

## 1/48 SCALE PLASTIC KIT

**ProfiPACK**  
edition

# #82122



## INTRO

The story of the Tempest is nothing more than an attempt to address the shortcomings of Hawker Typhoon, which prevented it 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 resulting design was originally supposed to retain the Typhoon name as the Mark II, but it became obvious, the result would be a new plane, so the name was changed to the Tempest, following the traditional 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 also the planform changed in comparison with Typhoon wing to more elliptical shape. As the new wing did not offer enough space for fuel, additional 76 gal (288 l) fuel tank 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. So, yes, it was a new plane, although it kept 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 powering the Typhoon. 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, but due to delays, 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, wanted 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 and also 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 definitely 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) producing 2,400 hp (1790 kW), thus 200 hp (147 kW) more than previous version. Although it was meant as a stopgap solution until Sabre IV engines would be available, it finally emerged as the main variant of the Tempest, because Centaurus was too late, Sabre Mk.IV 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 2nd, 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 24th, 1943. It was reasonably faster than HM595, but the solution of problems would take too much time. The easiest way to get the Tempest into the service was to proceed with Mk.V.

The first production Tempest Mk.V made its maiden flight on June 21st, 1943, already fitted with bubble canopy. Armed with four 20 mm Hispano Mk.II cannon (200 rounds per barrel) 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 of Fw 190 (depending on mark). After the first production batch, the Hispano Mk.V cannons were installed, differentiating it 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/Cdr 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 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 were flying air-to-air combats and claimed 240 kills (some 20 of them 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).

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 1000 lb (450 kg) bombs or eight 60 lb (27 kg) rockets added to the destructive force.

### To the end of an era

Two more variants of the Tempest would enter production later on, but both were too late to see WW II service. The Tempest Mk.II powered by the Centaurus V used some experience gained by examining the engine cowling of captured Fw 190s. The Tempest VI used the Sabre V engine, and was used only by five RAF squadrons based in the Middle East. Of the Tempest Mk.V 1,401 were produced. After the war Tempest V continued in service with British Air Force of Occupation (BAFO) squadrons until replaced by Tempest Mk.II.

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  
OHNOUTOPEN HOLE  
VYVRTAT OTVORSYMMETRICAL ASSEMBLY  
SYMETRICKÁ MONTÁŽREMOVE  
ODŘÍZNOUTREVERSE SIDE  
OTOČITAPPLY EDUARD MASK  
AND PAINT  
POUŽÍT EDUARD MASK  
NABARVIT

PARTS



DÍLY



TEILE

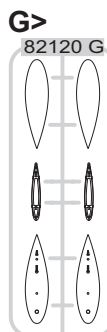
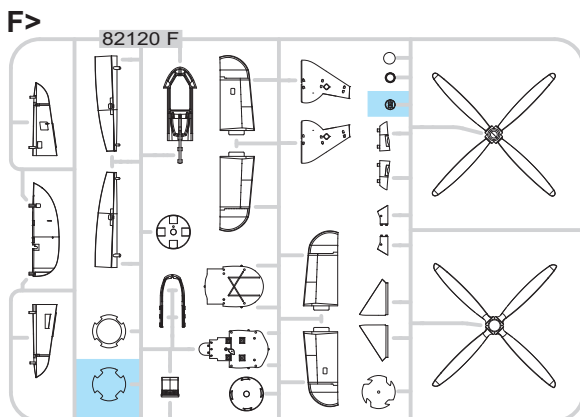
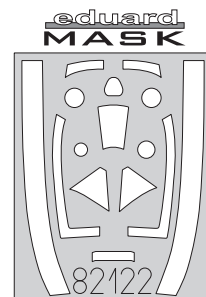
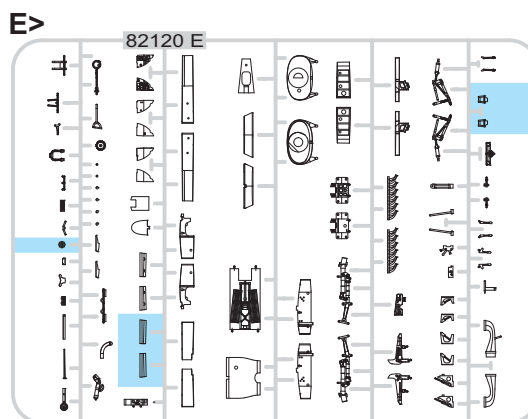
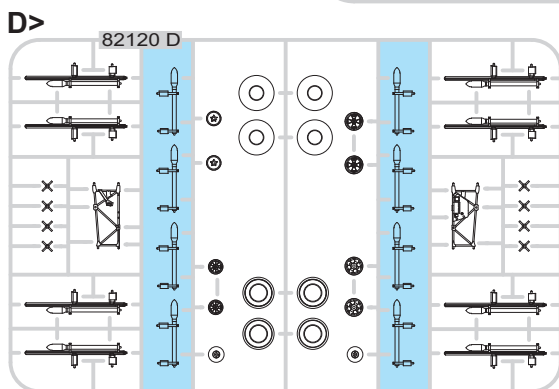
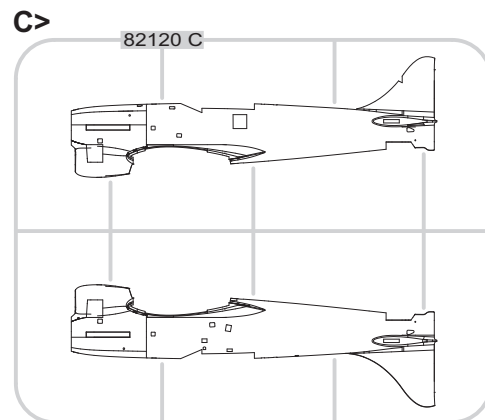
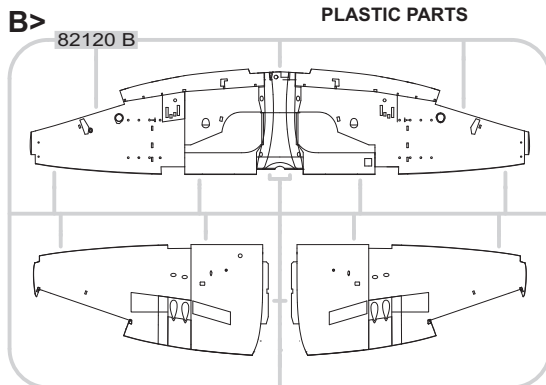
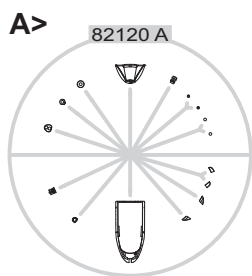


PIÈCES

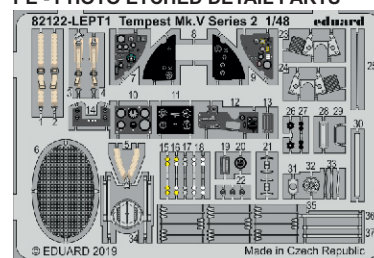


部品

PLASTIC PARTS



PE - PHOTO ETCHED DETAIL 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



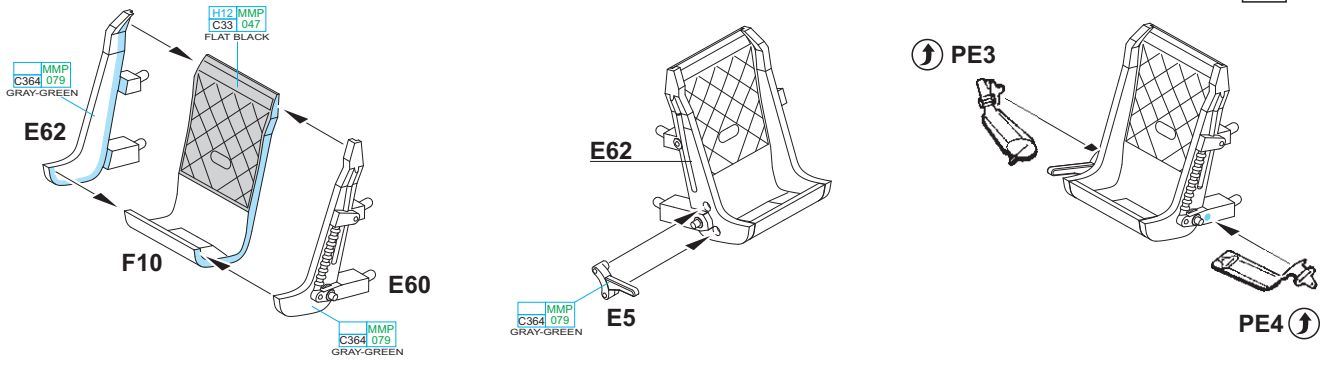
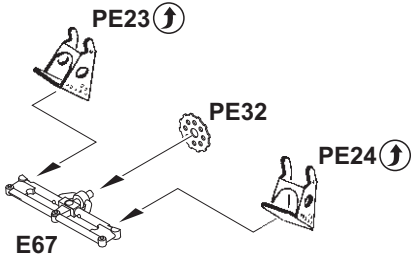
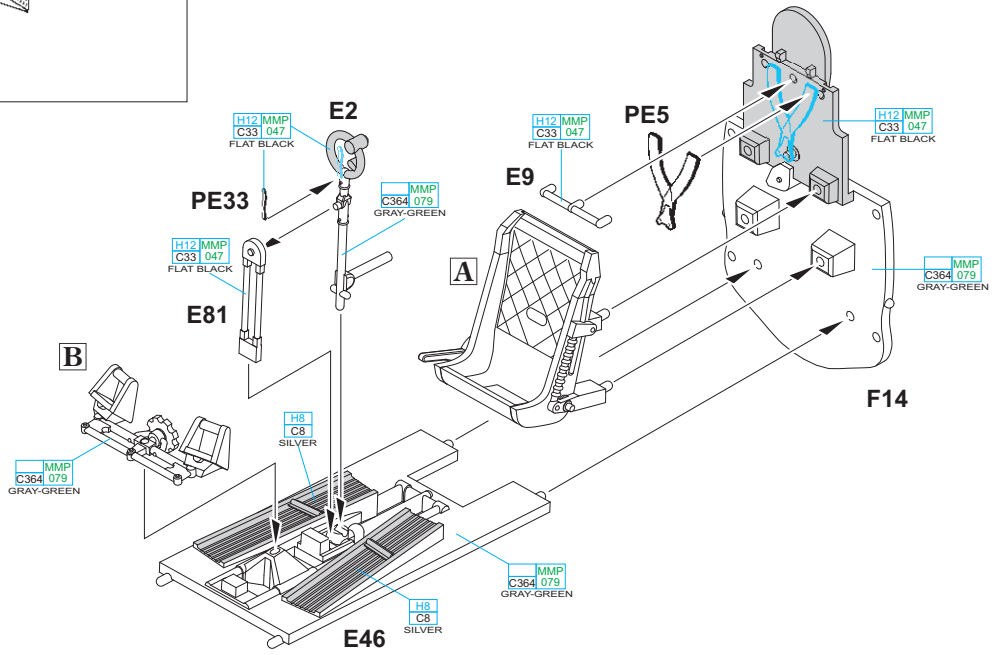
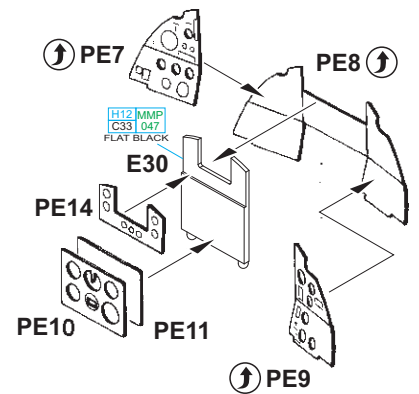
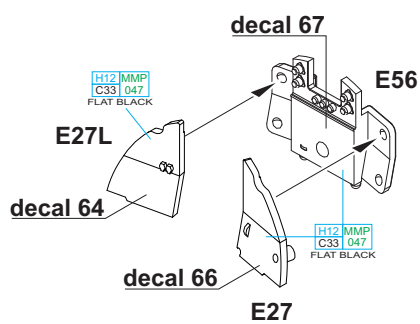
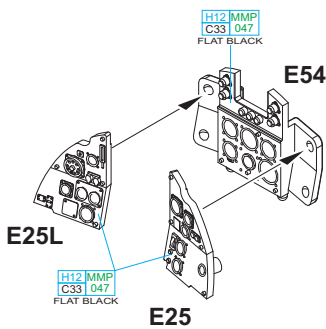
PEINTURE

