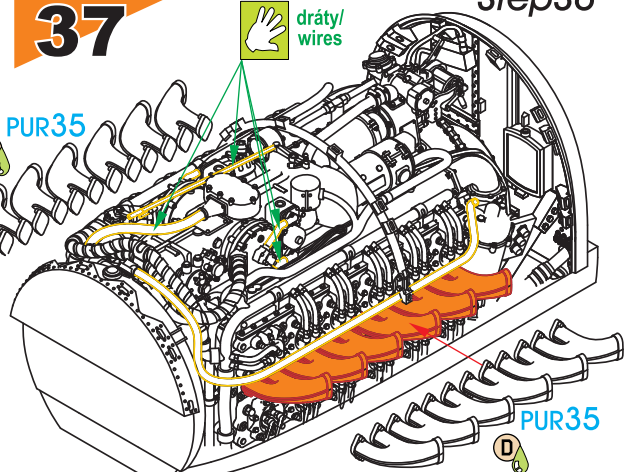
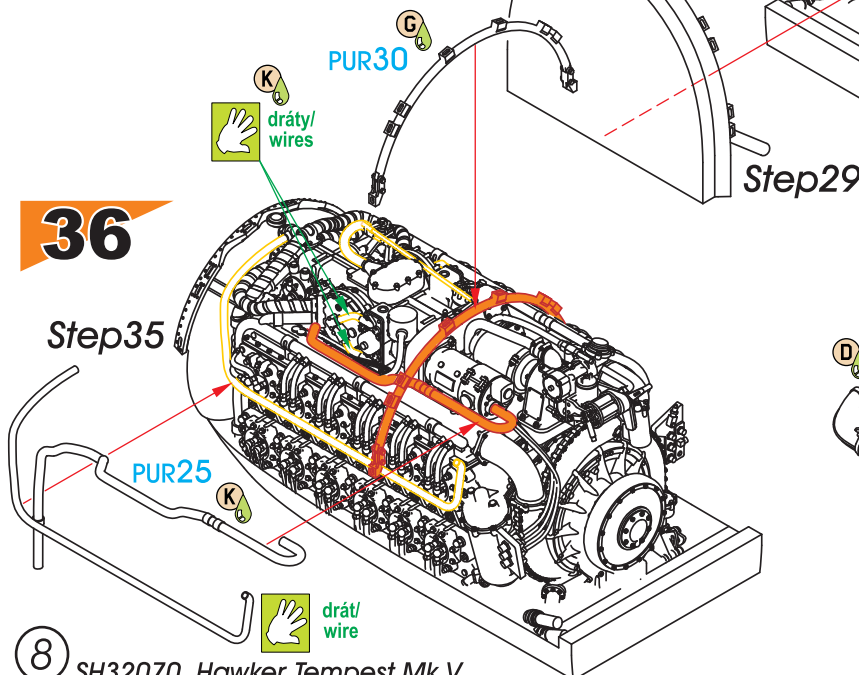
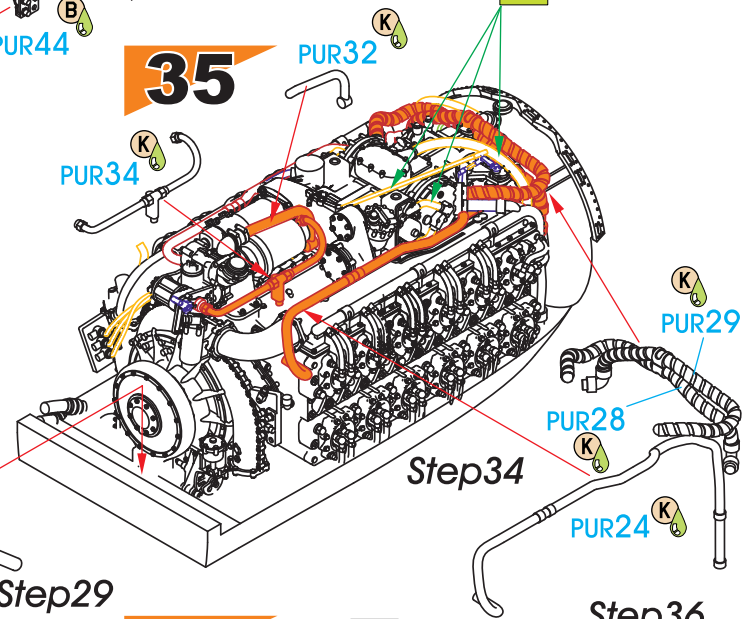
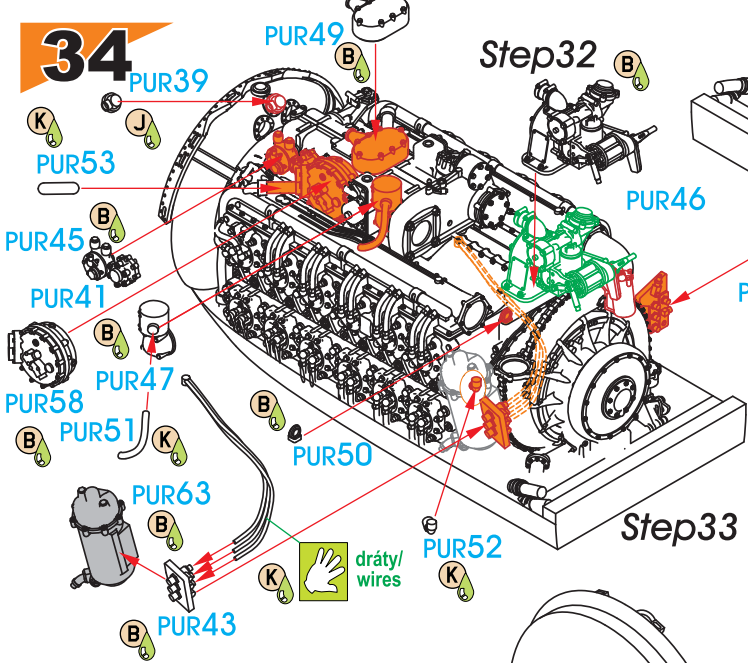
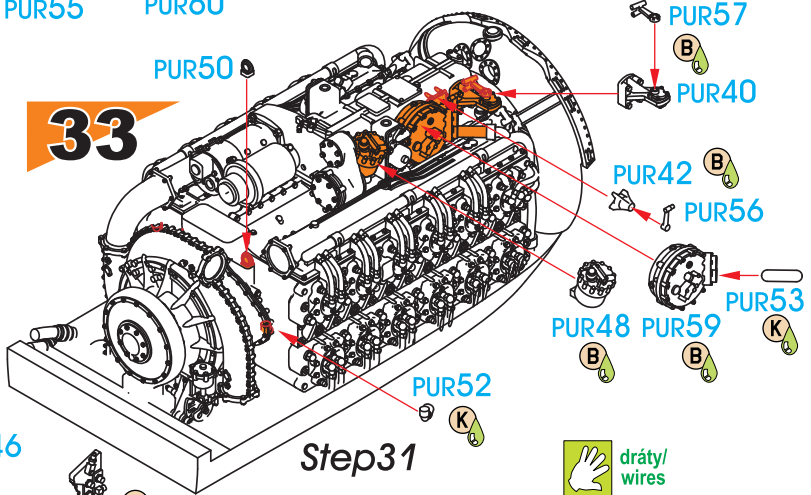
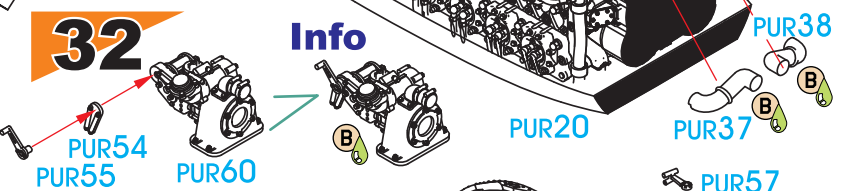
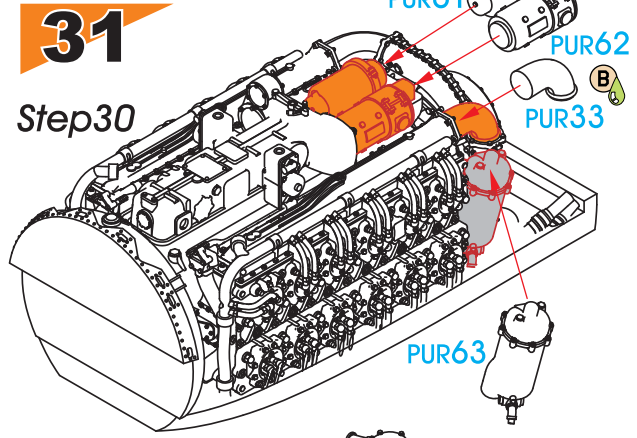
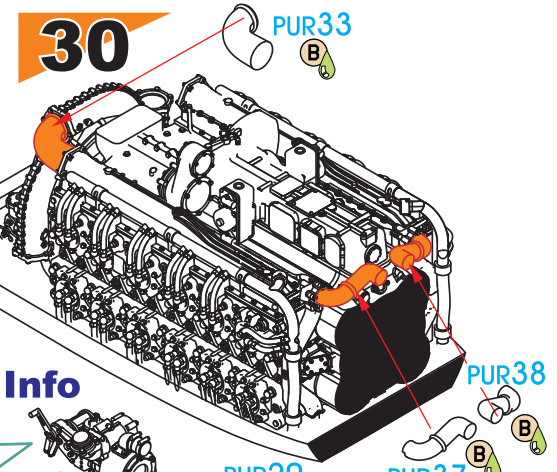
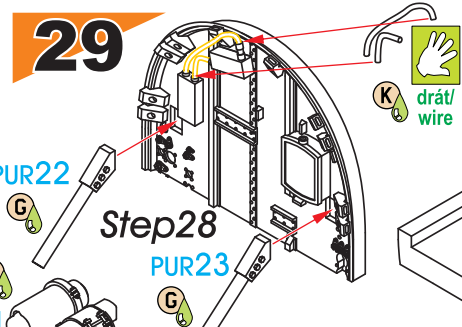
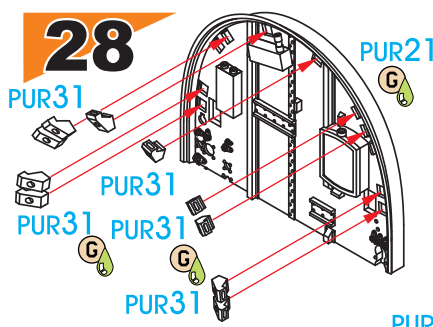
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B	Černá/ BLACK	H12/C33	
C	Ocelová/ STEEL	H18/C28	
D	Opálený kov/ BURNT IRON	H76/C61	ALC123
E	Černá na pneu./ TIRE BLACK	H77/C137	
F	Žlutá/ YELLOW	H329/C329	
G	Šedozelená interiér./ INTERIOR GREY GREEN	H334/C334	ALCE012
H	Červenohnědá/ RED BROWN	H47/C41	
I	Tmavý kov/ DARK IRON	H28/C78	
J	Hliník/ ALUMINIUM	H8/C8	ALC101
K	Mosaz/ BRASS	MC219	

