



SCALEMAIL

The monthly newsletter of IPMS, New Zealand. Auckland Branch

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Bulletin Board

HAWKER TEMPEST Mk.V IN RAF SERVICE

WINGLEADER PHOTO ARCHIVE NUMBER 29

ON The table

From the Editor

February has rolled around already. This month we plan to have a weathering session which will include how to reproduce dust effects.

We would like to stress that the payment of member ship renewals must occur between the beginning of April and the end of July. This is not something that the committee dreamed up to make life complicated but rather a consequence of complying with the new laws governing incorporated societies which require us to operate in a more formalized way than we have been used to. There are some nasty consequences if we stray too far from the rules.

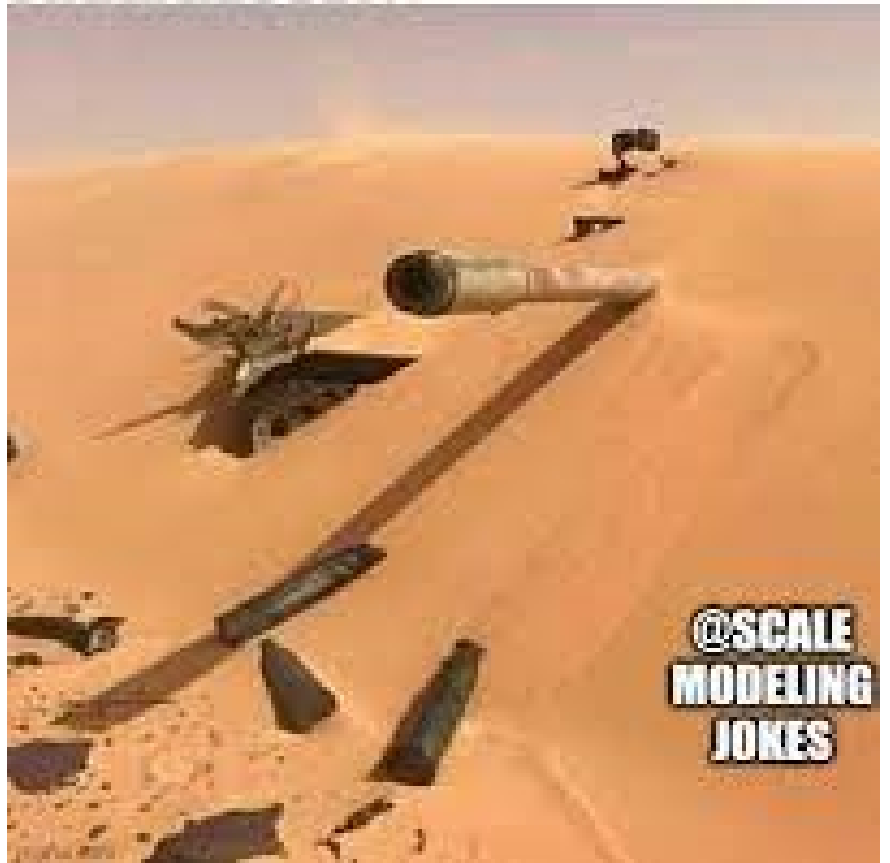
NEXT MEETING

7.30 pm Tuesday 20/2/2024

Royal Oak Bowls

146 Selwyn St, Onehunga

IF I MESS UP SOMETHING I'M JUST GONNA COVER IT WITH PIGMENTS
FINAL RESULT:



@SCALE MODELING JOKES

COMMITTEE

Chairman - Craig Sargent Dave Fish
Secretary - Brett Peacock Lance Whitford
Treasurer - Mark Robson

EDITOR: Lance Whitford
e: lancewhitford@hotmail.com

EMAIL: ipmsauckland@gmail.com
WEB: ipmsauckland.hobbyvista.com
YAHOO: groups.yahoo.com/group/ipmsauckland
FACEBOOK: <https://www.facebook.com/groups/ipmsauckland>

BULLETIN BOARD

NEW MEMBERS AND SUBS *** 2023/24 NOW DUE *******

Subs for 2023/24 now due -see below for club account details or see the club secretary
at the next club meeting.