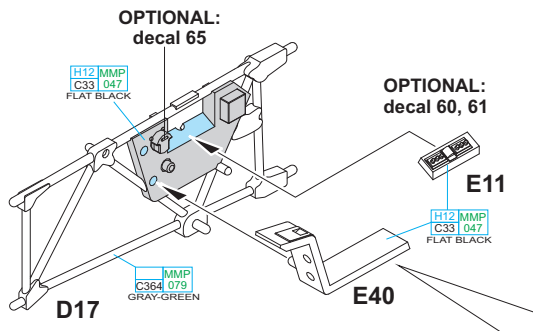
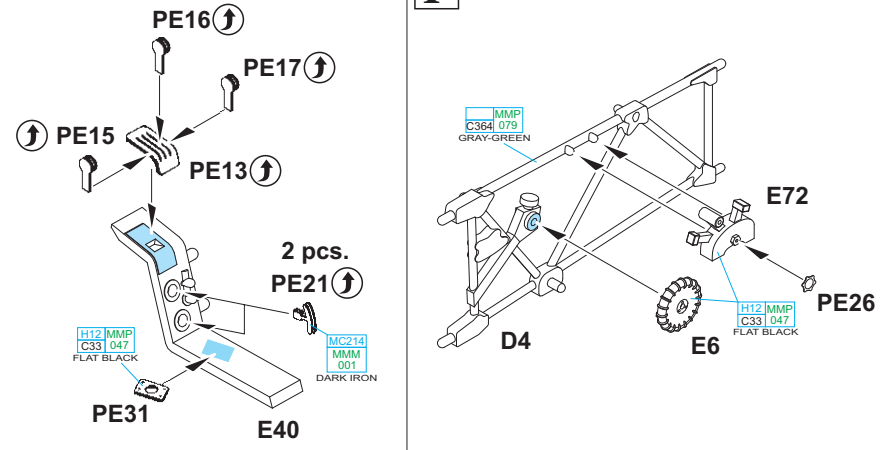
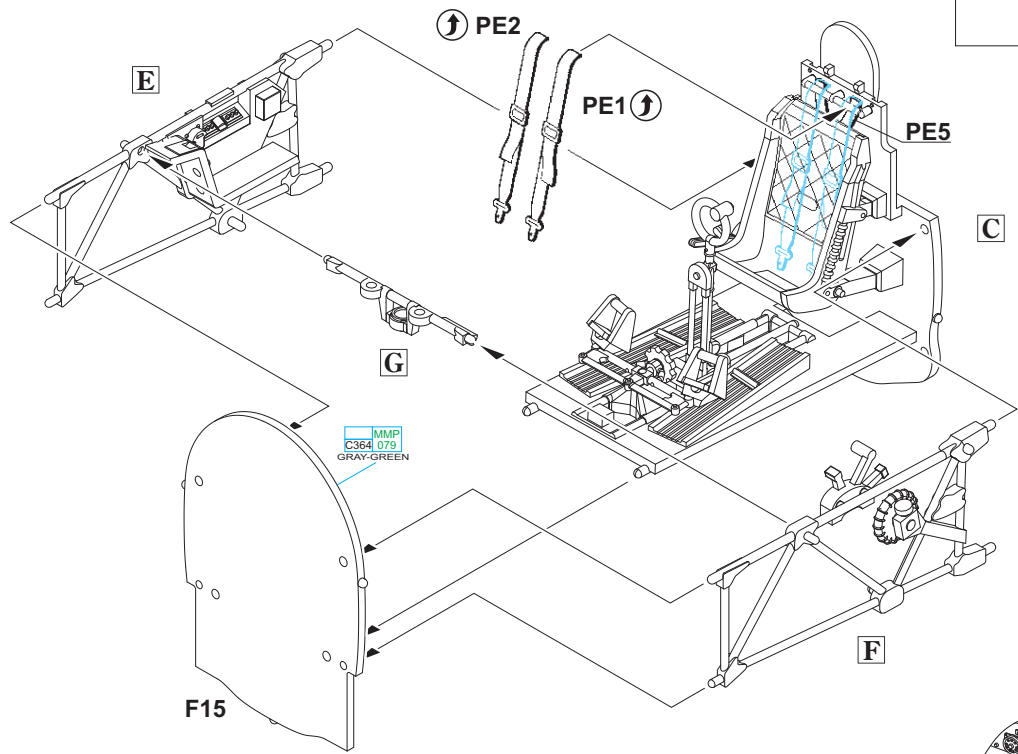
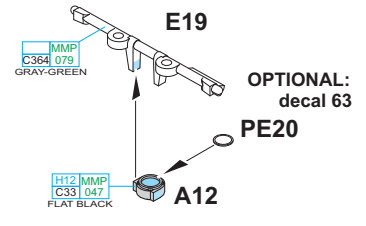
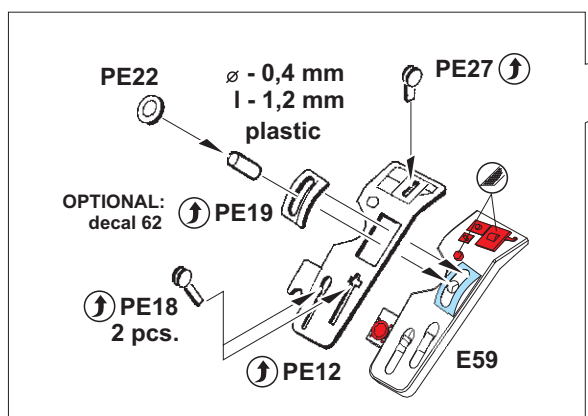
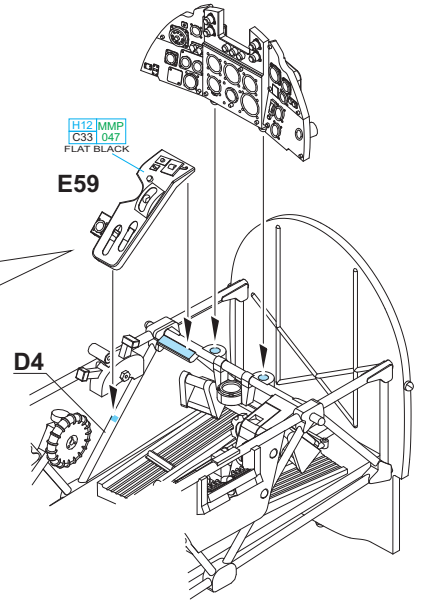


色

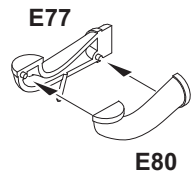
GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H3	C3	MMP-003	RED
H4	C4	MMP-007	YELLOW
H8	C8		SILVER
H11	C62	MMP-001	FLAT WHITE
H12	C33	MMP-047	FLAT BLACK
H74	C368	MMP-080	SKY
H77	C137	MMP-040	TIRE BLACK
H90	C47		CLEAR RED
H94	C138		CLEAR GREEN
H326	C326		BLUE

GSI Creos (GUNZE)		MISSION MODELS	
AQUEOUS	Mr.COLOR	PAINTS	
H328	C328		BLUE
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	
	SM01	MMC-001	SUPER CHROME

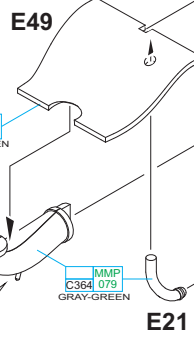
**A****B****C****D**

**E****F****H****G****D**



**I**

MMP  
C364 079  
GRAY-GREEN



MMP  
C364 079  
GRAY-GREEN

H8  
C8  
SILVER

E42

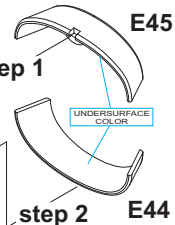
E43

F33

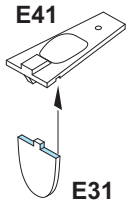
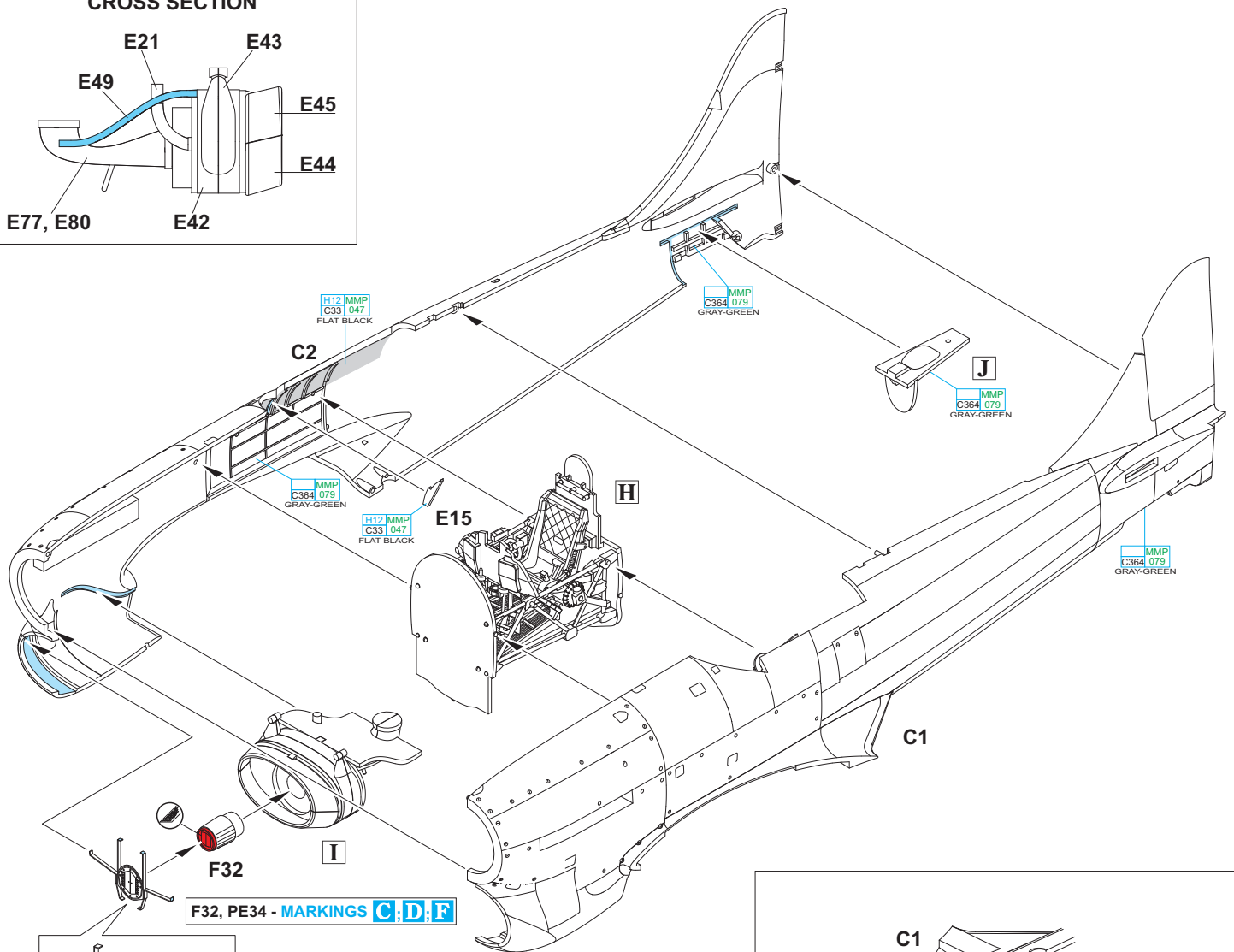
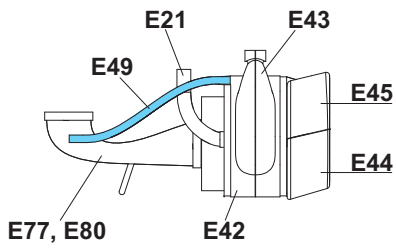
H8  
C8  
SILVER

step 1

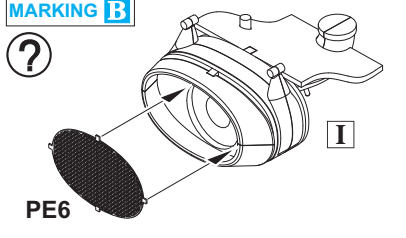
step 2



UNDERSURFACE  
COLOR

**J****CROSS SECTION****MARKING B**

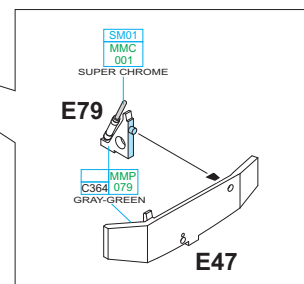
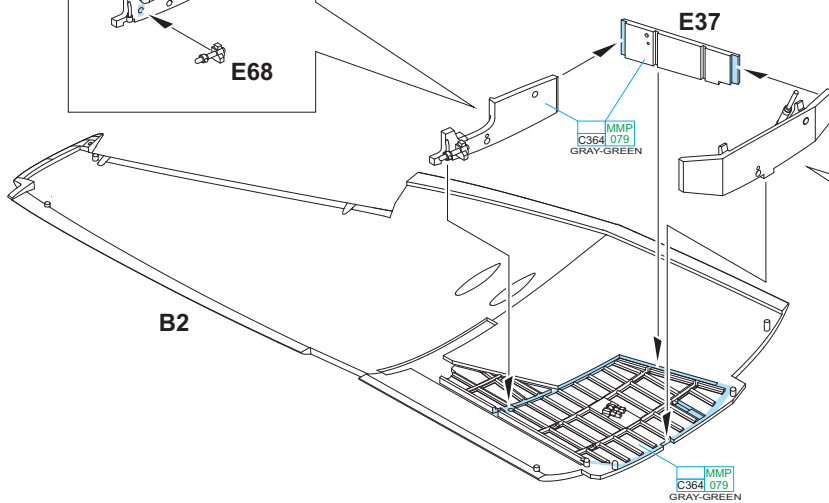
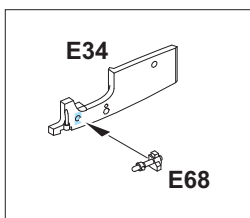
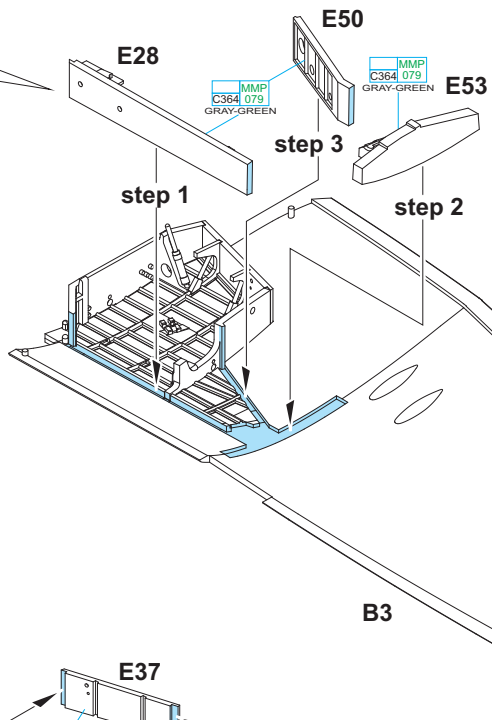
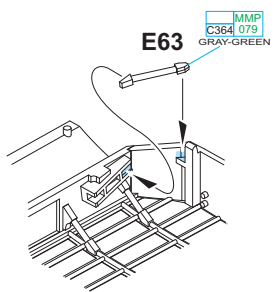
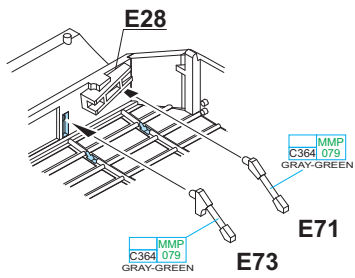
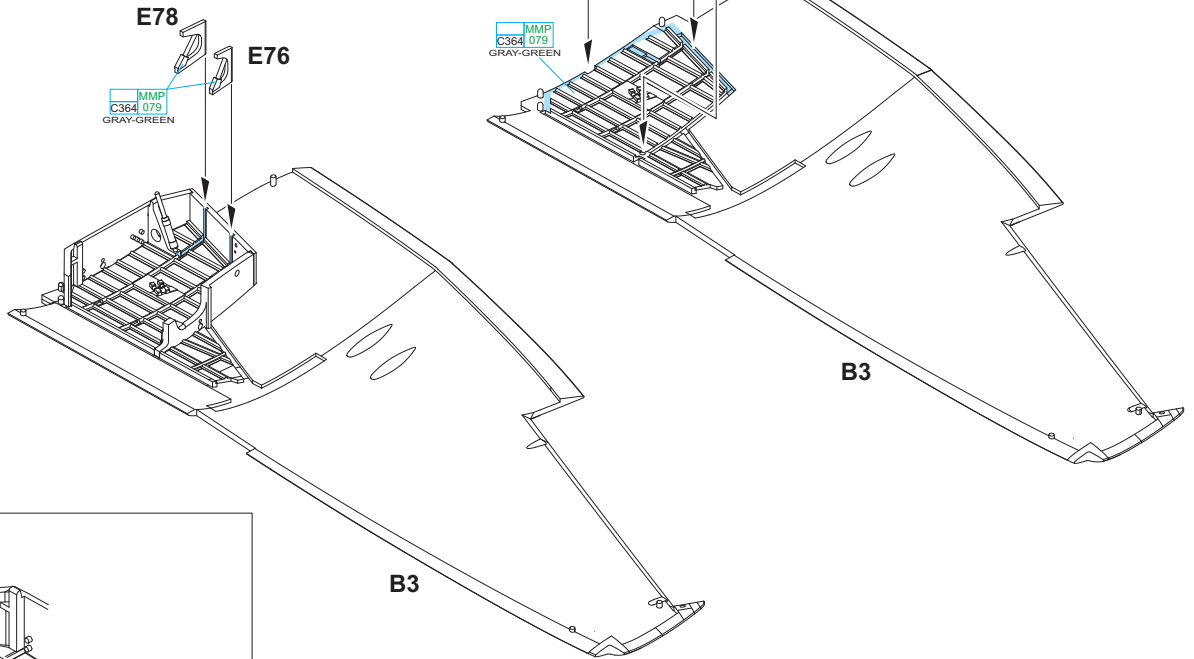
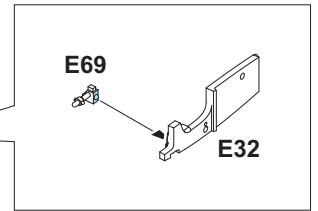
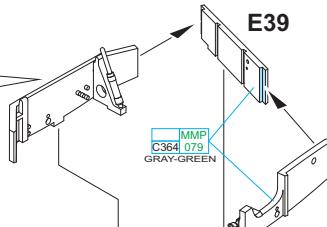
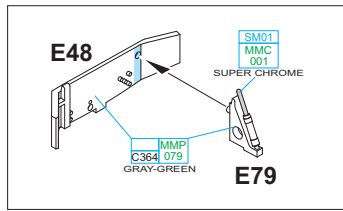
?