Step15/
page 6

Info for parts
LAS7 - LAS8

1. Take the precut textile part out of the sheet.
2. Remove supporting paper.
3. Crumple the belt into a little ball and nead it between the fingers.
4. Thread the belts through the buckles - use superglue.
5. Put the belts into the seat.
6. Spray by the glossy varnish.
7. Impregnate the belts with very diluted oil color (mix black and brown) - it will highlight the texture.
8. Spray by matt varnish.

After the varnish becomes dry it is possible to drybrush with light oil colour.

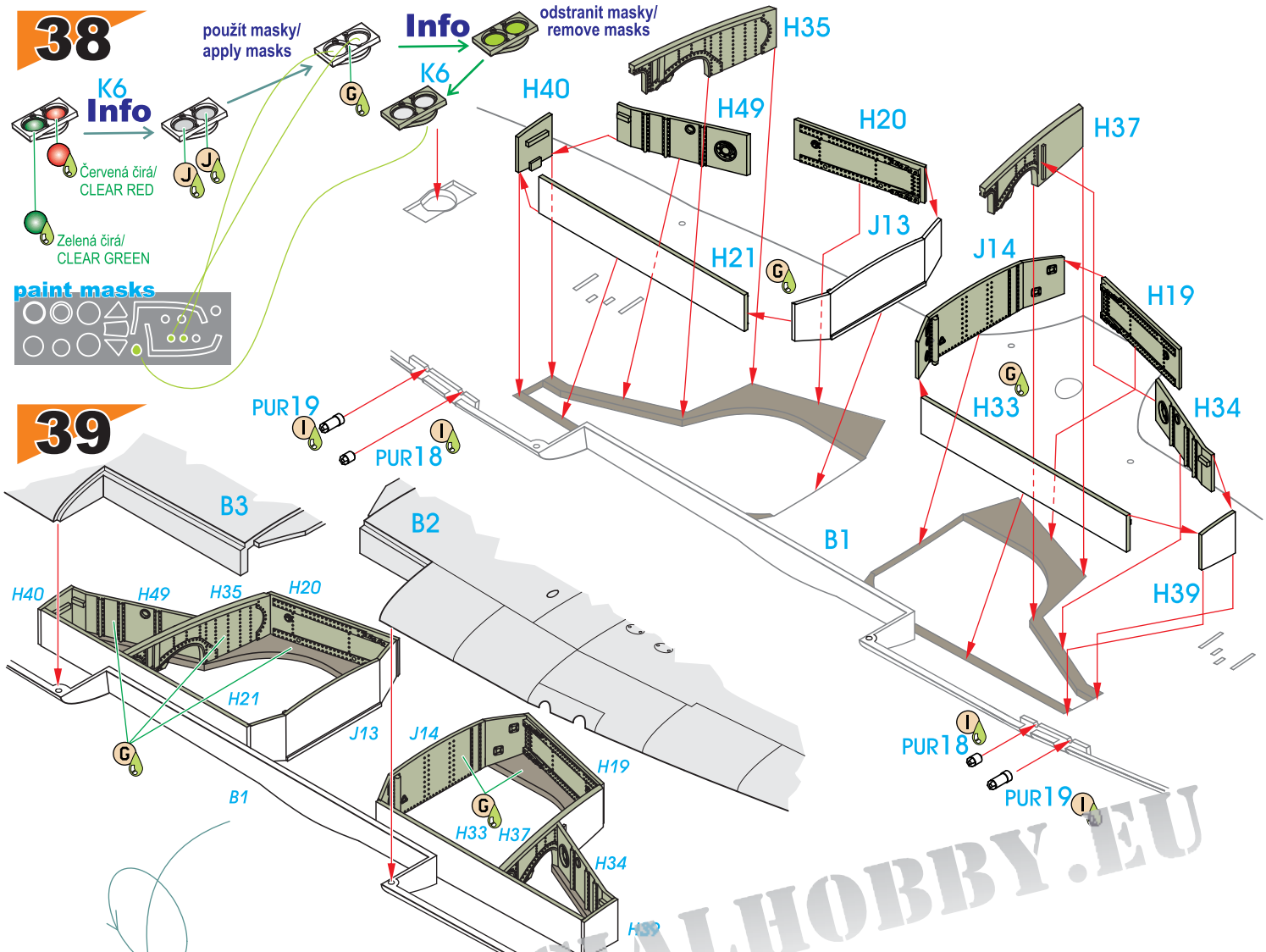
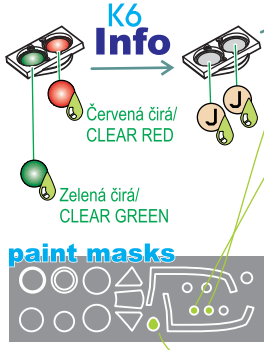