Membership Type	Description	Cost
Full	Living in the Auckland Metropolitan Area	NZ\$45
Out Of Town	Living 75km or more from central Auckland	NZ\$30
Junior	Same rights as full membership for those under 16	NZ\$25

***Please use this account
until further notice
03-0114-0006259-02***

EVENTS

CLUB NIGHT EVENTS

**IPMS Auckland Meet on the
third Tuesday of each month at
7.30pm**

20/2/24 Weathering including realistic dust effects
February

March Quiz night

April AGM and bring, buy and swap night

Nothing to report this month

**Venue: The Sports Lounge
Royal Oak Bowls
146 Selwyn St, Onehunga**

BULLETIN BOARD

CLUB SUPPORT

The following retailers have kindly agreed to offer IPMS Auckland club members a discount on their purchases upon presentation of their current IPMS Auckland Membership card.

The discount only applies on selected product lines and remains at the discretion of the retailer.



Modelair

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WARBIRDS ON PARADE — ARDMORE NZ — 2024

SUNDAY MARCH 10th
www.nzwarbirds.org.nz

ARDMORE
AIRPORT



NZ Warbirds
ASSOCIATION



FUJIFILM
Value from Innovation



We are back for 2024!

Join us for a day of high octane action, aerobatics, formation fly pasts and aerial displays. See New Zealand's aviation heritage where it belongs – in the sky!

WARBIRDS ON PARADE - Sunday 10th March 2024
Ardmore Airport, Auckland, New Zealand.

Whats on parade?

- »Flying and static WW1, WW2, classic and jet aircraft
- »Classic cars and military vehicles
- »Warbird restoration projects
- »Trade and educational displays

Gates open at 9:00am followed by flying display slots at 10:30am | 12:30pm | 2:30pm

Merchandise and refreshments will be available.

The perfect outing for the whole family!

Tickets available through iTicket.

Follow us on Facebook or visit our website www.nzwarbirds.org.nz or scan the QR code to keep up to date with all the latest details.



Photo Below: ©Gavin Conroy
Photo Reverse: ©Gavin Conroy

HAWKER TEMPEST Mk.V IN RAF SERVICE

WINGLEADER PHOTO ARCHIVE NUMBER 29

BY Pete M.

WINGLEADER PHOTO ARCHIVE NUMBER 29



CHRIS THOMAS



HAWKER TEMPEST Mk V

IN RAF SERVICE

From the publisher: Welcome to Number Twenty Nine.

I've always liked the Tempest V, it just looks fabulous in my opinion. It was as if they held a competition to convert the Typhoon into something pretty and aerodynamic, and which didn't try to kill its pilot quite so much!

Anyone not familiar with the Tempest might immediately ask why do the Mk.V first instead of the earlier Mk's, the answer to that of course is that only the Mk.V saw active service during WW2, but you can read more detail in this book.

Once again we're delighted to have Typhoon and Tempest expert Chris Thomas as author for this one. Not only has Chris covered the well known story of the Mk.V, he has also managed to uncover some new information and photos which even the most committed Tempest enthusiast will find of interest.

As with all the books in this series, we've enhanced the photos to pull out the shadow detail and have added arrows and letters to identify points of interest.

Mark Postlethwaite

Series Editor.

I have recently received this volume (one of the latest from Wingleader Publications) and would have to add my comment that for any modeller wishing to build a Tempest V in any scale, this is a MUST!

As a Kiwi, I will make no excuses for concentrating mostly on the No.486 (NZ) Squadron examples shown in this book as they were the first squadron to be issued the new fighter, and went on to finish the war with it.

This book follows their now familiar A4 size soft cover in landscape format (72pp), with mostly clear and sharp reproductions of photos. The usual one page colour plates of side views give modellers notes where relevant.

PROTOTYPES

The Tempest originated from the Typhoon II project, renamed due to extensive changes, primarily a new thinner wing. Five versions were planned, based on the engines likely to be available and prototypes were ordered. The Tempest V, had the benefit of an established power-plant (Napier Sabre II, although still suffering various problems) and was thus ready to fly long before the others.

Right: The Mk V prototype HM595 at Hawker Aircraft's factory and test airfield, (Langley near Slough), seen around the time of its first flight on 2 September 1942. The tailplane is the original Typhoon unit at this stage. The early Typhoon 'car-door' canopy has a whip aerial through the canopy rather than the original mast.



Main photo: Lack of directional stability prompted the extension of vertical tail surfaces upwards and forwards. The differences can be more clearly seen when the relative position of the 24-inch square fin-flash (arrowed) is compared with the upper photograph.

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The first section covers the various prototypes, and early production models noting the many changes carried out as they were on the production lines.

As I noted above, No.486 (NZ) Squadron were the first to be issued the Tempest, but due to an unfortunate accident during their conversion training after lying into a flock of Plover, several of their aircraft were damaged and had to be repaired, so 486 had to carry on with their older Typhoons, and No.3 Squadron then received their initial Tempests from those that were undamaged and thus became the first operational Tempest squadron!