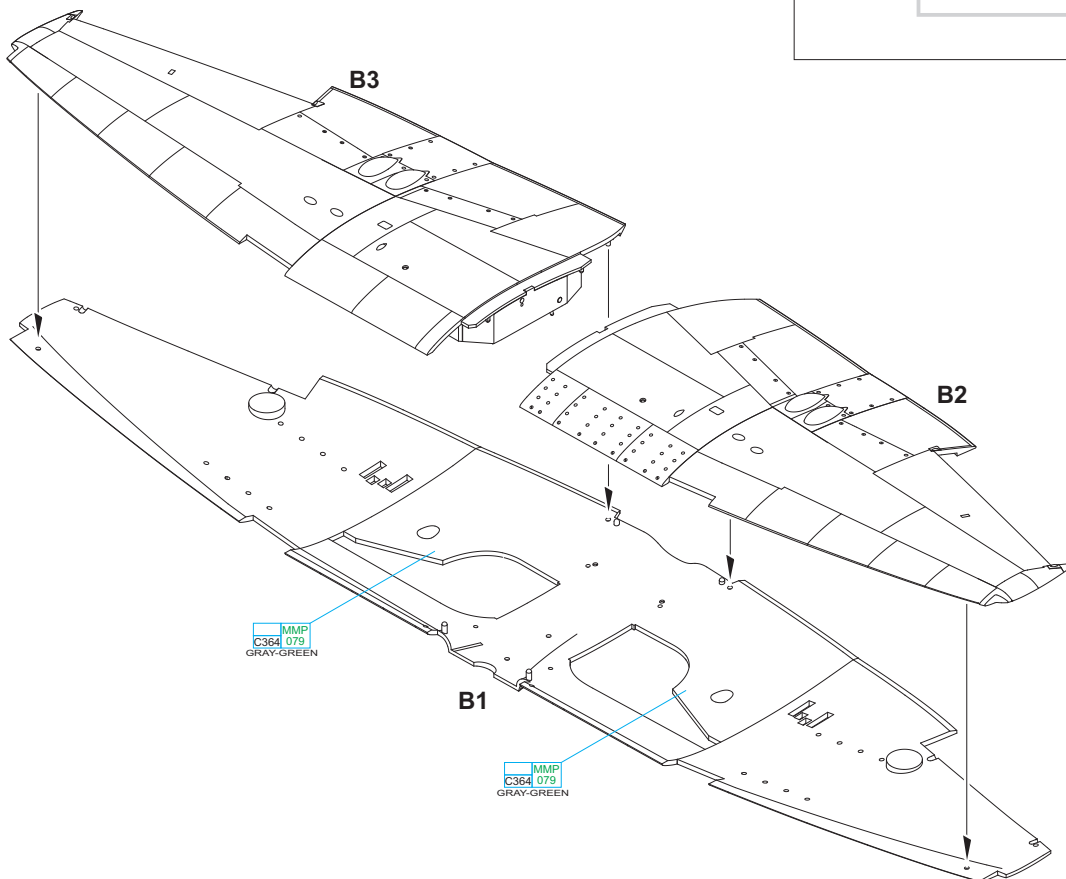
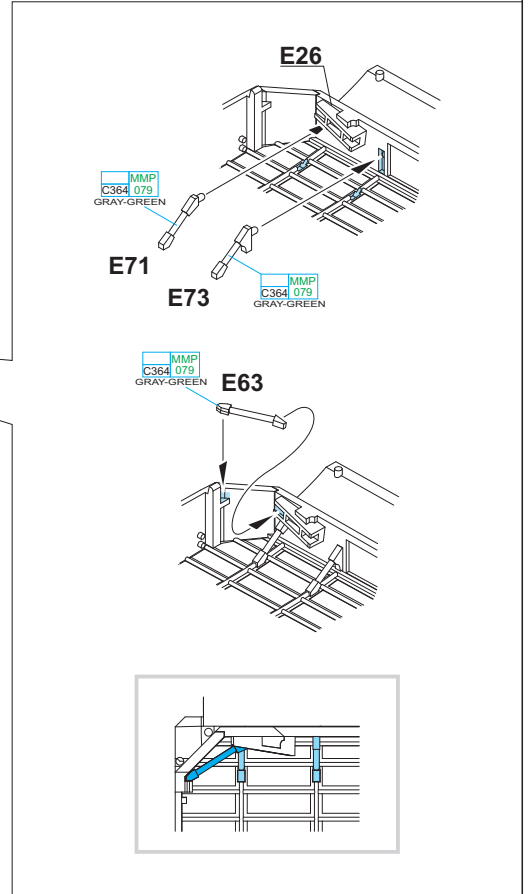
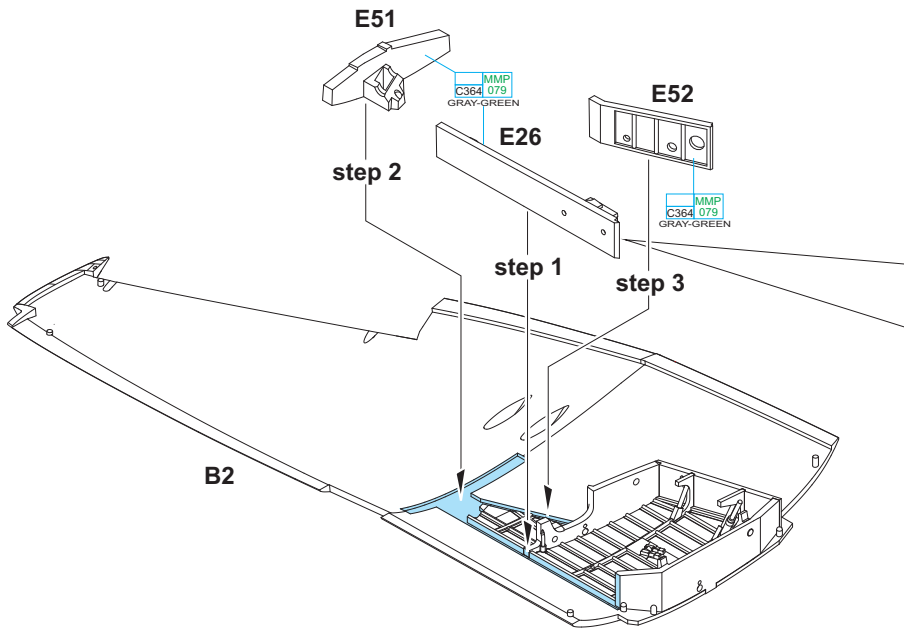
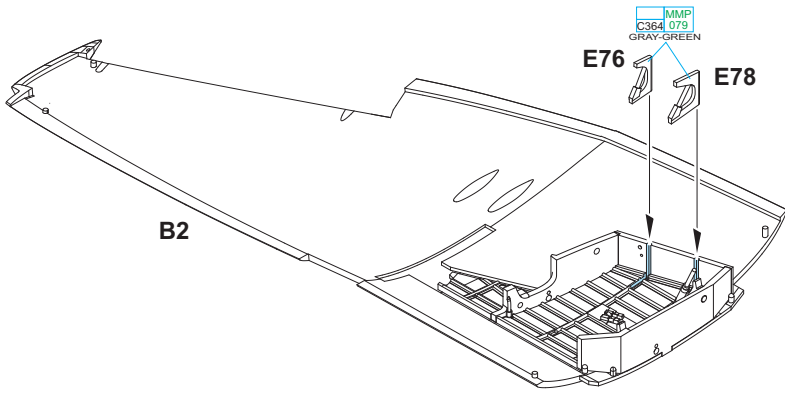


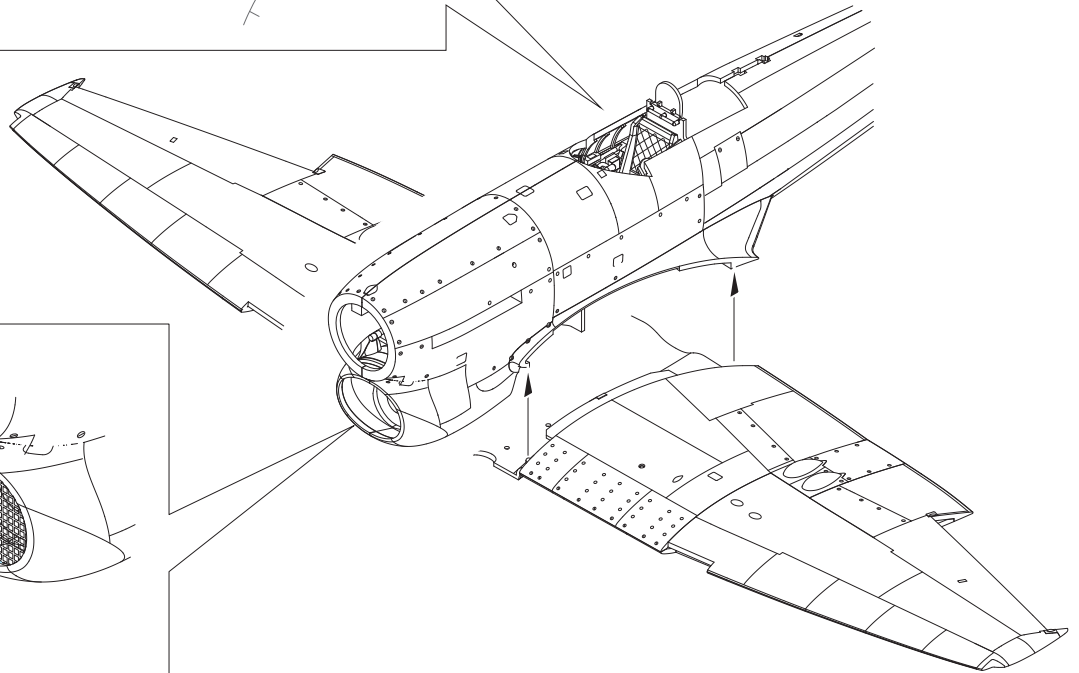
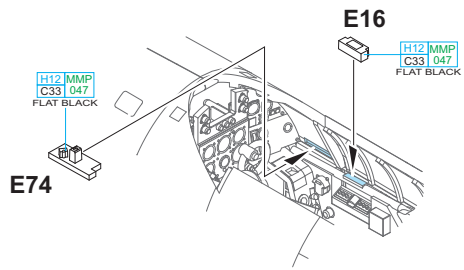
OPTIONAL:  
decal 59

H12 MMP  
C33 047  
FLAT BLACK

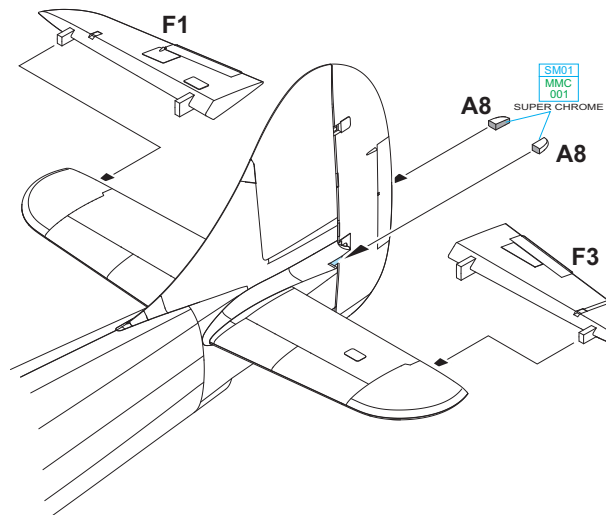
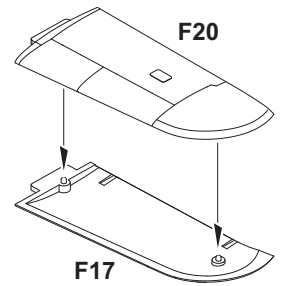
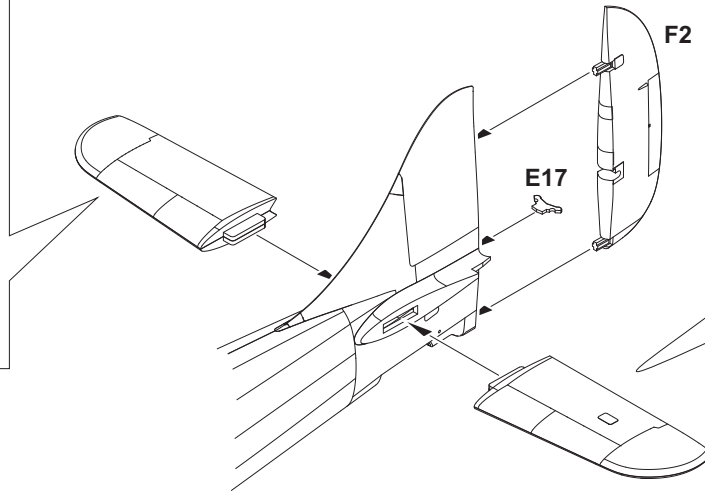
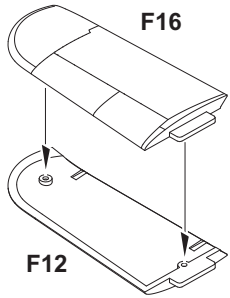
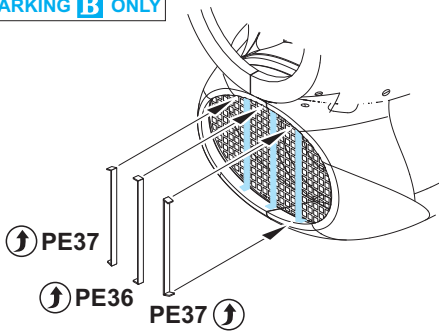
E18