38

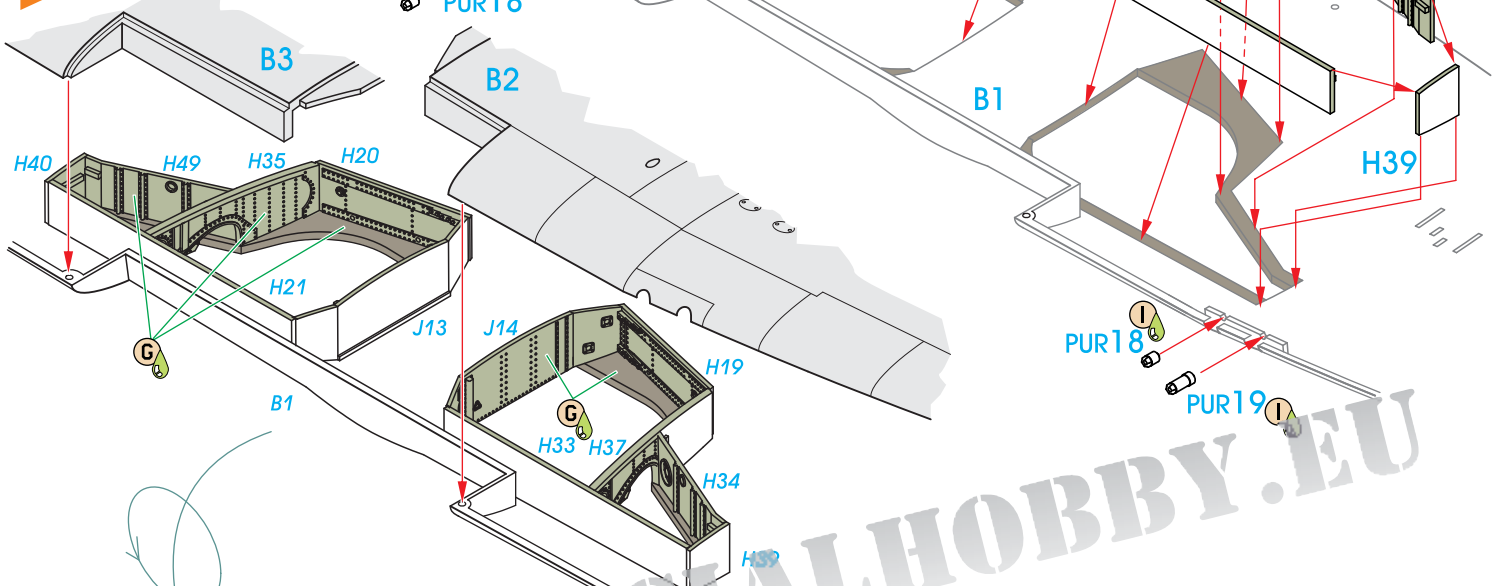
použít masky/
apply masks

Info

odstranit masky/
remove masks



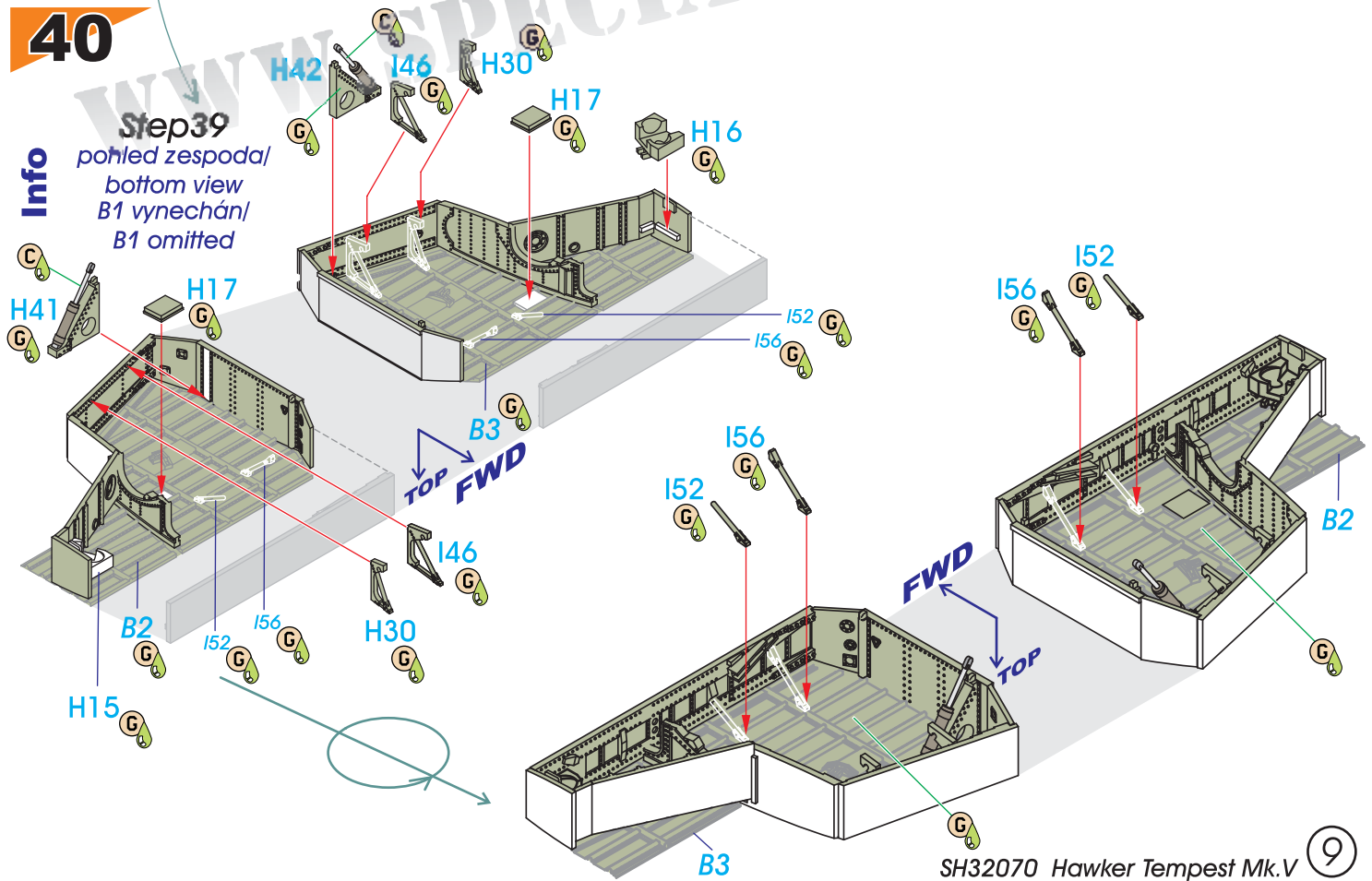
39

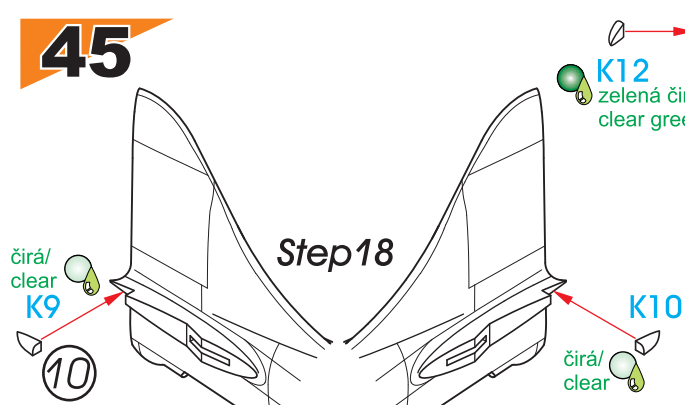
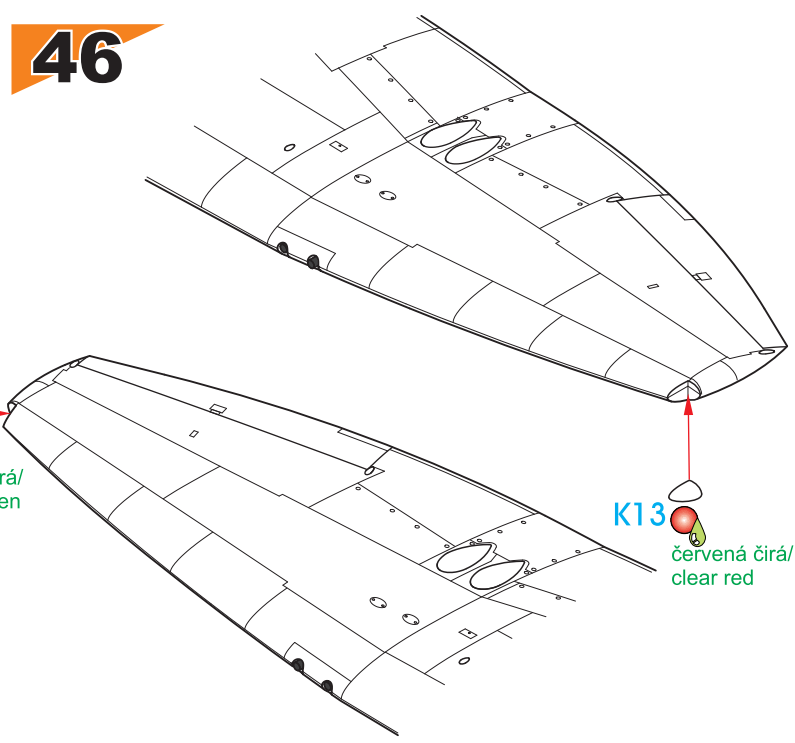
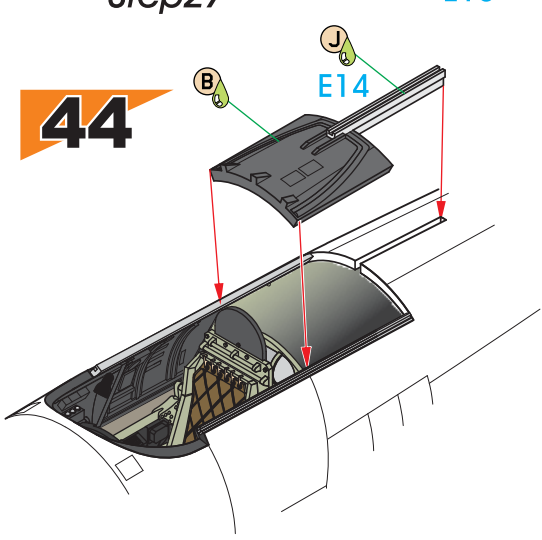
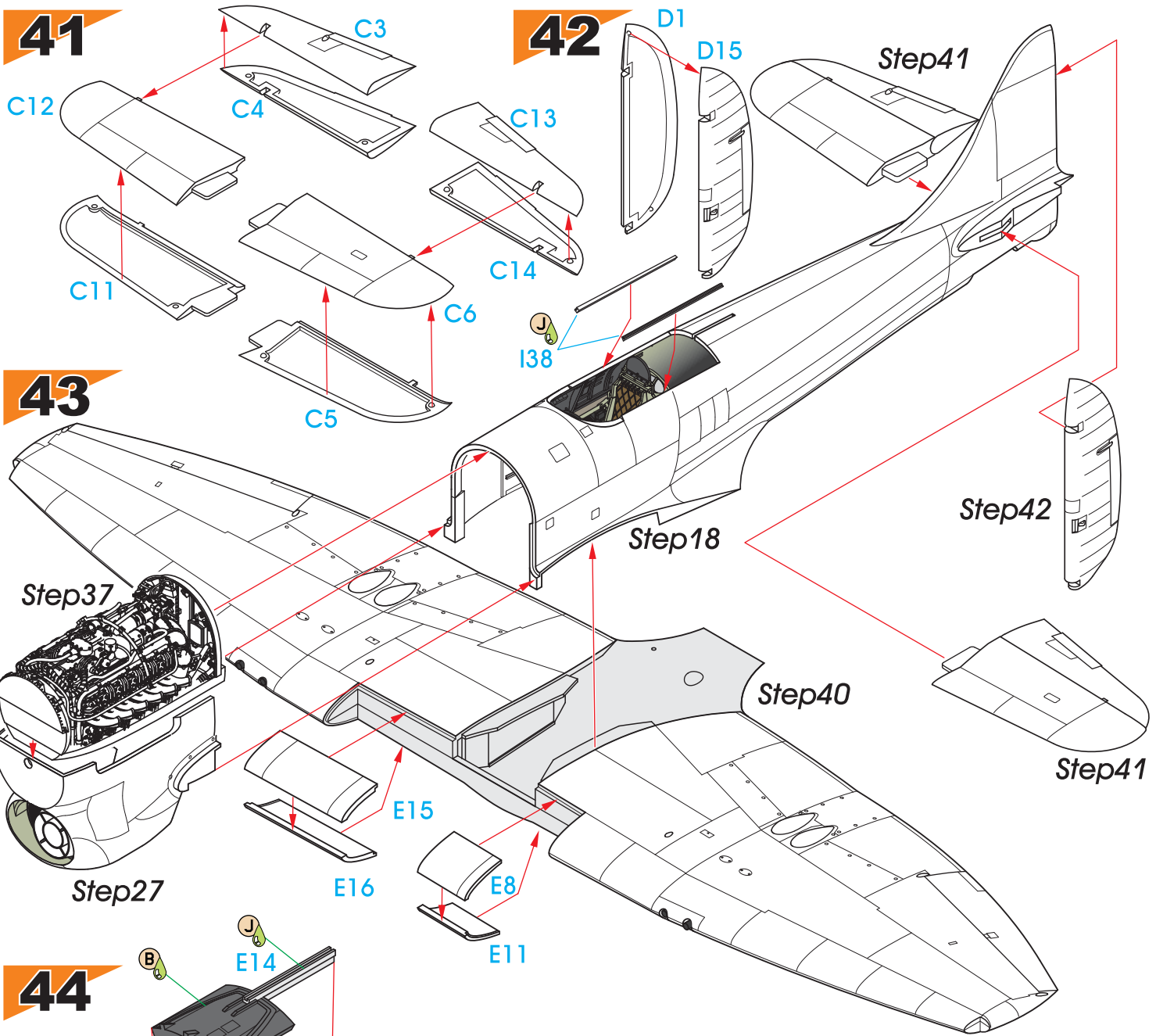


40

Info

Step 39
pohled zespoda/
bottom view
B1 vynechán/
B1 omitted

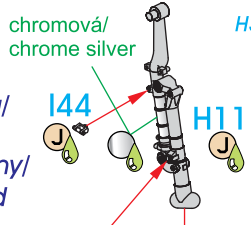




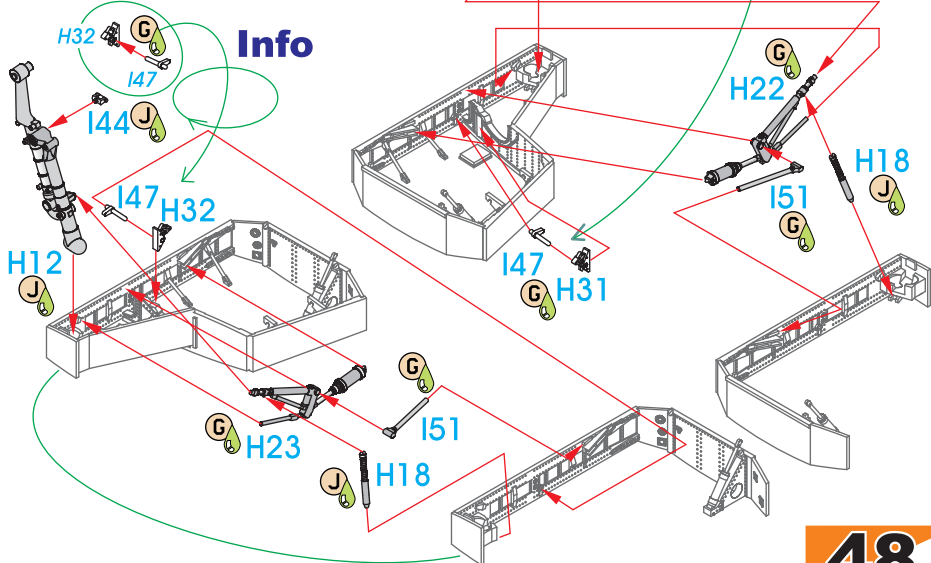
47

Step39

pohled zespoda /
bottom view
B1,B2,B3 vynechány /
B1,B2,B3 omitted



Info



paint masks

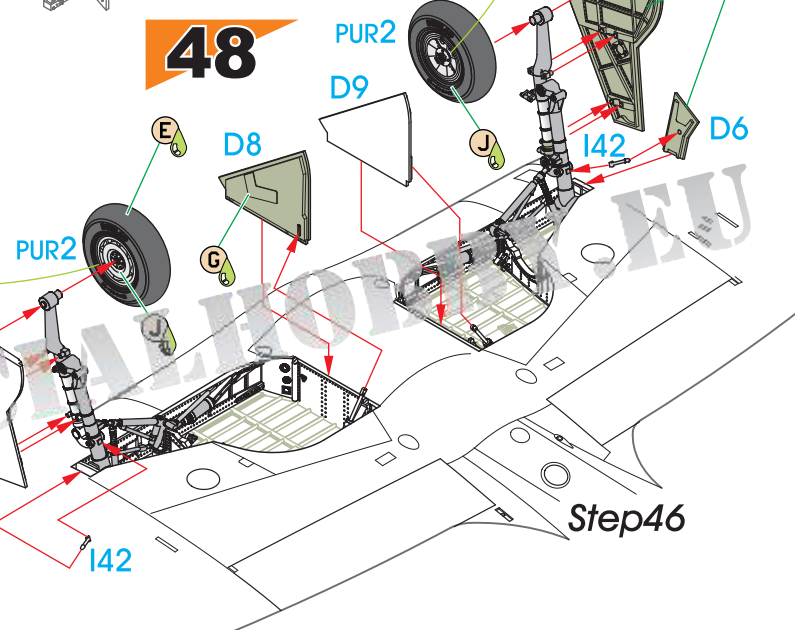
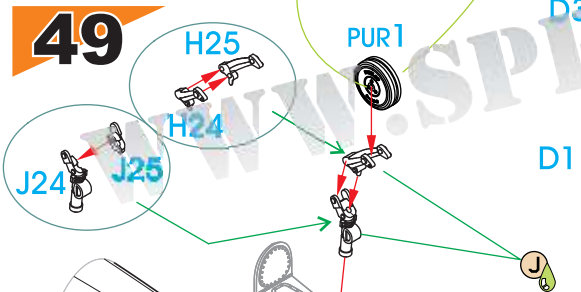


paint masks



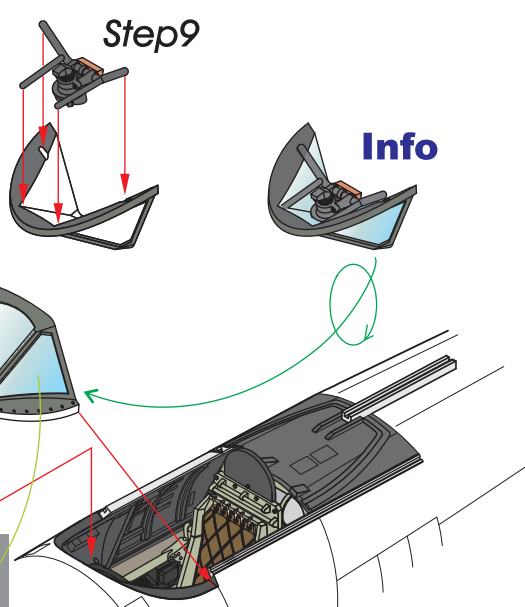
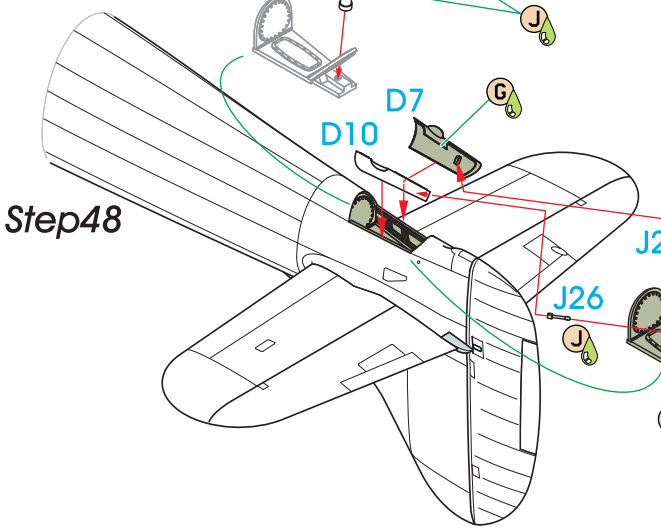
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49



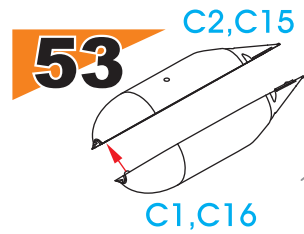
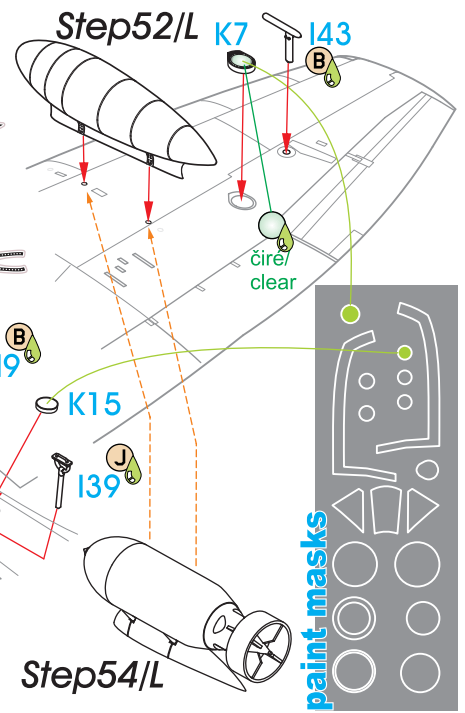
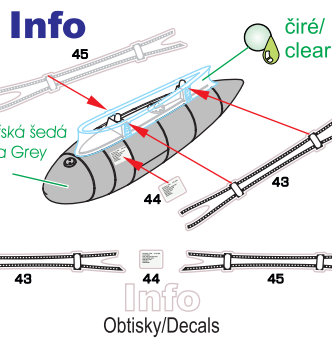
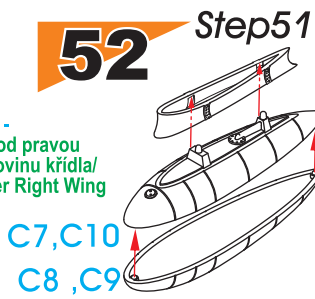
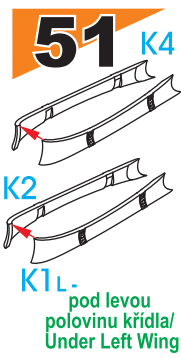
50