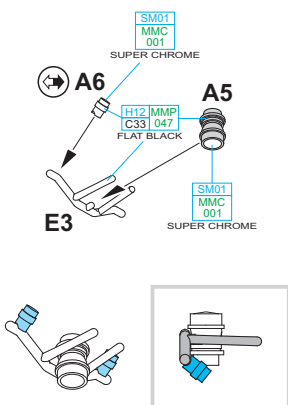
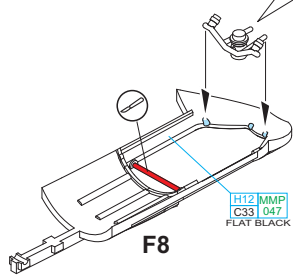
MARKING **B** ONLY



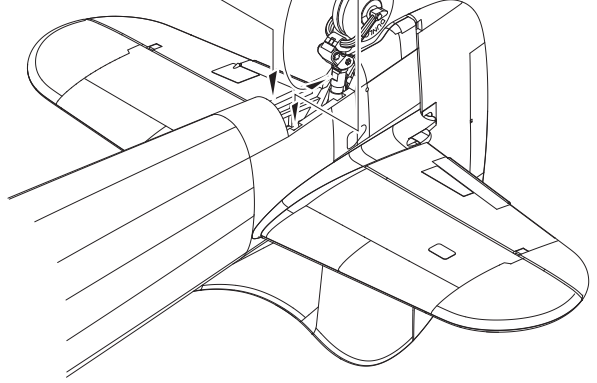
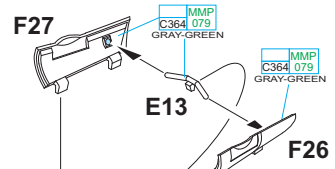
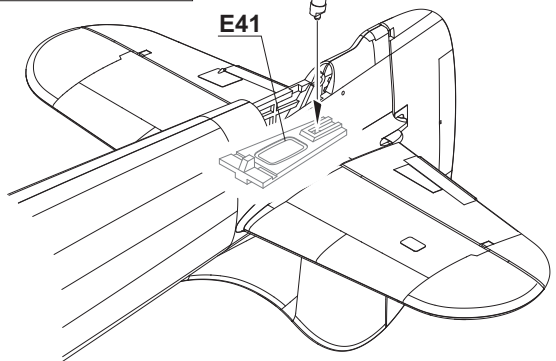
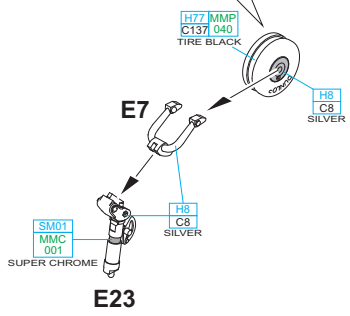
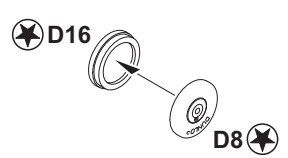
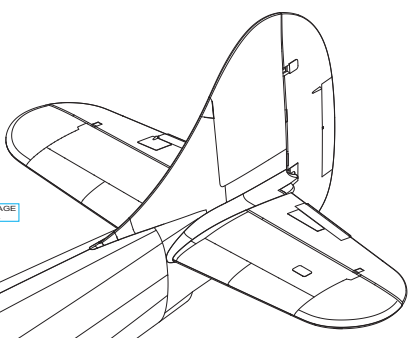
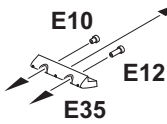
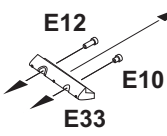
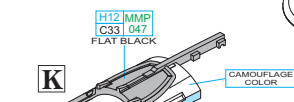
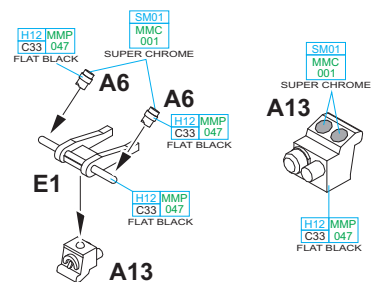
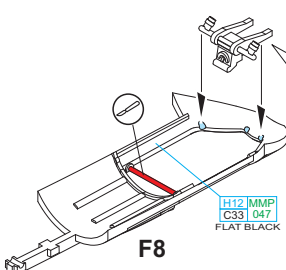


**K** MARKINGS **A, B, C, D**

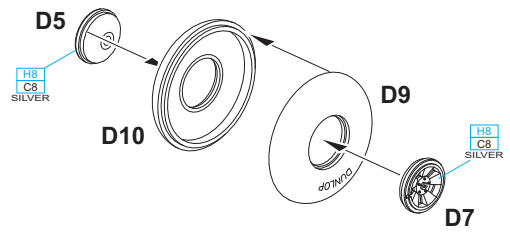
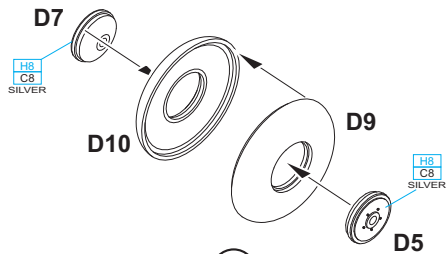
MARKINGS **E, F**



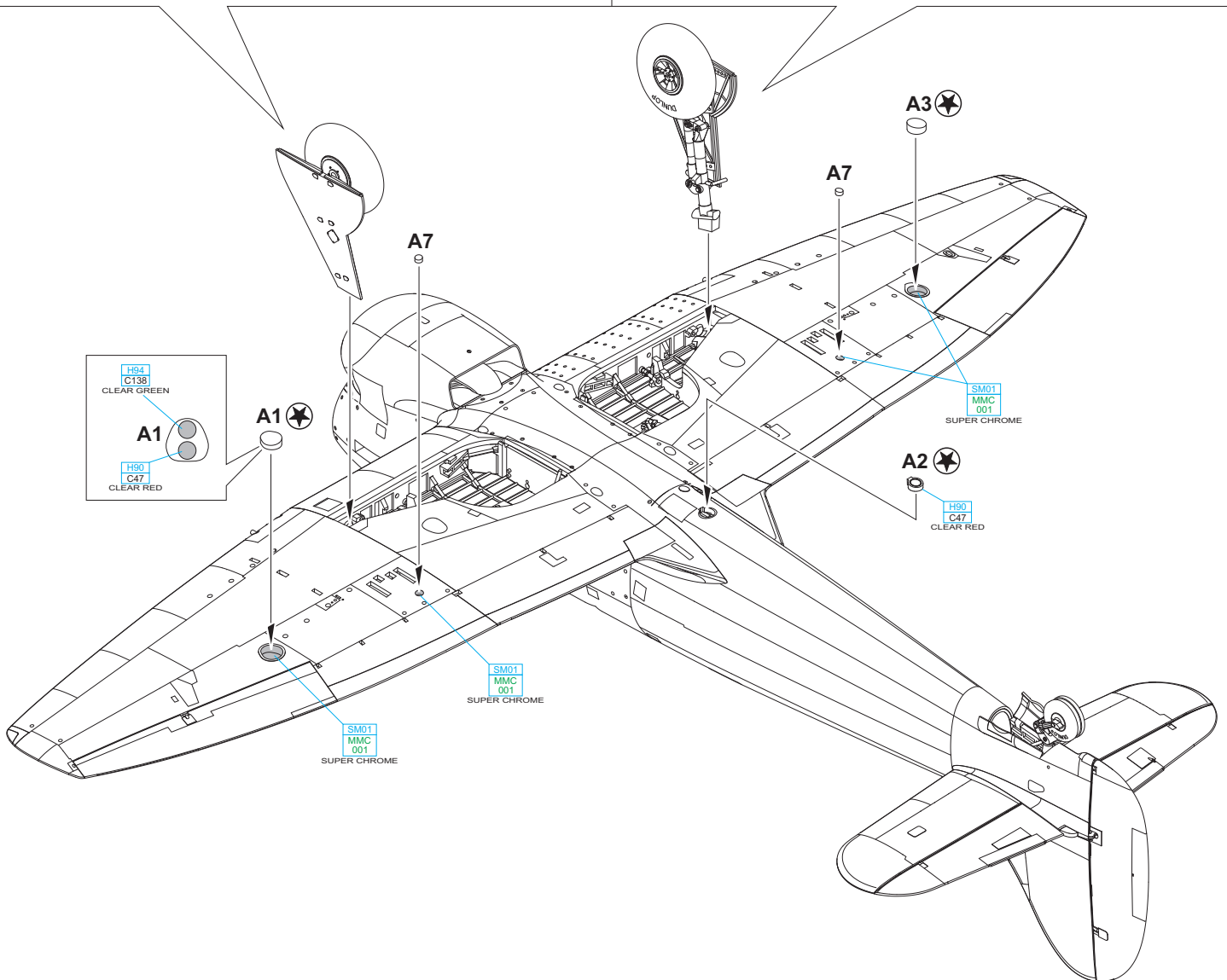
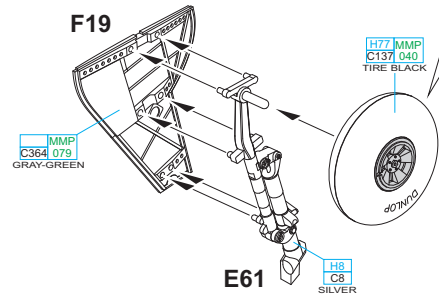
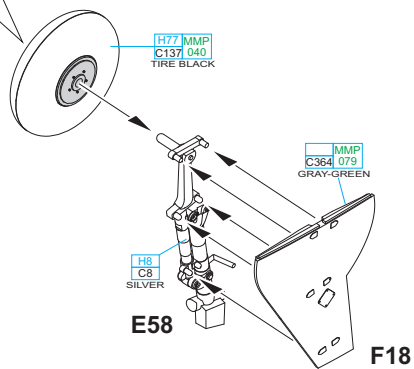
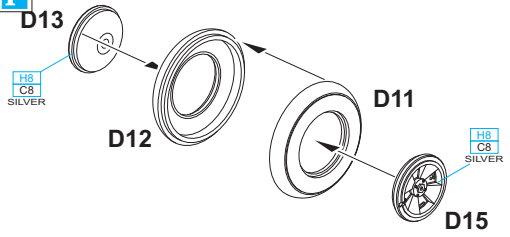
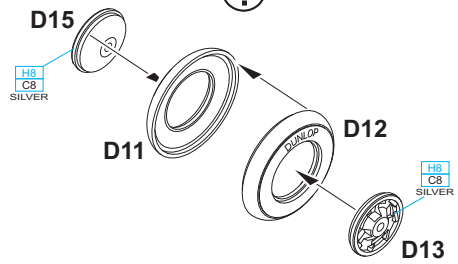
?

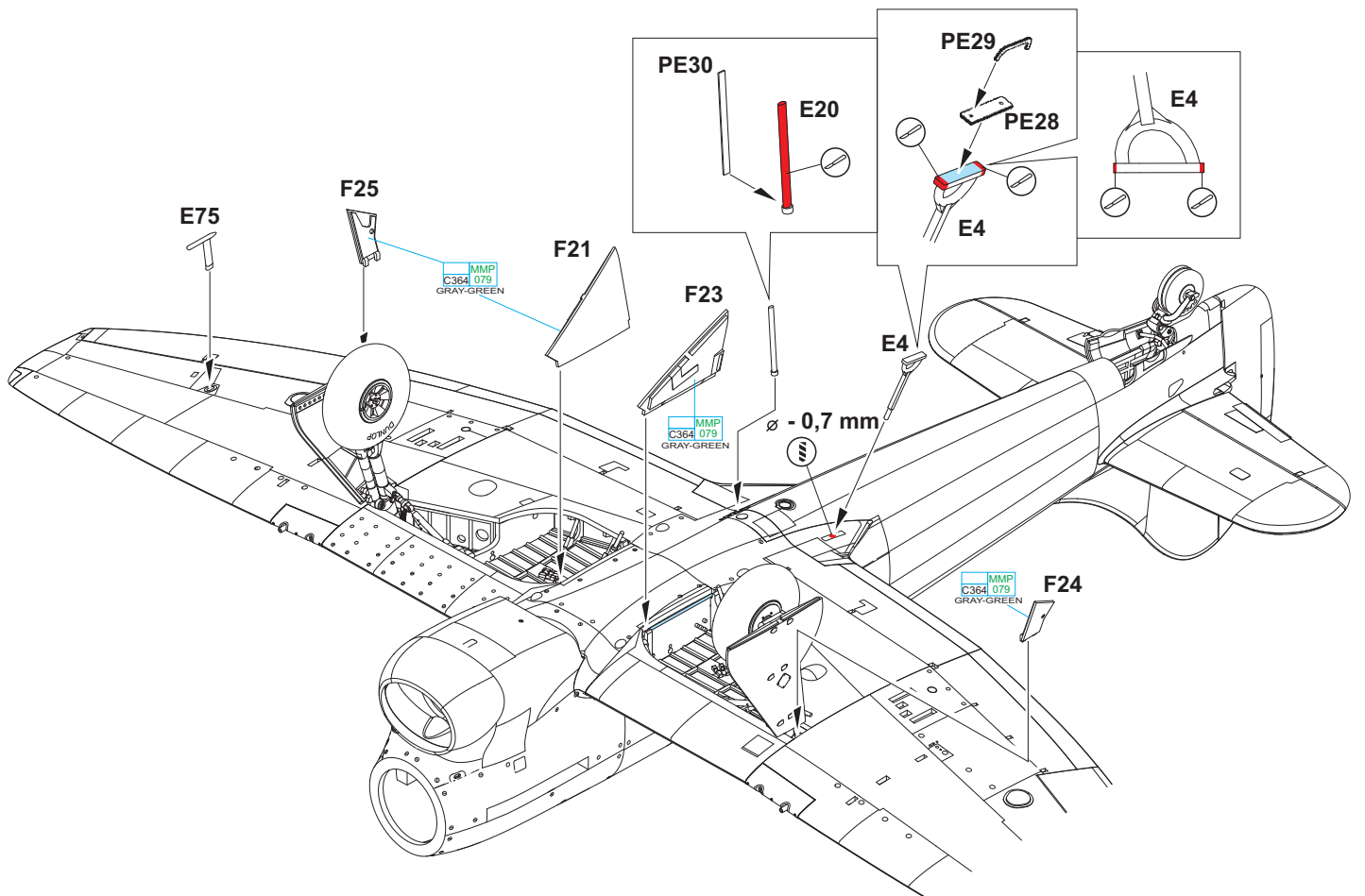
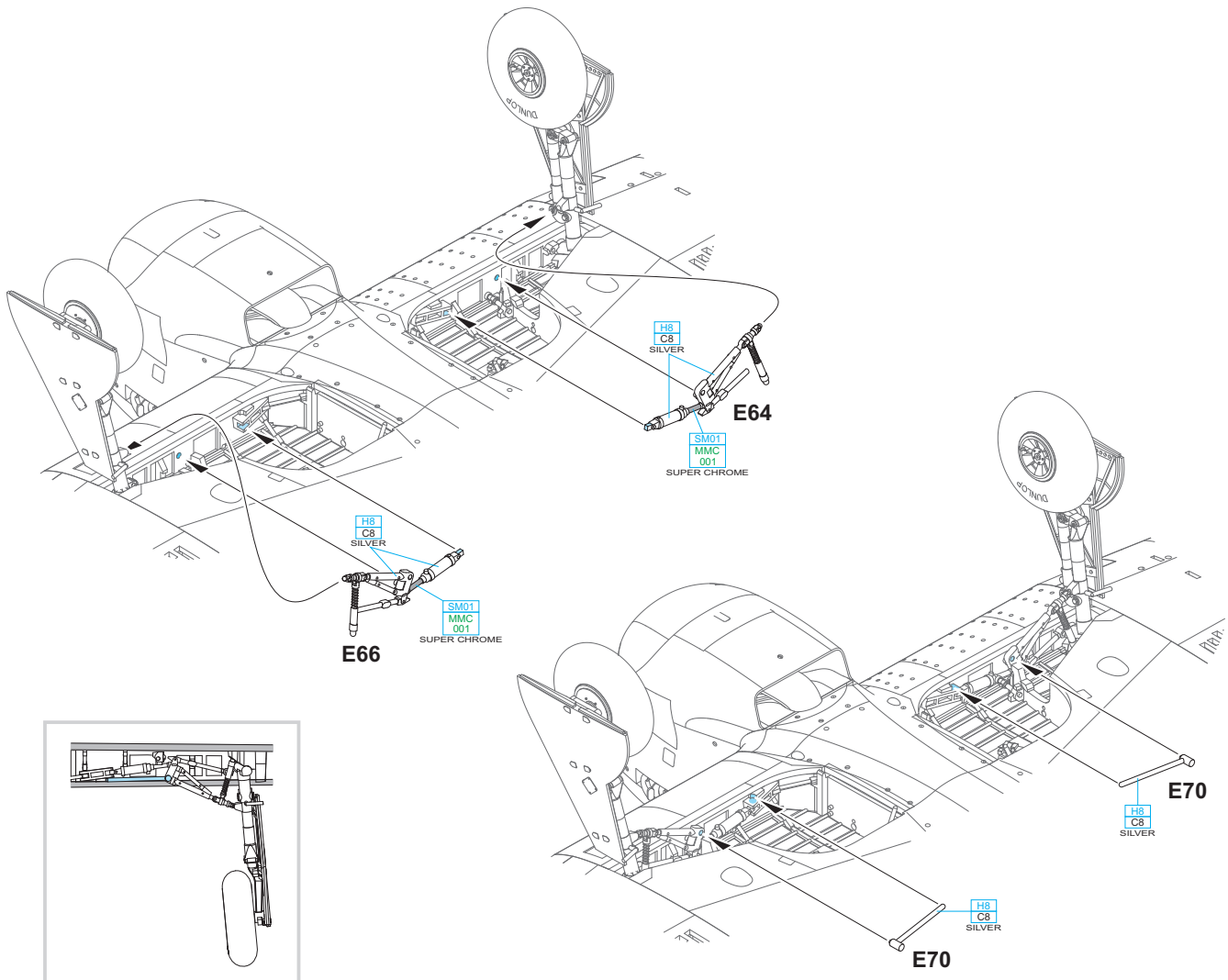