Step48

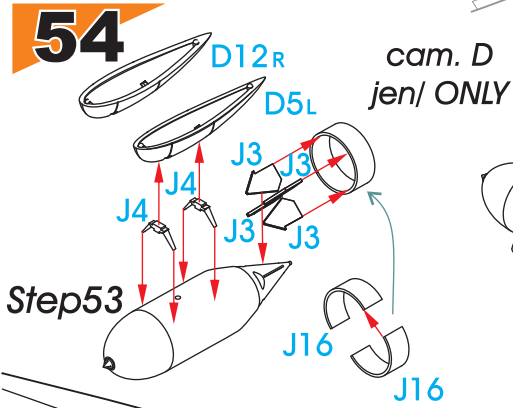


paint masks

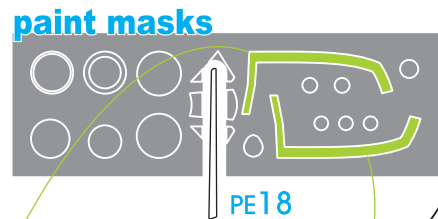
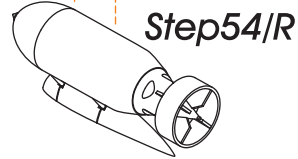




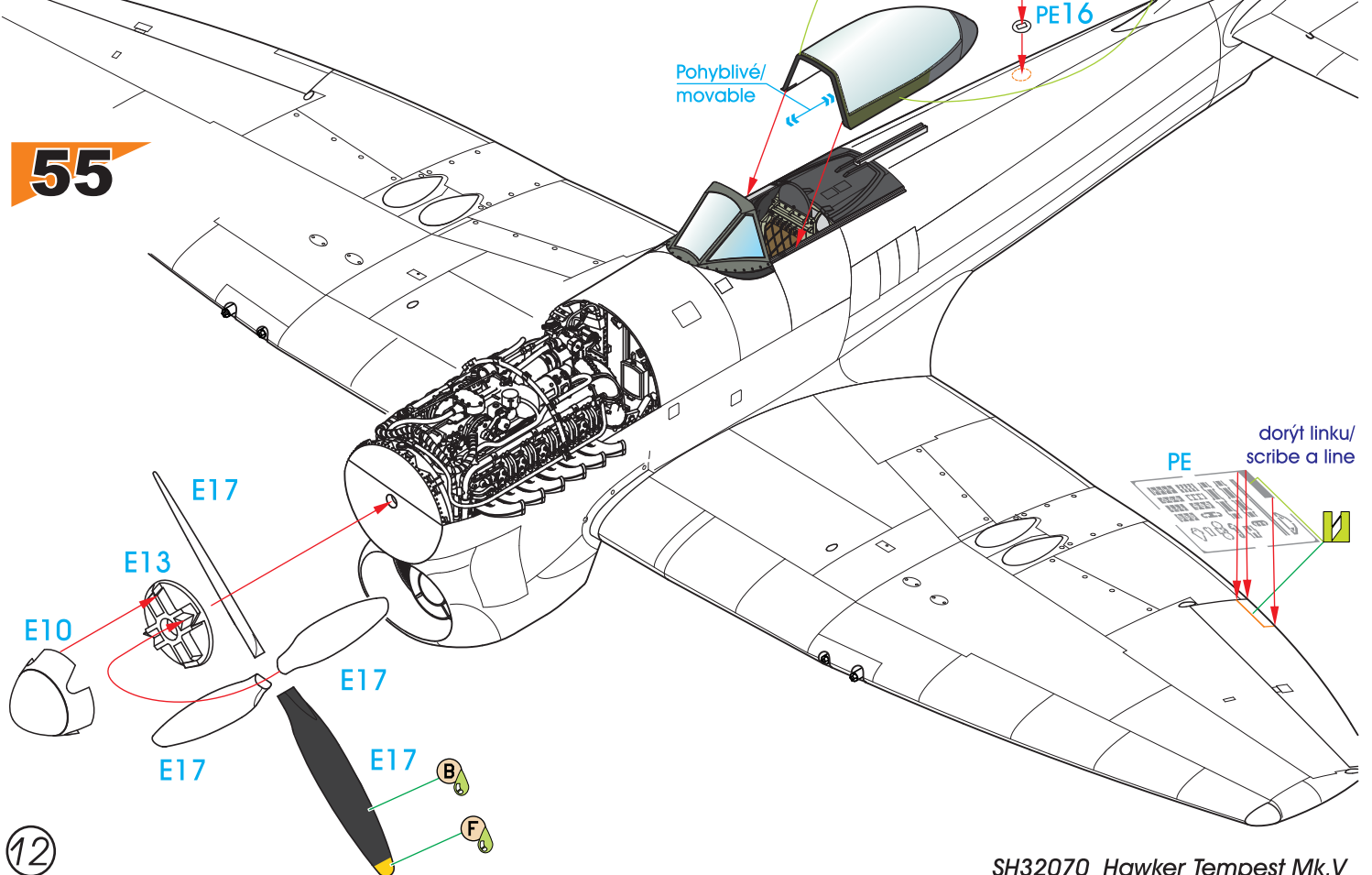
Step52/R



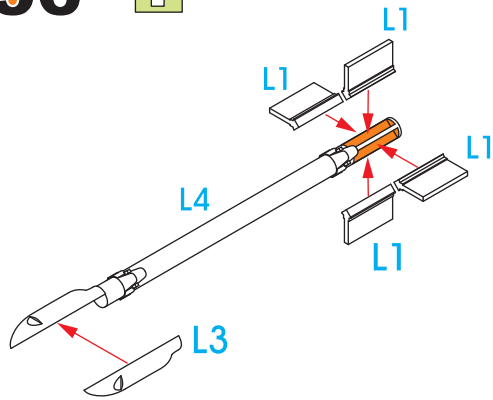
Pozn.: Na rozdíl od přídavných nádrží není na Tempestech během druhé světové války s výjimkou No 33. sqn. doloženo bojové použití pum a pumových závěsníků.
Note: During WW2 the Tempests usually carried a pair of drop tanks. Only No.33 Sqn. Tempests were seen to carry bomb armament and pylons under their wings.



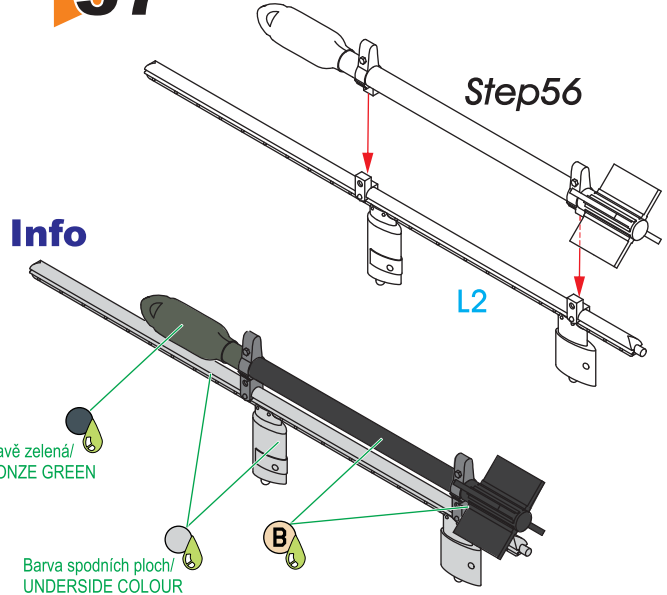
55



56 ?