MARKINGS A, B



MARKINGS C, D, E, F

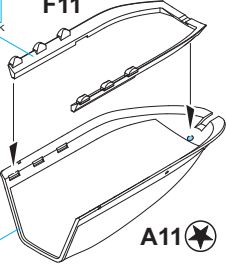




**L**

H12 MMP  
C33 047  
FLAT BLACK

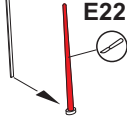
**F11**



**A11**

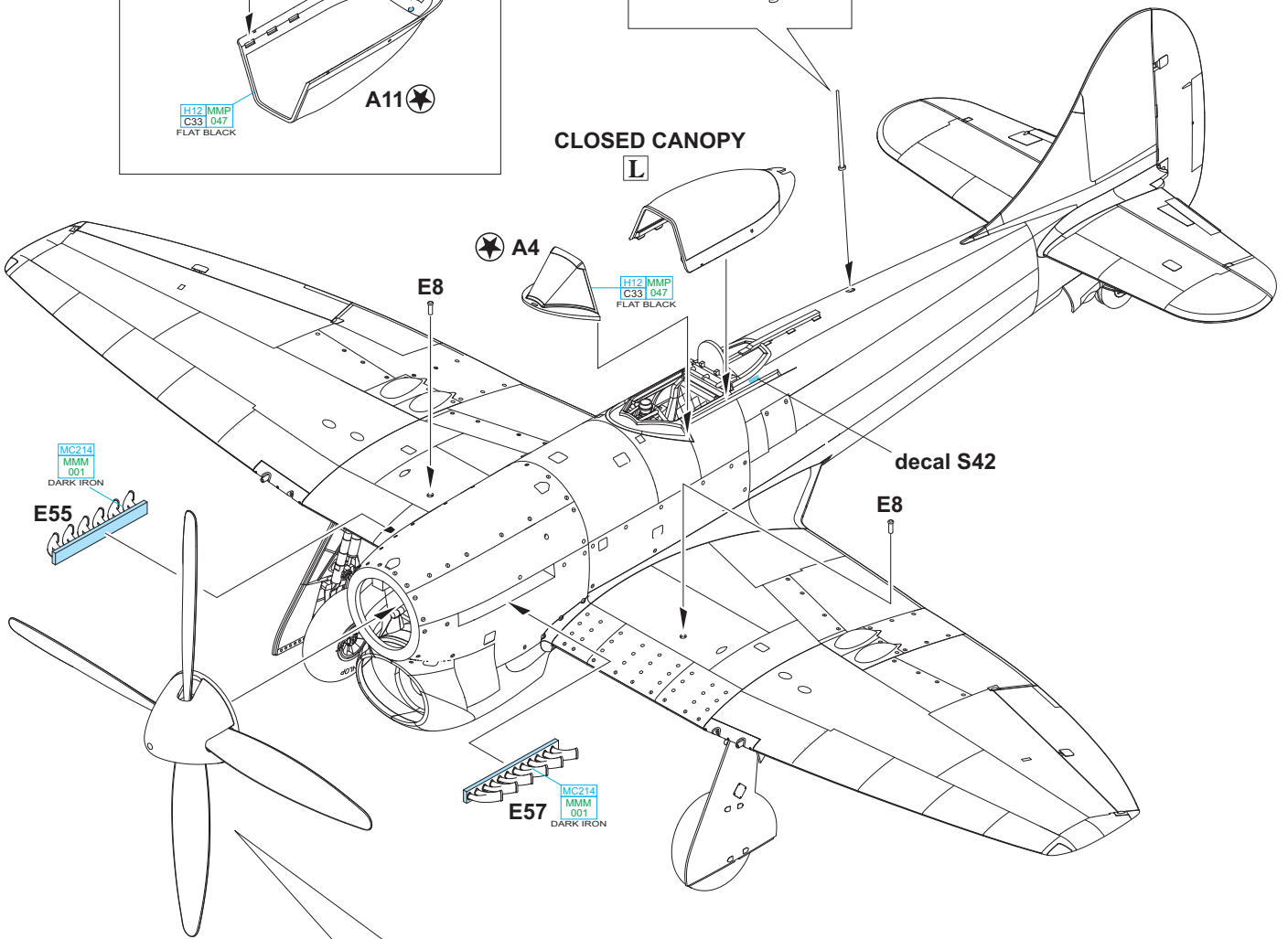
**PE25**

**E22**



**CLOSED CANOPY**

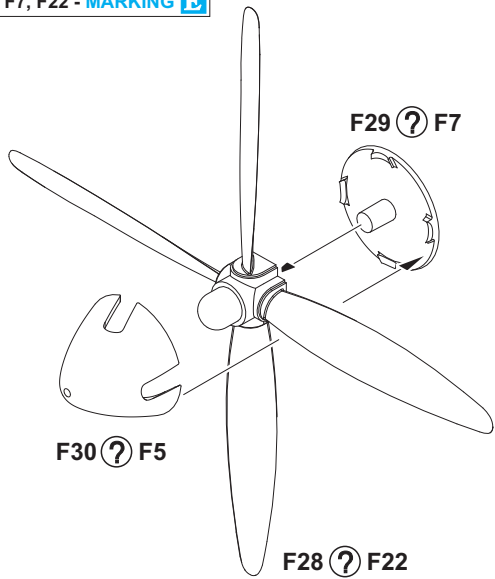
**L**



**?**

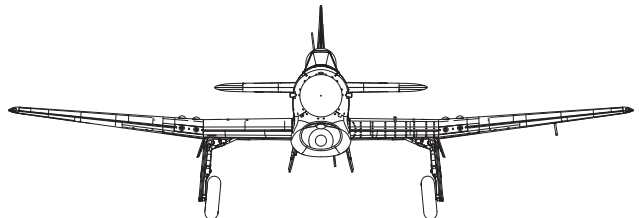
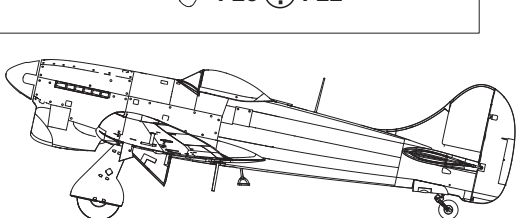
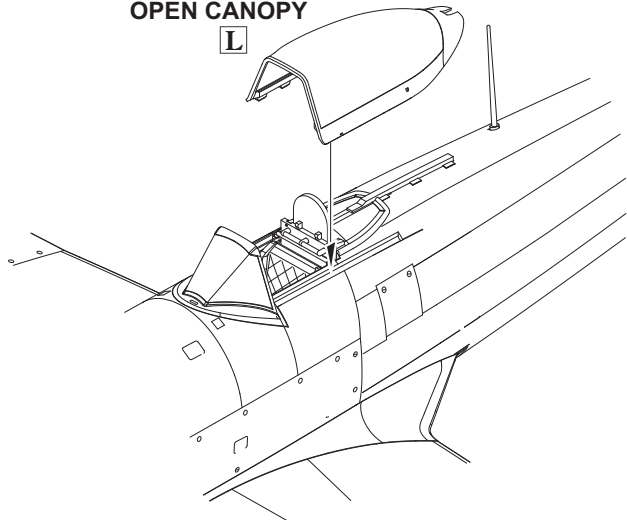
**F28, F29, F30 - MARKINGS A, B, C, D, F**

**F5, F7, F22 - MARKING E**

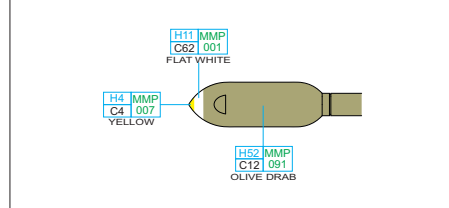
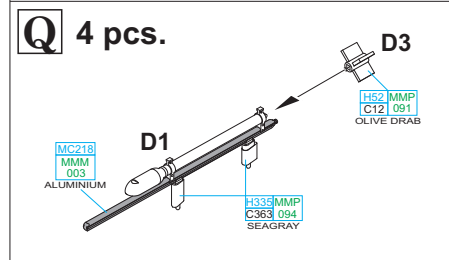
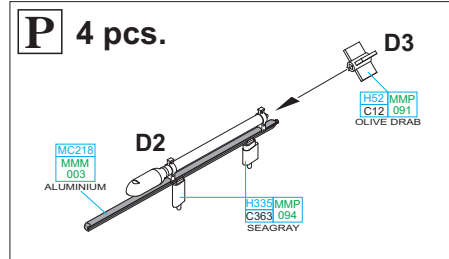
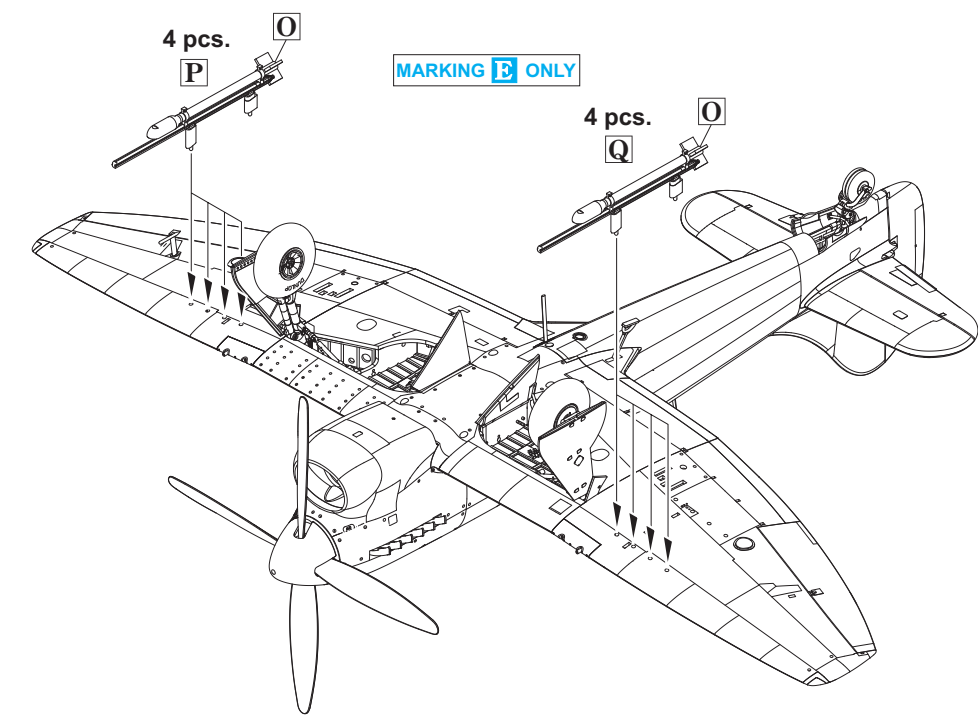
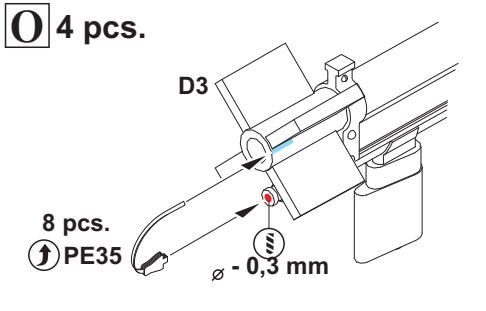
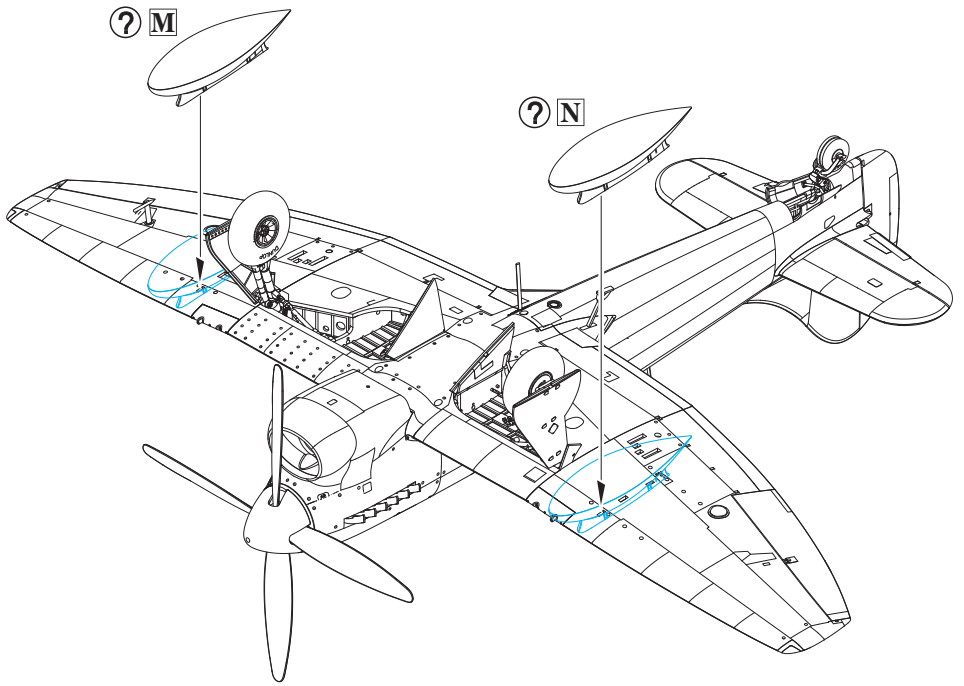
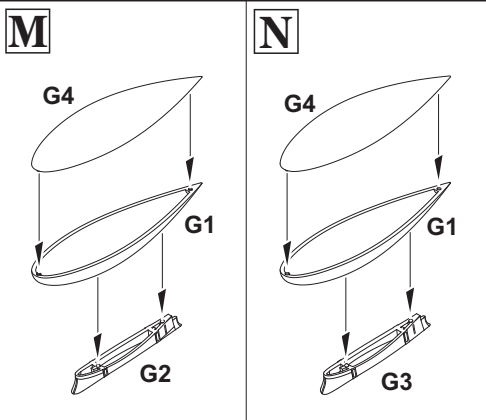