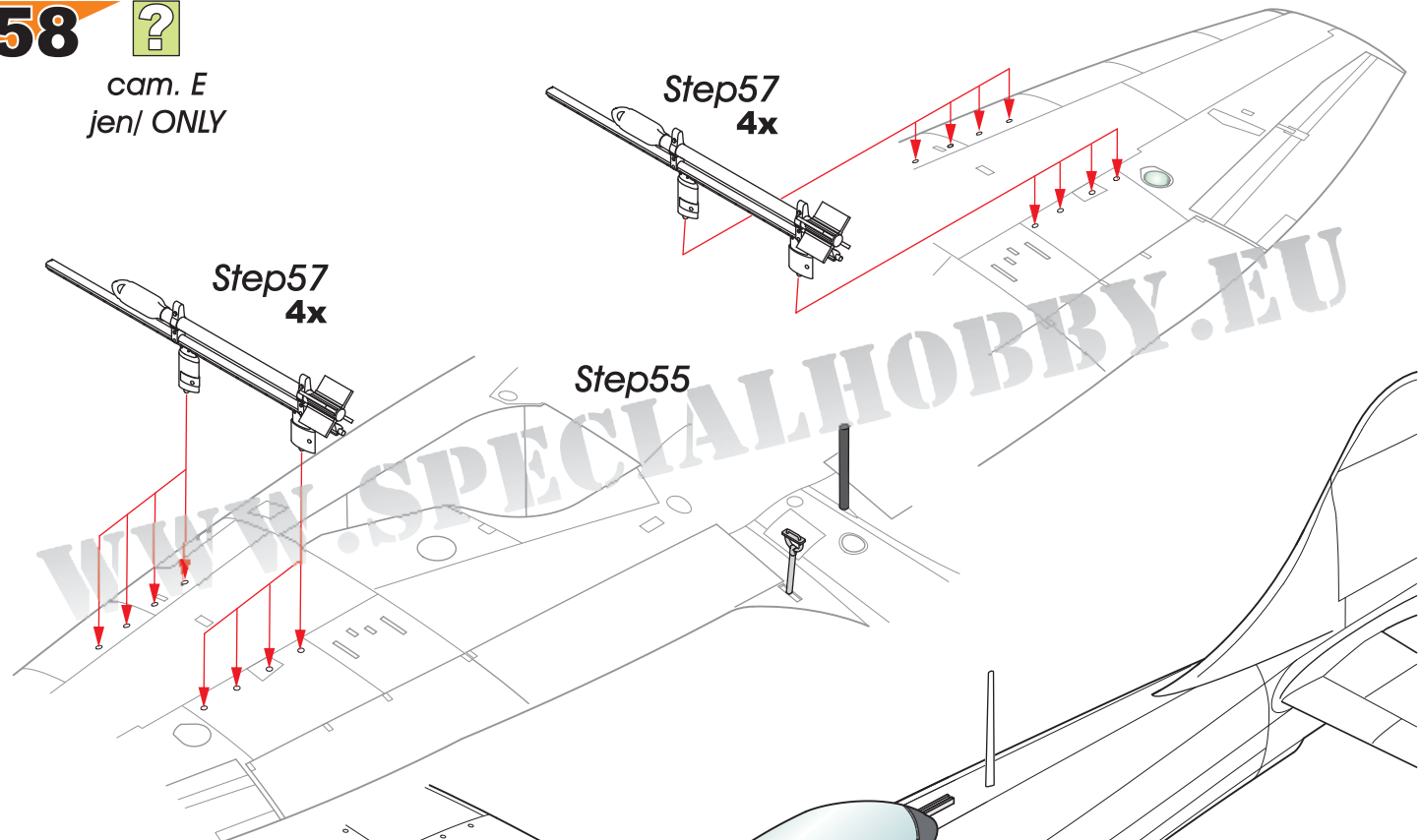


57

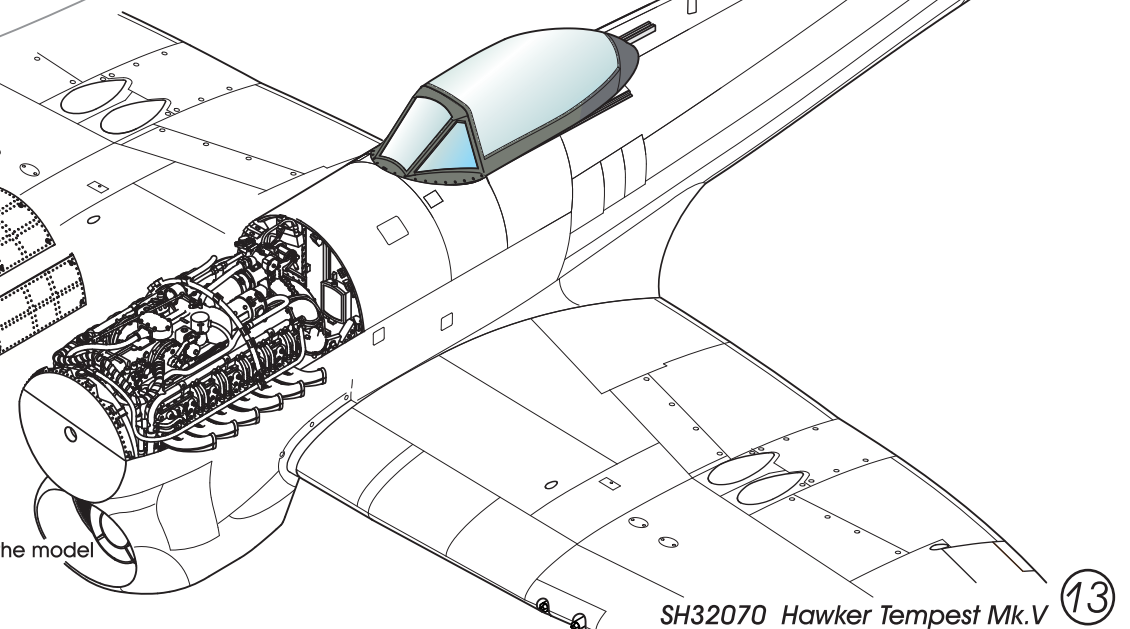
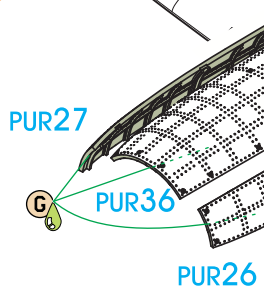


58 ?

cam. E
jen/ ONLY



59

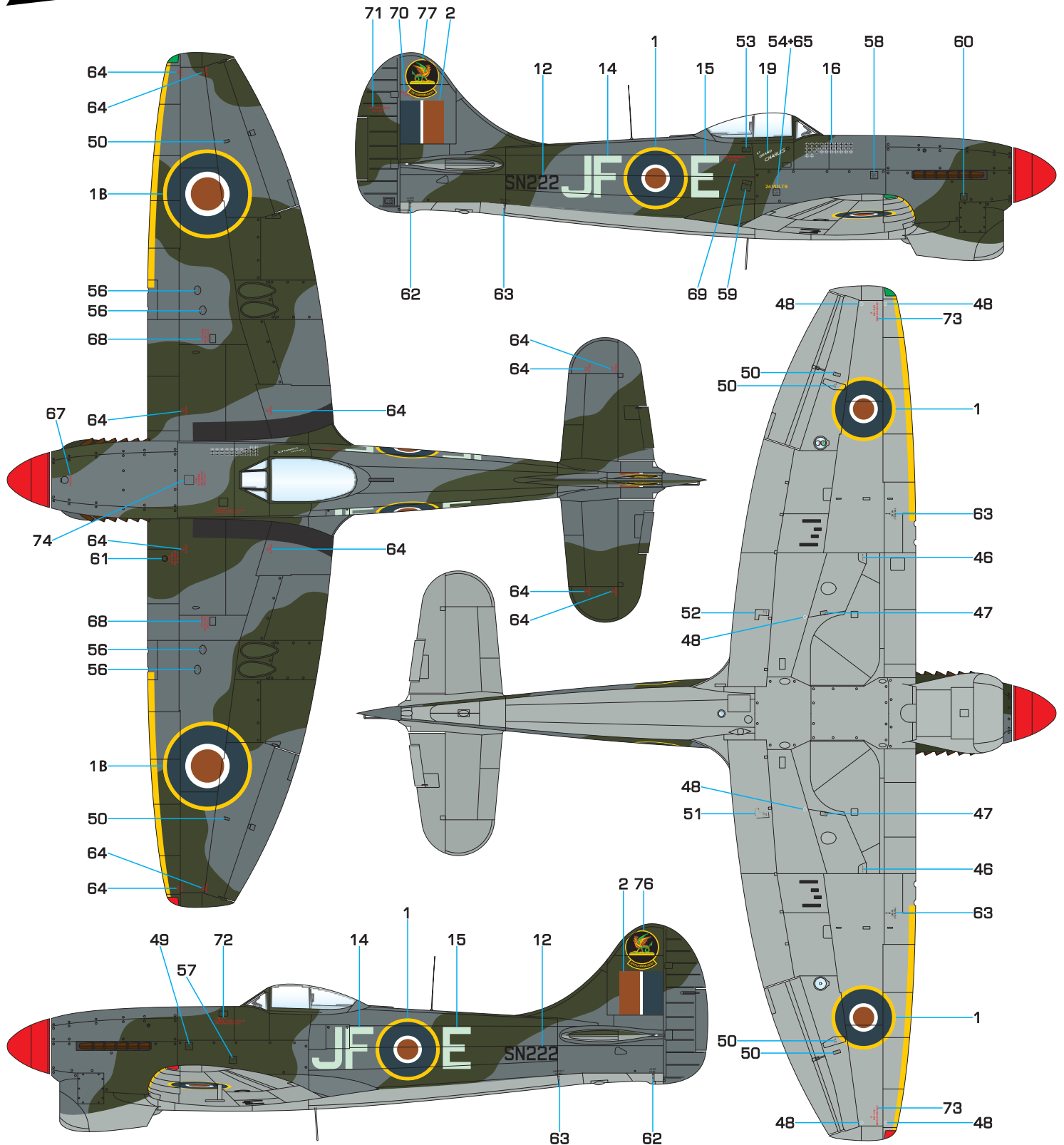


? položit kryty k modelu/
place the covers besides the model

Hawker Tempest Mk.V SN222/JF-E "Le Grand Charles", No.3 squadron, základna Fassberg (B.152), konec dubna a začátek května 1945. Stroj pojmenovaný "Le Grand Charles" byl jedním z posledních Tempestů, do jejichž kabin usedal nejlepší francouzský stíhač druhé světové války F/Lt Pierre "Cloclo" Clostermann.

Hawker Tempest Mk.V SN222/JF-E "Le Grand Charles", No.3 Squadron, Fassberg (B.152), late April and early May 1945. SN222 dubbed "Le Grand Charles" was one of the last Tempests to be flown by the top scoring French WW2 ace F/Lt Pierre "Cloclo" Clostermann.