**OPEN CANOPY**

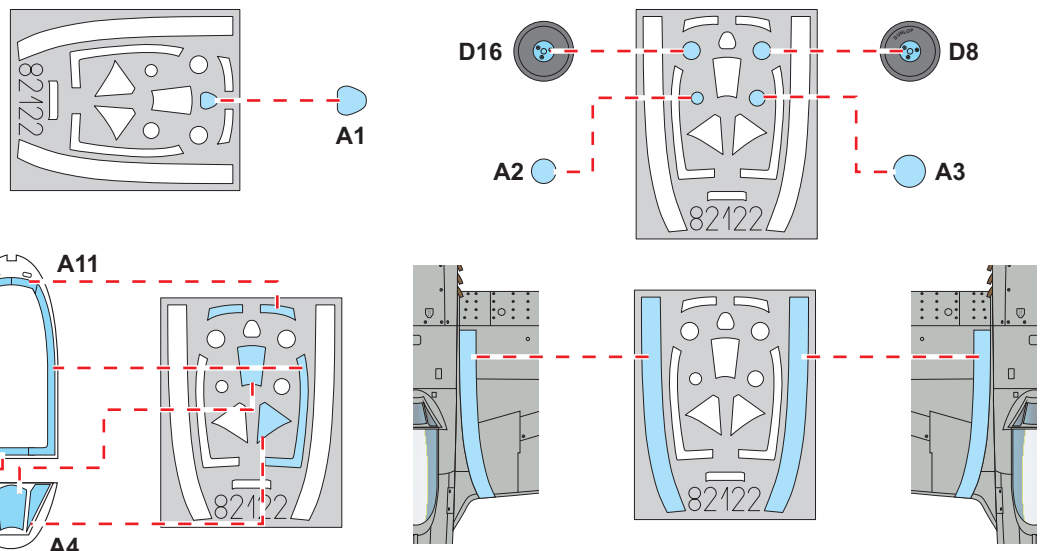
**L**



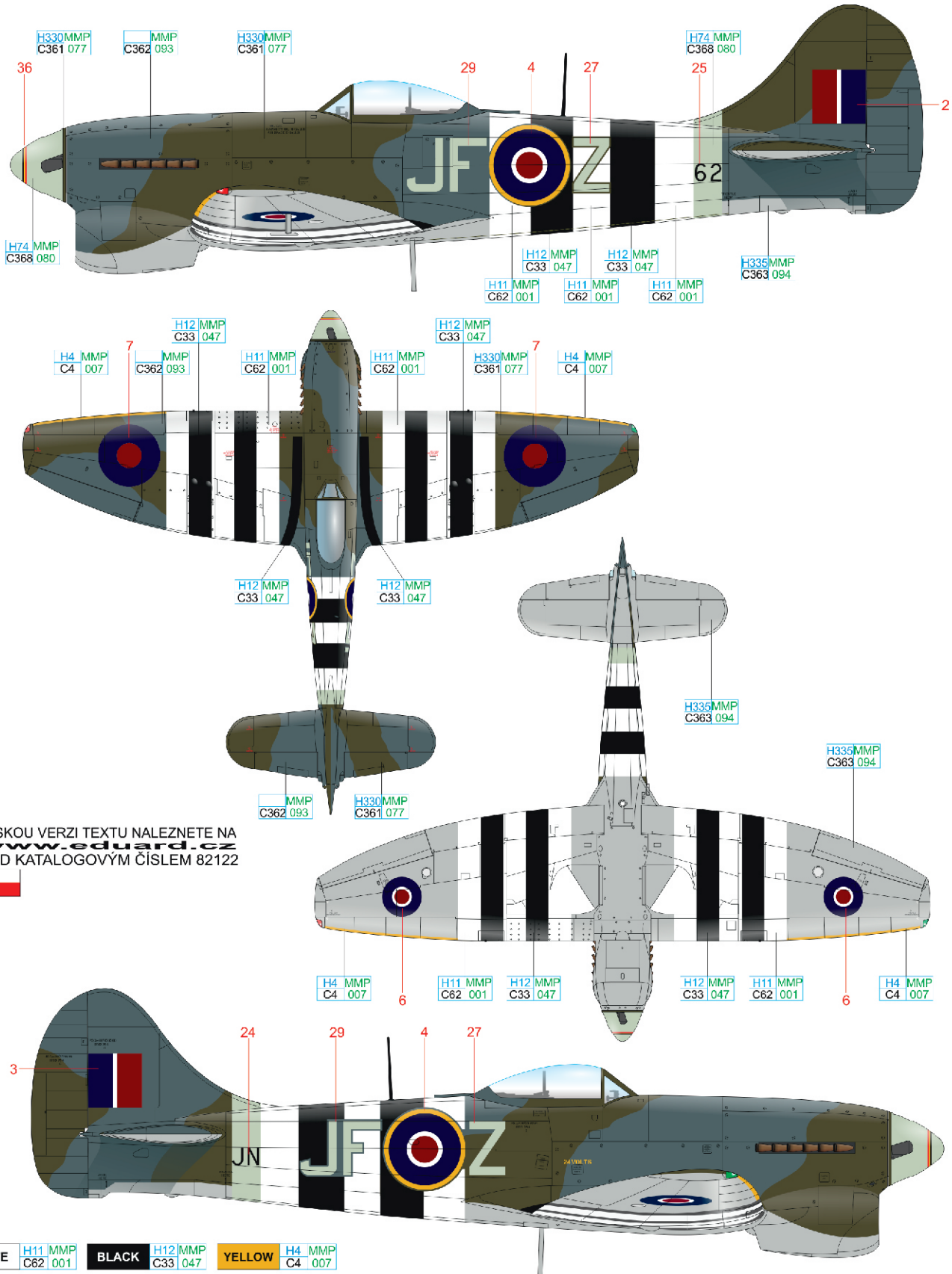




eduard  
**MASK**  
82122



Following a very successful tour with No. 609 Squadron, flying Typhoons in which he was credited with 6 enemy aircraft destroyed in the air, and a short spell as a gunnery instructor, F/Lt Remi 'Mony' Van Lierde, a Belgian national, joined No. 3 Squadron as 'B' Flight commander. His first allocated Tempest was JN736 JF-Z, a Mk.V Series 1 but when this was lost on operations on 27 May 1944 (when flown by another pilot) Van Lierde was able to acquire a new 'Z', a Mk.V Series 2 Tempest, JN862, which was his chosen mount through most of the campaign against the V-1. Van Lierde became the highest scoring pilot against the V-1 by day and was credited with 35 destroyed plus a further 9 shared with other pilots; 30 of these claims were made while flying JN862. Unfortunately, on August 4th, 1944, Van Lierde had to make a landing with only one wheel down, and although he managed to achieve this with minimal damage, the aircraft was unavailable for some time due the resulting repair work. Van Lierde took a new 'Z', EJ557, and when JN862 was returned to the squadron it became JF-Q. On June 5th, 1944, the aircraft which were to participate in the operation Overlord (Normandy landing), received gaudy markings in the form of eighteen inches wide black and white stripes applied to the wing and fuselage. Ground personnel also painted the lower part of the landing gear covers in white. The unusual stripes on the spinner are believed to be the Belgian national colours – black (foremost), yellow and red.



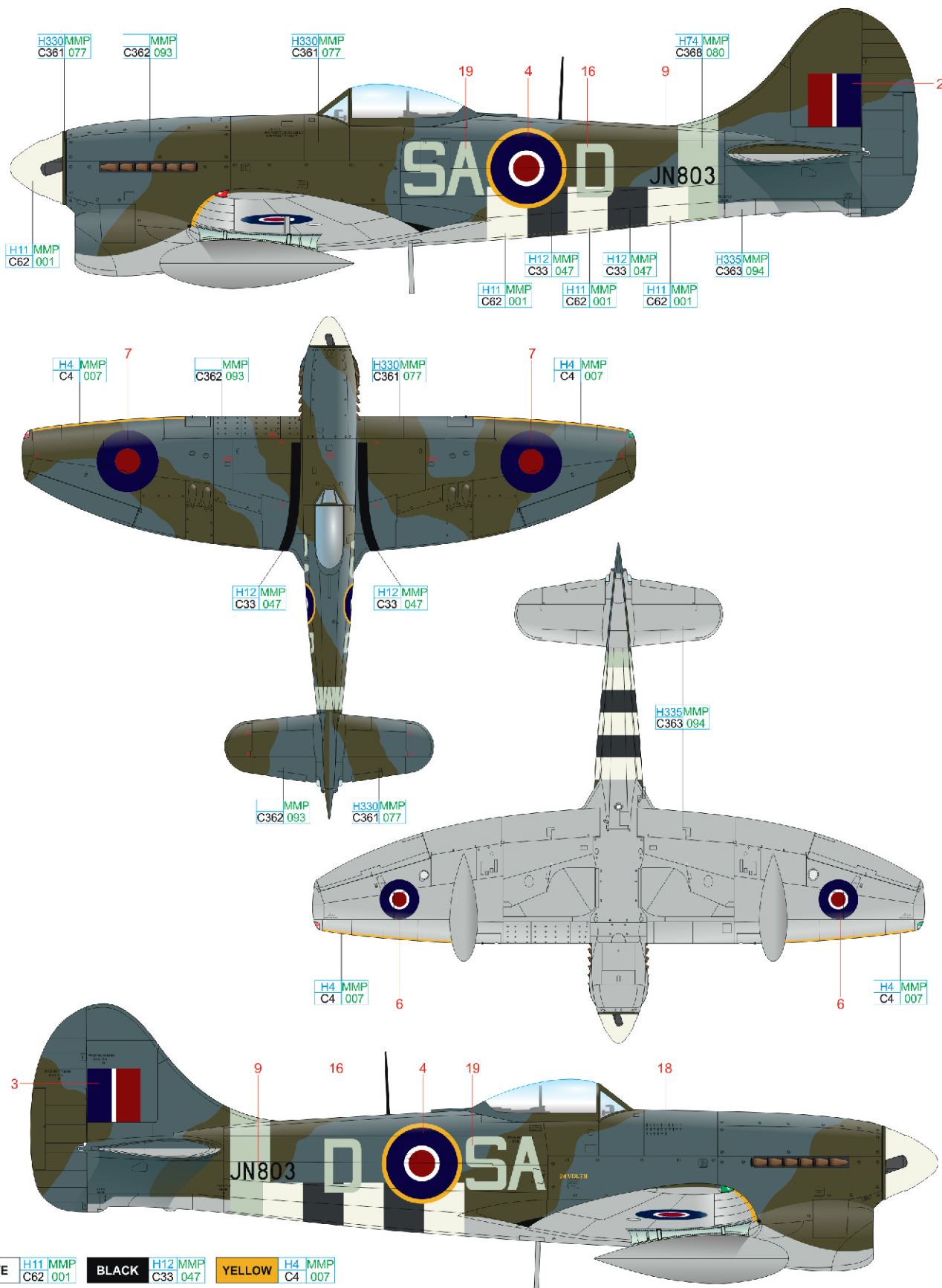
ČESKOU VERZI TEXTU NALEZNETE NA [www.eduard.cz](http://www.eduard.cz) POD KATALOGOVÝM ČÍSLEM 82122



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

# B JN803, No. 486 (RNZAF) Squadron, No. 122 Wing, B.80 Volkel, the Netherlands, October 1944

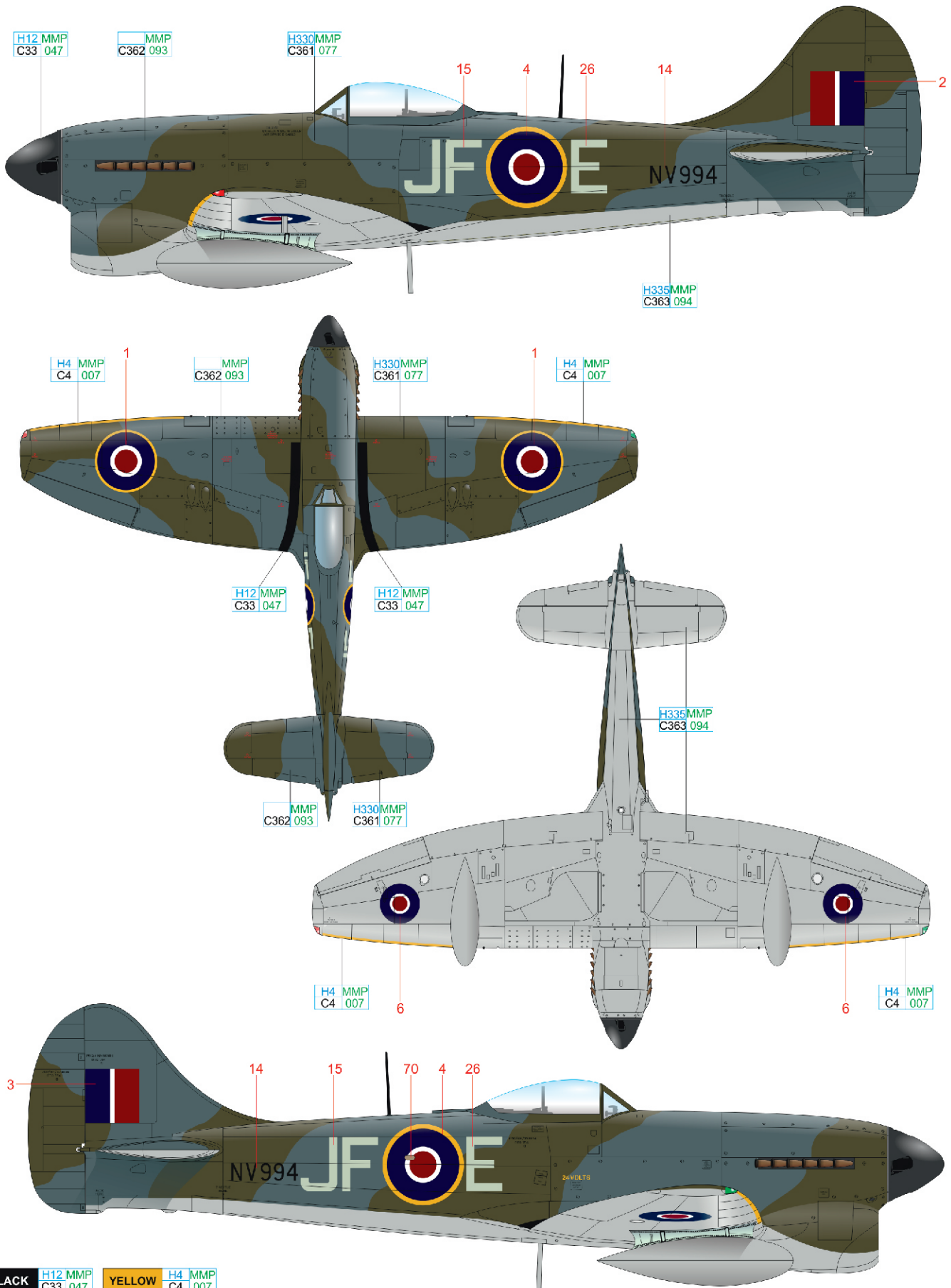
One of the earliest Tempest Mk.V Series 2 aircraft was delivered to No. 486 (RNZAF) Squadron at RAF Newchurch on May 17th, 1944. It was flown throughout the campaign against the V-1 flying bombs, by many different pilots. It is believed that the 26 kill markings relate to claims made by pilots flying the aircraft rather than claims by any one pilot. This total makes JN803 one of the most successful Tempests against the V-1. At the end of September 1944 the Newchurch Tempests left No. 150 Wing and flew to join No. 122 Wing at B.60 Grimbergen in Belgium and month later to the newly captured B.80 Volkel in the Netherlands. JN803 was often flown by F/O 'Jack' Stafford, who had shot down 4 of the V-1s on its scoreboard. In December 1944 it was issued to No. 3 Squadron. However, the aircraft was lost in combat on December 30th, 1944, when shot down by Bf 109s of IV./JG 27, its pilot captured and murdered by a security officer at Rheine airfield. Tempest in the standard camouflage, so called Day Fighter Scheme, sports only partial recognition markings in the form of black and white "invasion" stripes. Their application on the wing and fuselage upper surfaces was discontinued by the order dated September 10th, 1944. The V-1 kill markings are painted under the windshield on the fuselage starboard.



WHITE	H11 MMP C62 001	BLACK	H12 MMP C33 047	YELLOW	H4 MMP C4 007
MEDIUM SEA GRAY	H335MMP C363 094	DARK GREEN	H330MMP C361 077	OCEAN GRAY	MMP C362 093
		SKY	H74 MMP C368 080		

# C NV994, No. 3 Squadron, No. 122 Wing, B. 112 Hopsten, Germany, April 1945

The first of Flt Lt Pierre Clostermann's famous No. 3 Squadron Tempest, 'JF-E' was NV994, collected from 83 Group Support Unit, RAF Dunsfold while 3 Sqn were at the Armament Practice Camp, RAF Warmwell. After a ten-day break from operations to practice their gunnery technique and practice bombing, the squadron flew to a new base in Germany, B.112 Hopsten, on April 18th, 1945. No 3. Squadron would not get chance to try its bombing skills on operations before the end of the war – less than three weeks away. Photos taken on April 18th, 1945 show that NV994 was not marked with Clostermann's 'scoreboard' nor the name 'Le Grand Charles' at that time.

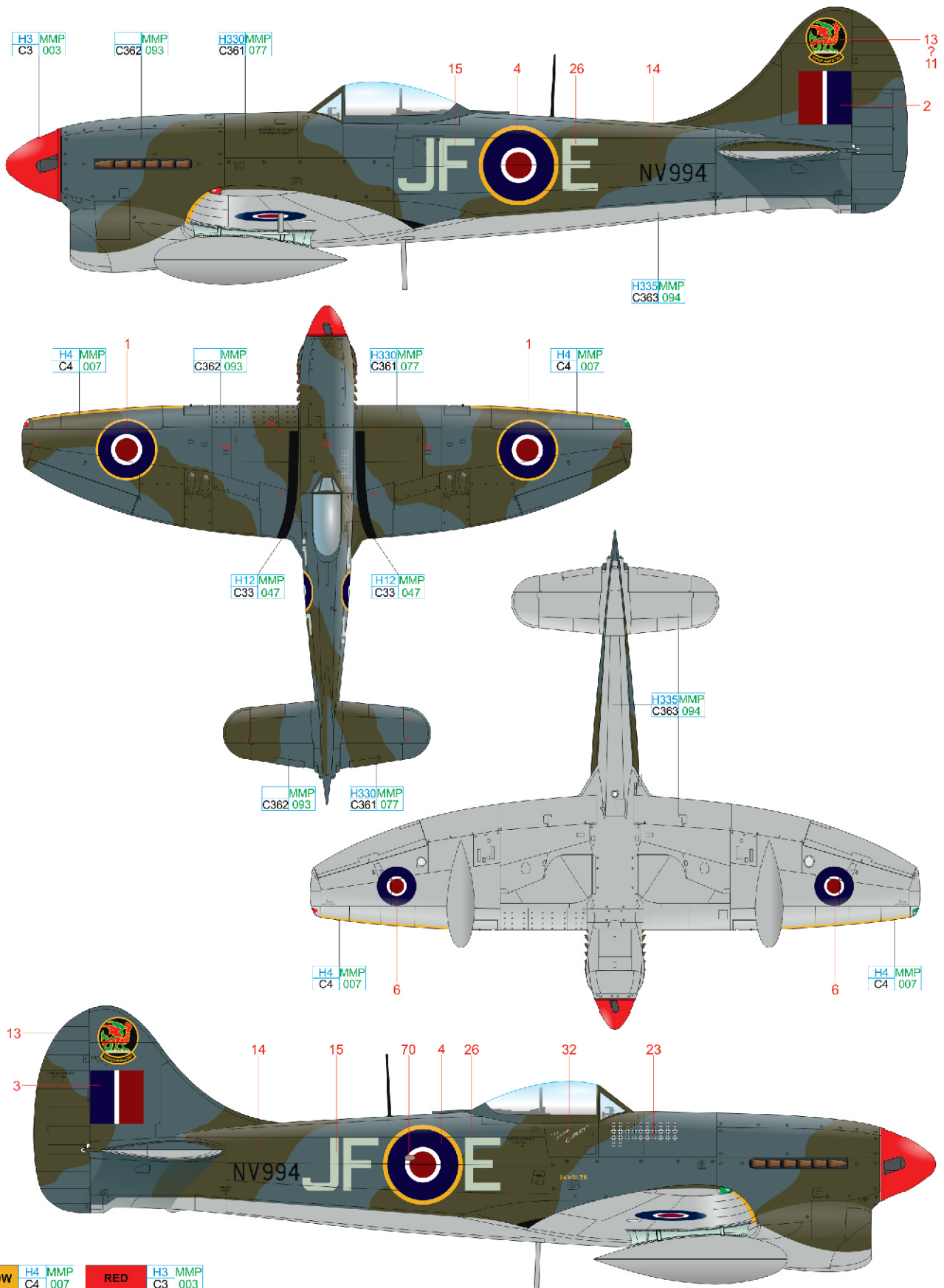


<b>BLACK</b>	H12 MMP C33 047	<b>YELLOW</b>	H4 MMP C4 007
<b>MEDIUM SEA GRAY</b>	H335 MMP C363 094	<b>DARK GREEN</b>	H330 MMP C361 077
<b>OCEAN GRAY</b>	MMP C362 093		



# D NV994, No. 3 Squadron, No. 122 Wing, B.152 Fassberg, Germany, June 1945

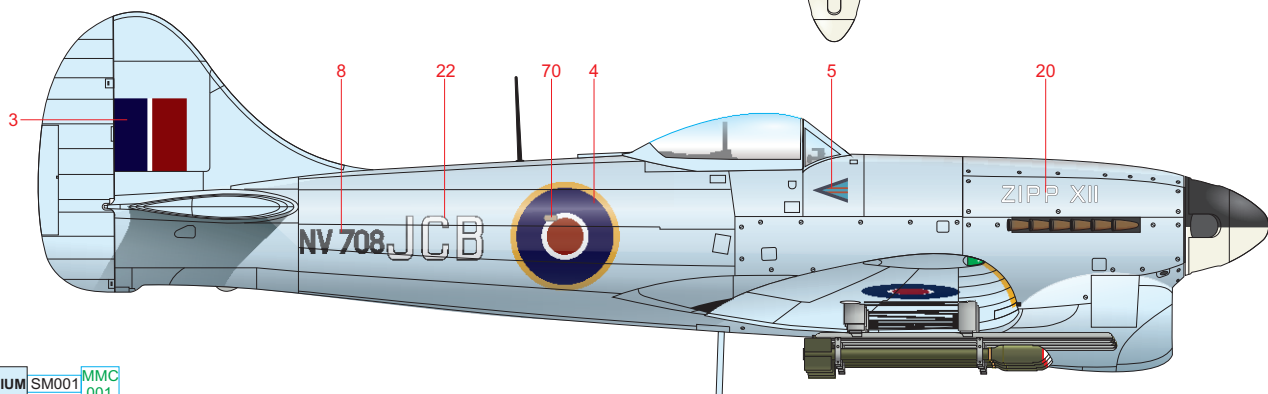
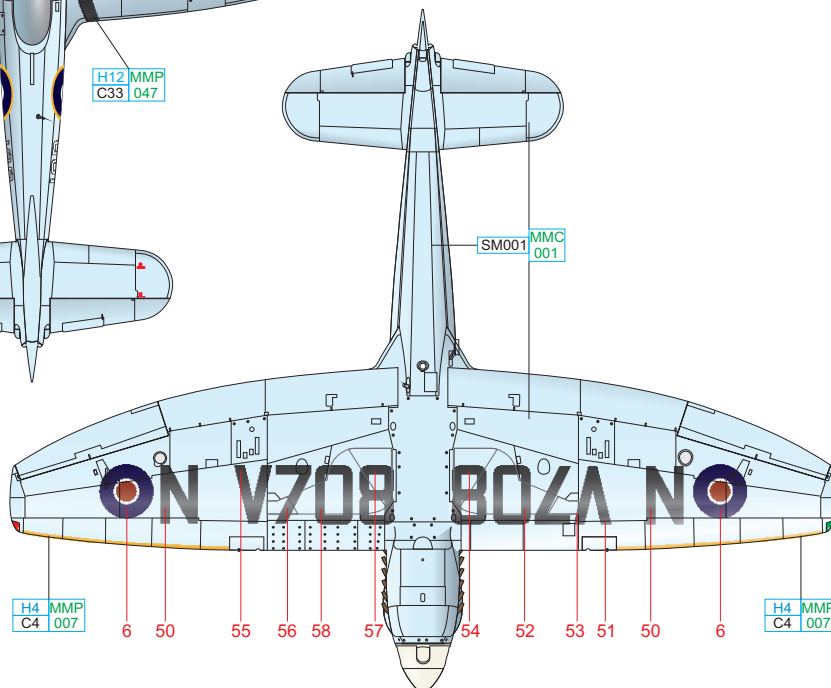
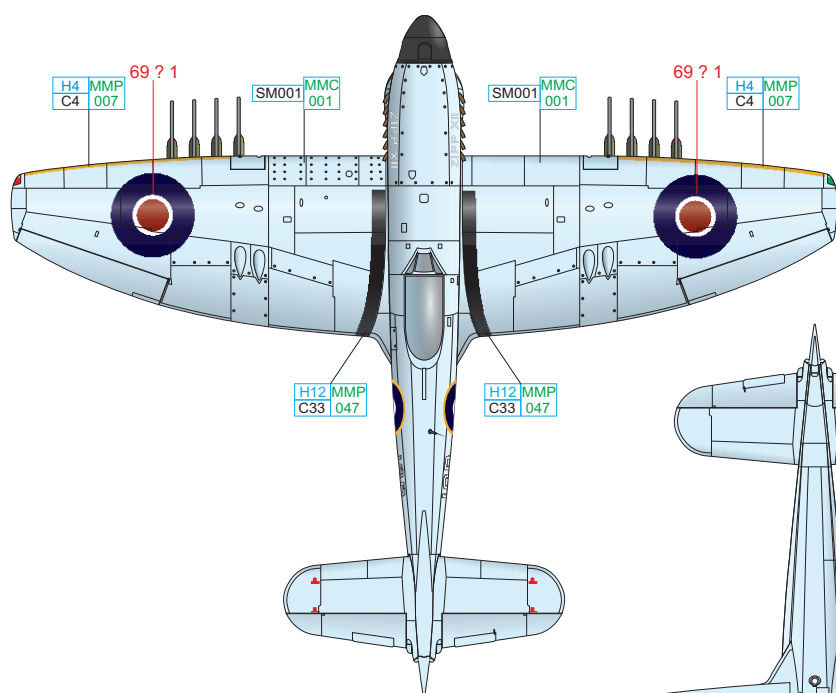
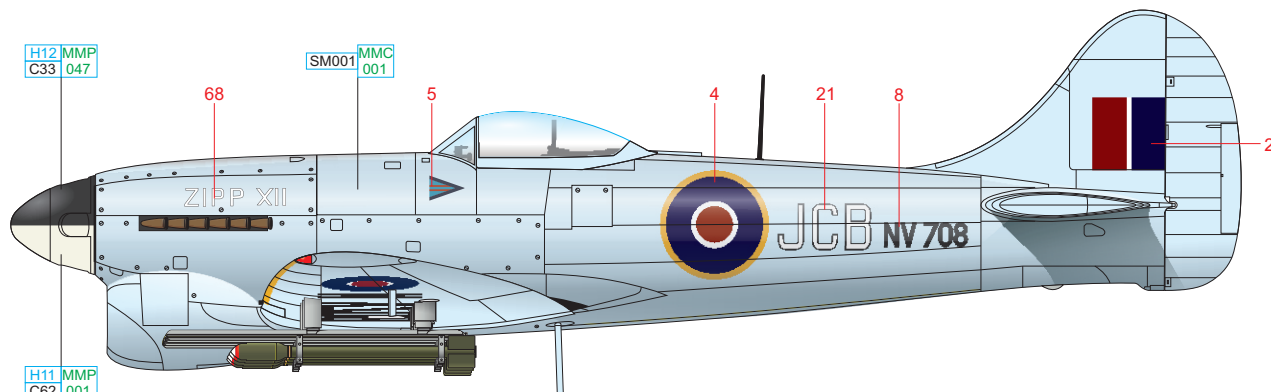
Another photo, at No. 3 Squadron's next station, B.152 Fassberg, probably very soon after VE-Day, shows the only change at that time may have been the addition of the famous red spinner. This was unlikely to have been added during hostilities as, following many misidentification incidents and attacks by Allied aircraft, 2nd TAF had very strict rules on markings; spinners were invariably painted black. Later in May, 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 1st July 1945 and went ahead despite bad weather. Clostermann flew JF-E NV994 in a formation flypast but was unable to land at Kastrup due the bad weather. He managed to land at nearby Vaerlose, a smaller grass airfield but NV994 was damaged in an accident (nature unknown).