CAM. A



	Černá Black H2/C2		Tmavá zelená Dark Green H73/C23 ALCE013		Oceánská šedá Ocean Grey C362 ALCE004		Žlutá Yellow H329/C329		Středně mořská šedá Medium Sea Grey H335/C335 ALCE003
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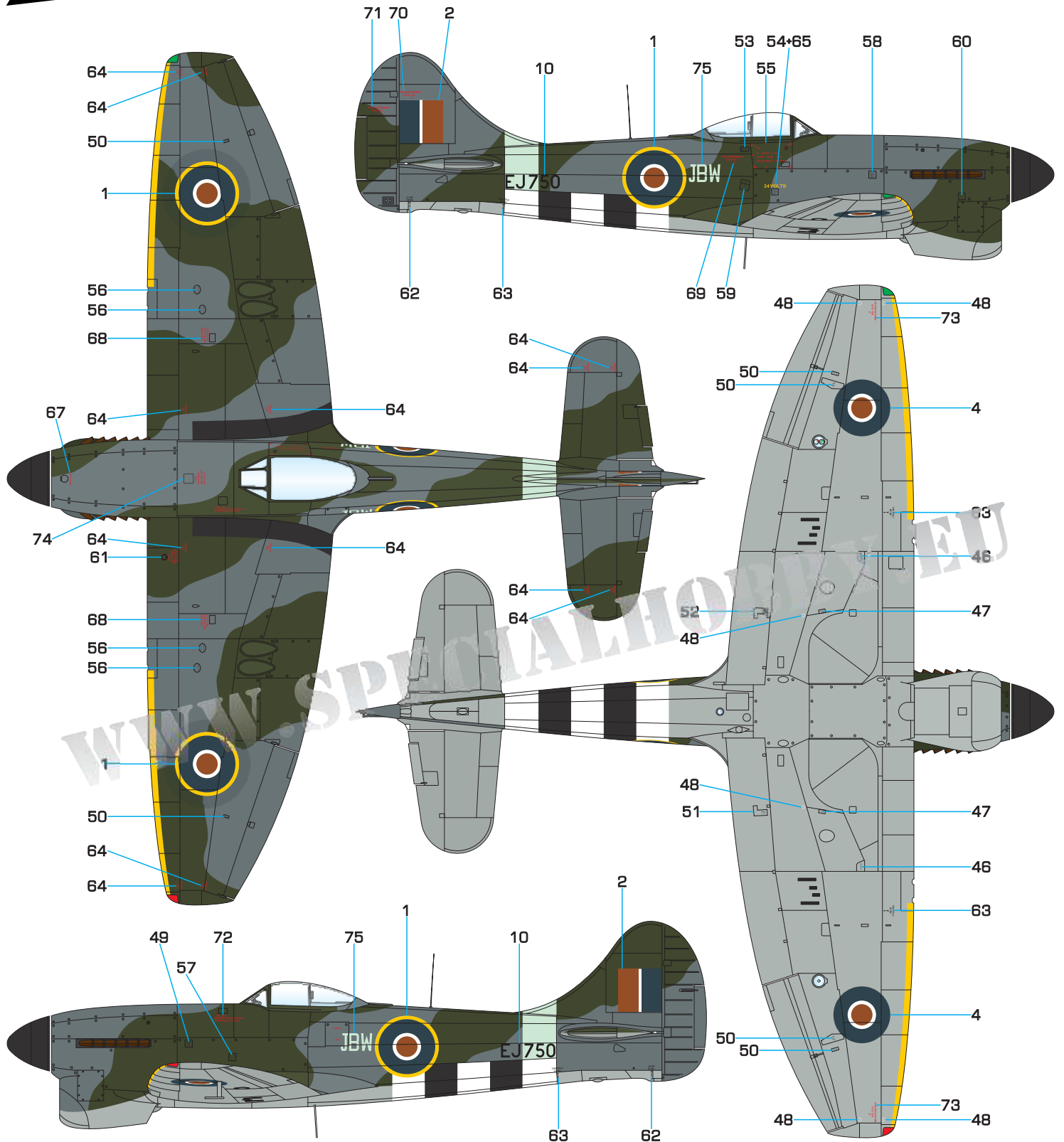








Alclad II
 SH32070 Tempest Mk. V (Hi-Tech)

Hawker Tempest Mk.V EJ750/JBW, No.122 Wing, osobní letoun Wg Cdr J.B. Wraye, základna Volkel (B.80), konec roku 1944. V kabině tohoto stroje sestřelil J.B. Wray jeden Me 262 a druhý poškodil.

Hawker Tempest Mk.V EJ750/JBW, No.122 Wing, Wg Cdr J.B. Wray's personal mount, Volkel (B.80), late 1944. While at the controls of EJ750, J.B. Wray shot down one Me 262 and damaged another.

CAM. B



	Černá Black H2/C2		Nebeská modrá Sky H47/C26 ALCE011		Žlutá Yellow H329/C329
	Tmavě zelená Dark Green H73/C23 ALCE013		Oceánská šedá Ocean Grey C362 ALCE004		Středně mořská šedá Medium Sea Grey H335/C335 ALCE003
	Špinavě bílá Off White H21/C69				

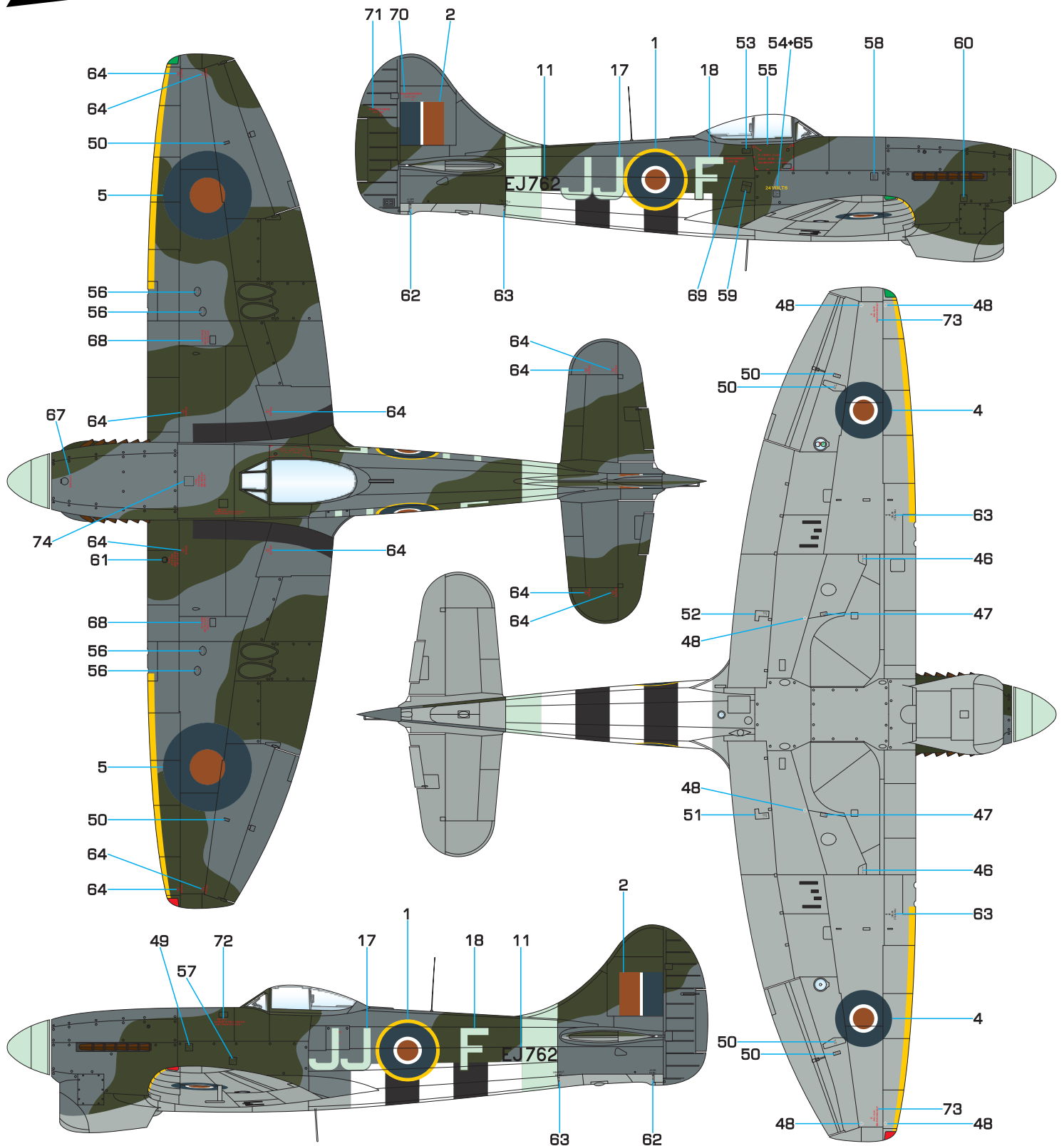









SH32070 Tempest Mk. V (Hi-Tech)

Hawker Tempest Mk.V EJ762/JJ-F, No.274 Squadron, F/L D. C. Fairbairns DFC and Two Bars (12,5 sestřelů), základna Volkel (B.80), říjen 1944. Při jednom z bojů 19. října 1944 utrpěl tento stroj zásah do levé křídelní nádrže. Hořící benzín opálil barvu z levé poloviny vodorovných ocasních ploch a zapálil plátěný povrch kormidla. I tak se s ním F/L D. C. Fairbairns úspěšně vrátil zpět.

Hawker Tempest Mk.V EJ762/JJ-F, No.274 Squadron, F/L D. C. Fairbairns DFC and Two Bars (12,5 victories), Volkel (B.80), October 1944. On 19 October 1944 taking part in one that day's many dogfights, the machine was hit by enemy fire to its port side wing fuel tank and burning petrol burned off the paint of the port tailplane and fabric of the elevator. Despite that damage, F/L D.C. Fairbairns managed to nurse his crippled mount back home.

CAM. C

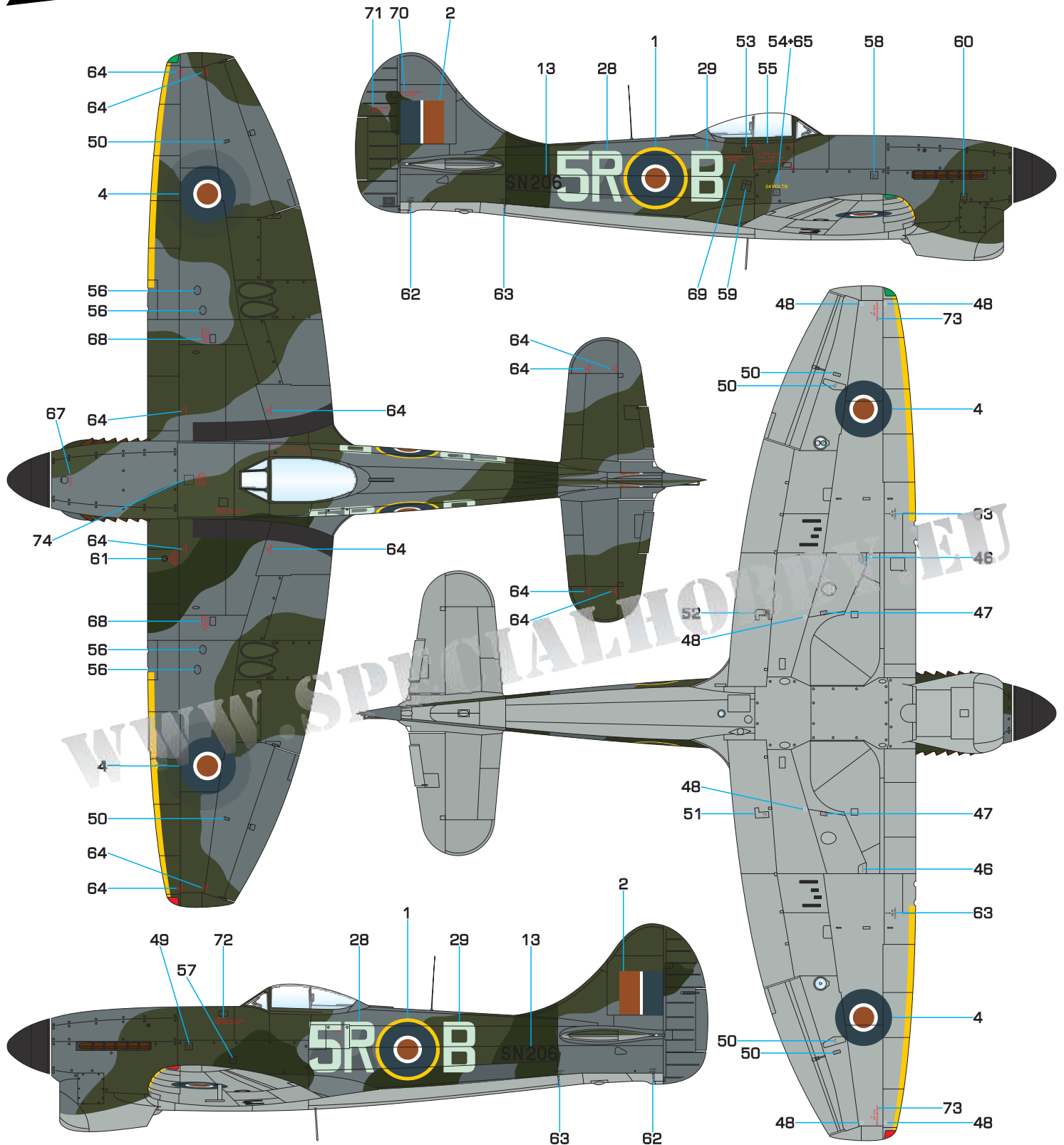


- | | | | | | |
|---|--------------------------------------|---|--|---|--|
|  | Špinavě Bílá
Off White
H21/C69 |  | Nebeská modrá
Sky
H47/C26
ALCE011 |  | Žlutá
Yellow
H329/C329 |
|  | Černá
Black
H2/C2 |  | Tmavá zelená
Dark Green
H73/C23
ALCE013 |  | Oceánská šedá
Ocean Grey
C362
ALCE004 |
| | | | |  | Středně mořská šedá
Medium Sea Grey
H335/C335
ALCE003 |

Hawker Tempest Mk.V SN206/5R-B, No.33 Squadron, F/O G.A. Rens, základna Quackenbrück (B.109), květen 1945. Belgičan G.A. Rens se v rámci No.33 squadron zúčastnil na začátku května dvou střemhlavých bombardovacích náletů. Nasazení Tempestů ke střemhlavým náletům bylo zcela výjimečné a došlo k němu jen u No.33 Squadrony.

Hawker Tempest Mk.V SN206/5R-B, No.33 Squadron, F/O G.A. Rens, Quackenbrück (B.109), May 1945. In early May, No.33 Squadron's Belgian pilot G.A. Rens took part in two dive bombing missions. This type of action was quite rare for the Tempest and happened only with No. 33 Sqn.

CAM. D

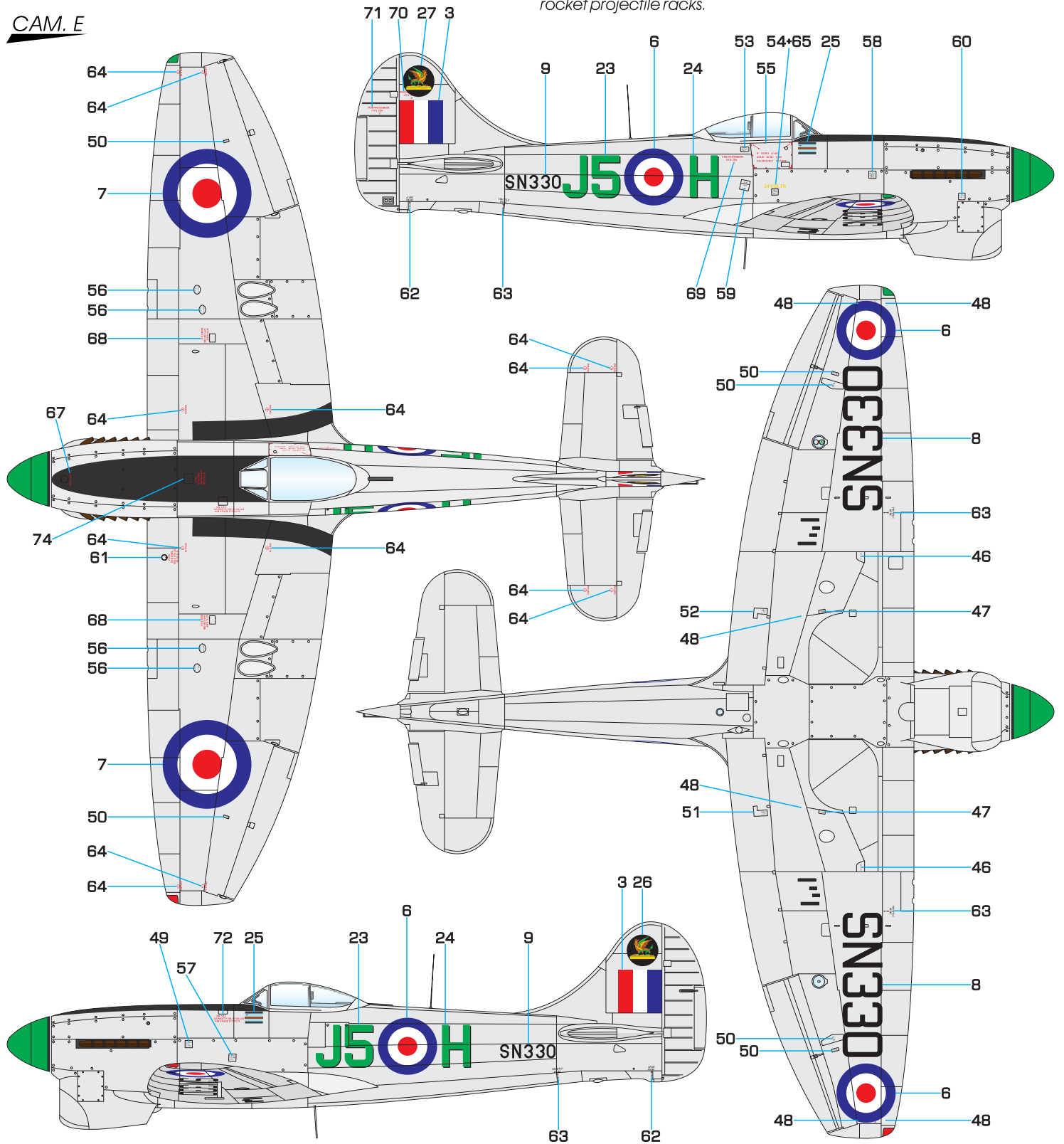


<p>Černá Black H2/C2</p>	<p>Tmavá zelená Dark Green H73/C23 ALCE013</p>	<p>Oceánská šedá Ocean Grey C362 ALCE004</p>	<p>Středně mořská šedá Medium Sea Grey H335/C335 ALCE003</p>	<p>Žlutá Yellow H329/C329</p>
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Hawker Tempest Mk.V SN330/J5-H, No.3 Squadron, Sq/Ldr Robert Bruce Cole, DFC and Bar, základna Wunstorf, britská okupační zóna, Německo, 1946. R.B. Cole dosáhl během druhé světové války jednoho jistého a jednoho pravděpodobného sestřelu, dalších 5,5 letadel poškodil. Na jeho kontě je také jeden letoun zničený na zemi a množství vozidel a lokomotiv. Zahynul v hodnosti Wing Commandera v letounu Canberra 16.ledna 1956. Tempest SN330 byl přestříkán hliníkovým nástřikem a vybaven závěsníky raket.

Hawker Tempest Mk.V SN330/J5-H, No.3 Squadron, Sq/Ldr Robert Bruce Cole, DFC and Bar, Wunstorf, British Occupation Zone, Germany, 1946. During WW2, R.B. Cole gained one certain and one probable victory and damaged further 5.5 enemy aircraft. His tally comprised also one e/a destroyed on the ground and a number of vehicles and locomotives. He was killed in the rank of Wing Commander flying a Canberra on 16 January 1956. His Tempest SN330 wore an aluminium paint finish overall and was equipped with rocket projectile racks.

CAM. E



Černá
Black
H2/C2

Hliníkový nátěr
Aluminium Paint
H8/C8
ALC101

Jasná zelená
Bright Green
H26/C66

Special
HOBBY
GUNZE
SANGYO
Alclad II

SH32070 Tempest Mk. V (Hi-Tech)