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

# E NV708, flown by W/Cdr. John Chester Button DSO, DFC, CO of No. 123 Wing, RAF Station Wunstorf, Germany, 1946/ 47

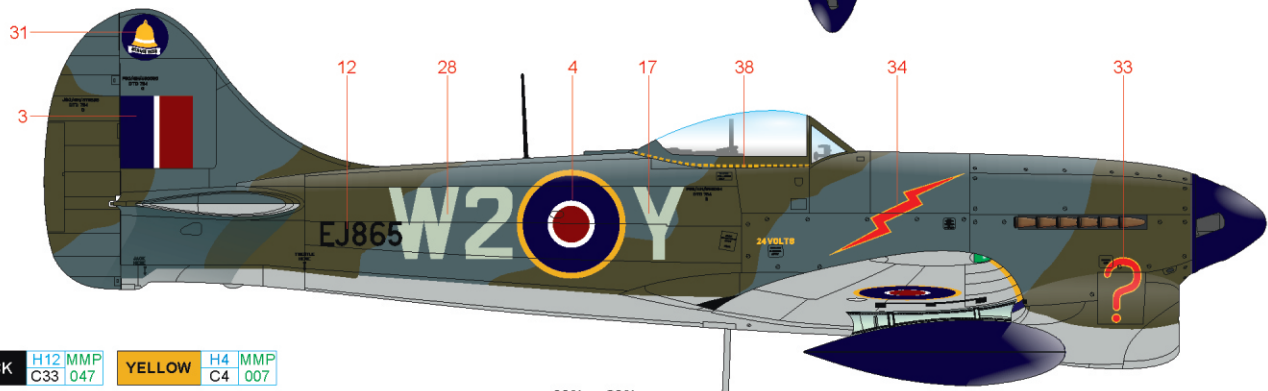
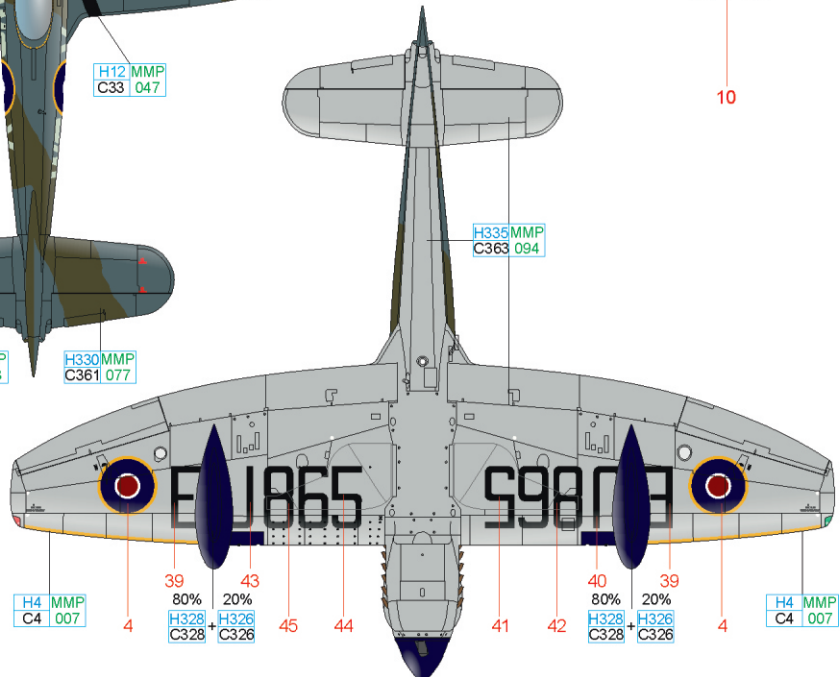
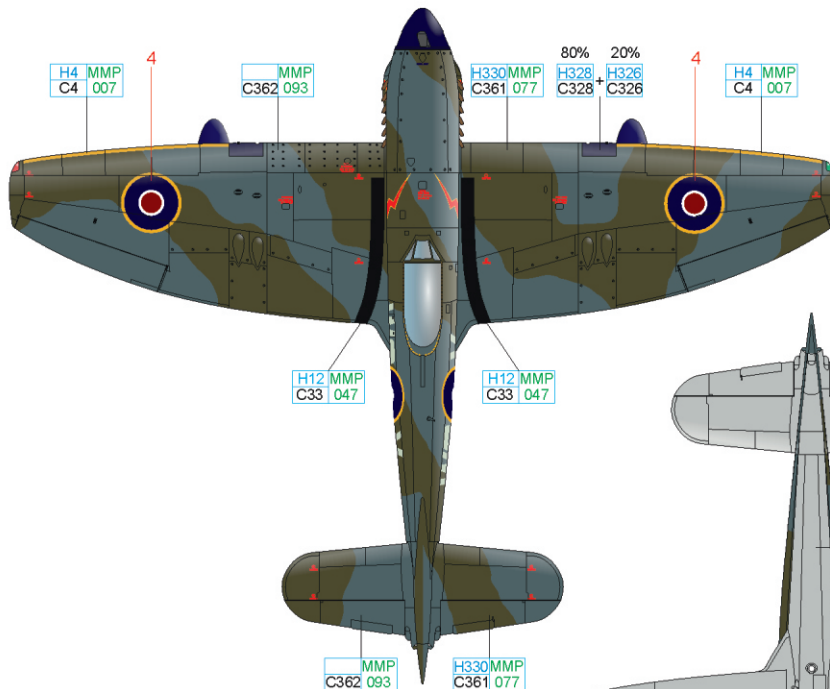
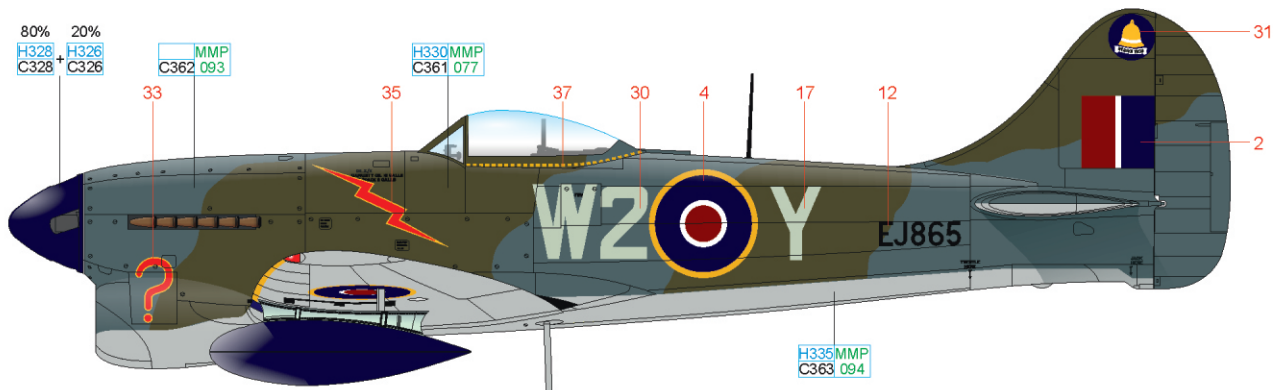
Having seen wartime service with No. 33 Squadron as '5R-T', NV708 was chosen by W/Cdr J. C. Button, as his personal aircraft, when No. 123 Wing was reorganised as a Tempest wing early in 1946. NV708 was sprayed in all-over Aluminium finish and had a half black/ half white spinner as previously seen on his wartime Typhoon 'ZIPP XI'. His initials, 'JCB' and the name 'ZIPP XII' were in white, thinly outlined in black. Button is known to have flown a Typhoon marked 'ZIPP XII' (see Eduard kit No. 11117) and is thought to have marked his Tempest as 'XII' so as to avoid unlucky 'XIII'. Button's successor, W/Cdr P. P. Hanks DSO, DFC, also used NV708, wearing his initials 'PPH' and Type C roundels replaced by Type D. In April 1948, as the last operational Tempest Mk.V squadron (No. 3) began re-equipment with Vampire jets, NV708 was flown back to the UK and stored at No. 6 Maintenance Unit, Brize Norton, where it was stored until sold for scrap in February 1950.



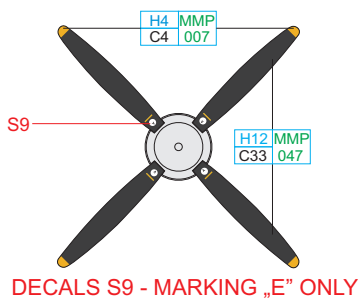
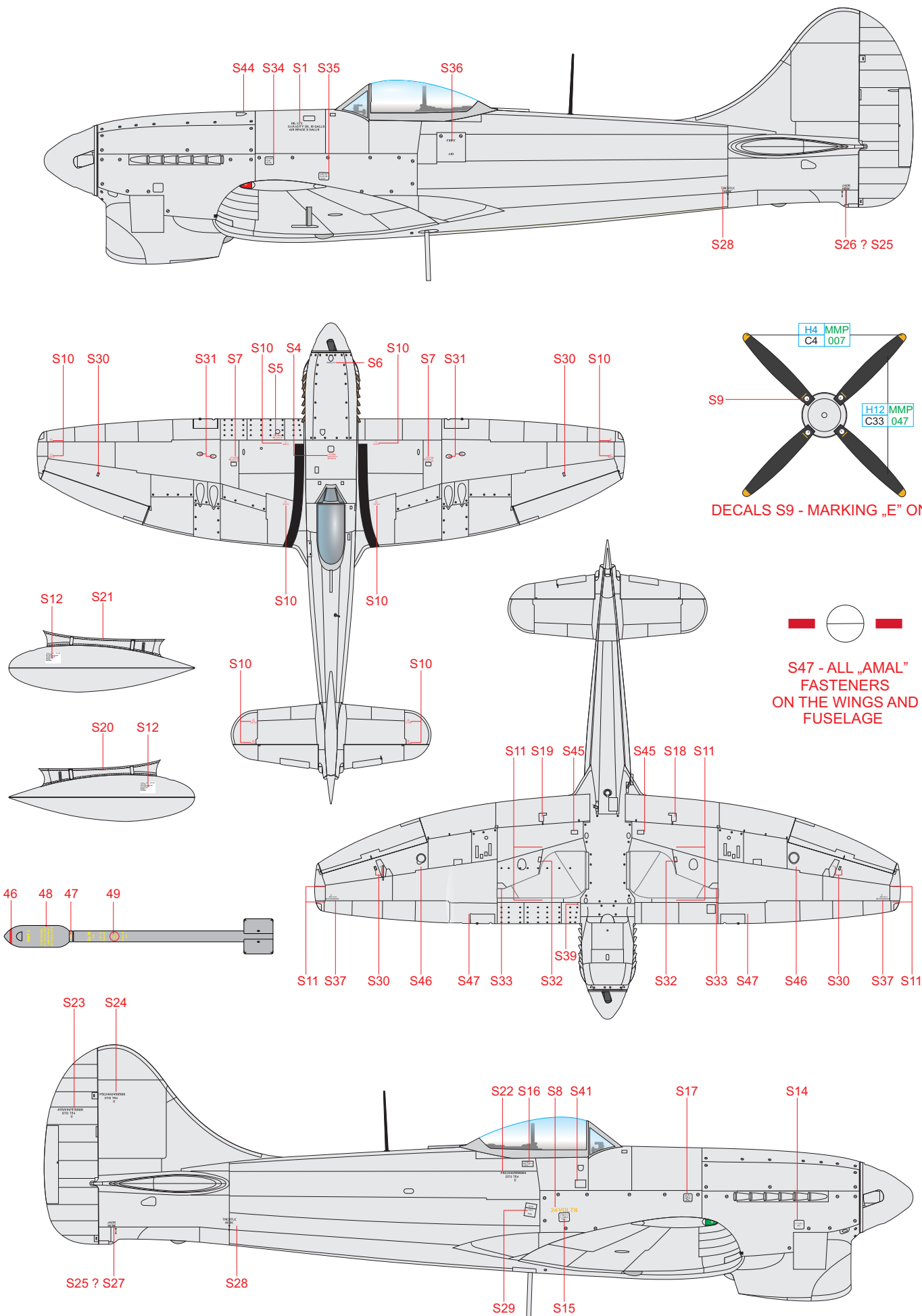
ALUMINIUM	SM001	MMC	001
WHITE	H11 MMP	BLACK	H12 MMP
	C62 001		C33 047
		YELLOW	H4 MMP
			C4 007

# F EJ865, No. 80 Squadron, No. 123 Wing, RAF Station Wunstorf, Germany, October 1947

EJ865 was allocated to No. 485 Squadron, which was attempting to convert from Spitfires to Tempests. The conversion had to be abandoned due to insufficient Tempests available and by early April 1945 EJ865 was with No. 274 Squadron as 'JJ-B'. It remained with this squadron until the unit was renumbered as No. 174 Squadron in October 1945, retaining the unit codes and yellow lightning flash which all No. 274 Squadron aircraft now carried. With the steady reduction of squadrons in BAFO, No. 174 Squadron was disbanded in March 1946 and EJ865 was transferred to No. 80 Squadron. No. 80 Squadron used traditional Flight colours on its Tempests, red for A flight and blue for B flight, the latter colour appearing on EJ865's spinner, long-range tanks, background of the fin badge and the small 'Y' on the intake dust-filter. The lightning flash was also retained but now in red outlined in yellow, as was the personal marking – '?' on the side of the intake. In January 1948 No. 80 Squadron's ageing Tempests were replaced by new Spitfire F.24s and EJ865 was flown back to the UK and stored at No 6 Maintenance Unit, Brize Norton, where it was stored for two years before being sold for scrap.



BLACK	H12 MMP C33 047	YELLOW	H4 MMP C4 007
MEDIUM SEA GRAY	H335MMP C363 094	DARK GREEN	H330MMP C361 077
OCEAN GRAY	MMP C362 093	BLUE	80% H328 C328 + 20% H326 C326



  
**S47 - ALL „AMAL” FASTENERS ON THE WINGS AND FUSELAGE**