INTO SERVICE



The only known photographs of a Typhoon and Tempest in the air together feature Tempest V JN766, SA-N, and Typhoon IB MN282, SA-R, of 486 Squadron. This particular view of the pair illustrates well the major external differences between the two types - in wing planform, nose length and fin/rudder shape. The squadron operated its Typhoons alongside Tempests for several weeks in April/May 1944 before conversion was complete.

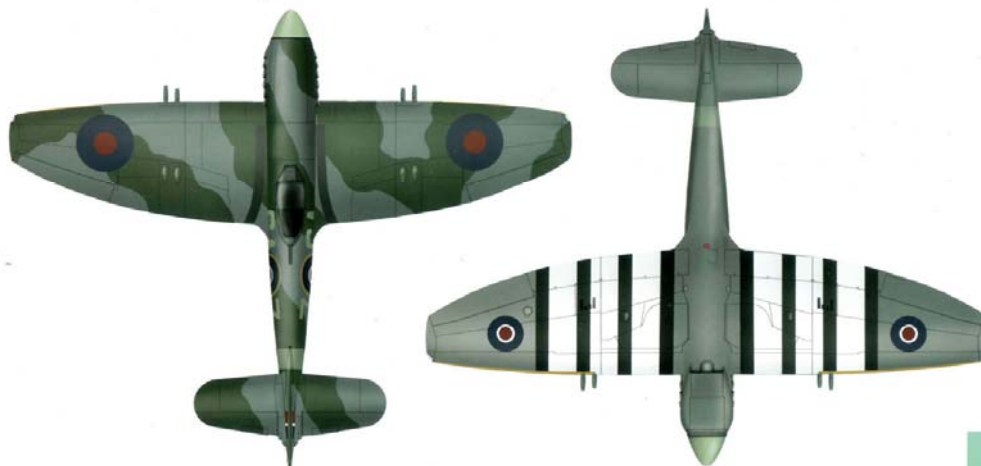
Insets: Head on views of a Typhoon (lower) and Tempest (upper) reveal the former's thicker wing and inner sections with anhedral, whereas the Tempest features a horizontal inner wing. Both types have dihedral on the outer wing sections.

TEMPEST V, JN738, 486 SQUADRON, FEBRUARY 1944



Modeller's notes

- Day Fighter Scheme (DFS) with Sky codes, fuselage band and spinner.
- Spinner back plate Night.
- Yellow LE stripes from inner cannon port to wing tip light.
- Squadron codes forward of the roundel on both sides of the fuselage.
- Individual code 'Z' is larger on starboard side than on port side.
- Typhoon-style identity stripes under the wings (see page 17).
- Exhaust fairings.
- Head armour and decking under canopy, Night.



The above show the so called 'Series 1' Tempests with exposed cannon barrels and the lumps on the wing roots covering the wing spar joints as they used the Typhoon centre sections. After the first 50, this was not required due to the re-designed Tempest centre section being used, so no bumps! Many other modifications were also carried out at this time



Left: armourers 'rodding' the original long-barrelled Hispano Mk II cannon which protruded from the leading edge of the wing on early Tempests.

Above: This close-up also gives a good view of the wing root bulge (arrowed) peculiar to the first 50 Tempests that employed Typhoon centre-sections. Plt Off George 'Lefty' Whitman is seen leaving the cockpit of his 3 Squadron Tempest, JN735 JF-X. On 8 June 1944, Whitman was Wg Cdr R.P. Beamont's No 2 in the first Tempest air combat and shot down the Bf 109G that attacked Beamont whilst he was engaging the Tempest's first victim.

Amongst the mods were the provision to carry specially designed wing fuel tanks to help their range due to the thinner Tempest wings not incorporating fuel tanks as per the Typhoon. These initially had a clear cover between them and the wing fitting, but later these were painted over with the underside colour.

During the first four months of 1944 specially designed long-range drop tanks were tested on JN730. The close-up view (right) shows the transparent fairings between the tank and the wing. Later photos suggest that the fairings were eventually over-painted in the under-surface colour – Medium Sea Grey.



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A quick recognition feature between Series 1 and two was the later aircraft had 4 spoke hubs with narrower tyres and cannon barrels recessed in the wings.

Right: Typhoon rear fuselage monocones, featuring Modification 286 'fishplates', were utilised on initial production aircraft (arrowed). These continued in use past the first 50 aircraft, until at least the 85th aircraft (JN862); first confirmed without the plates is the 98th production Tempest (JN875).

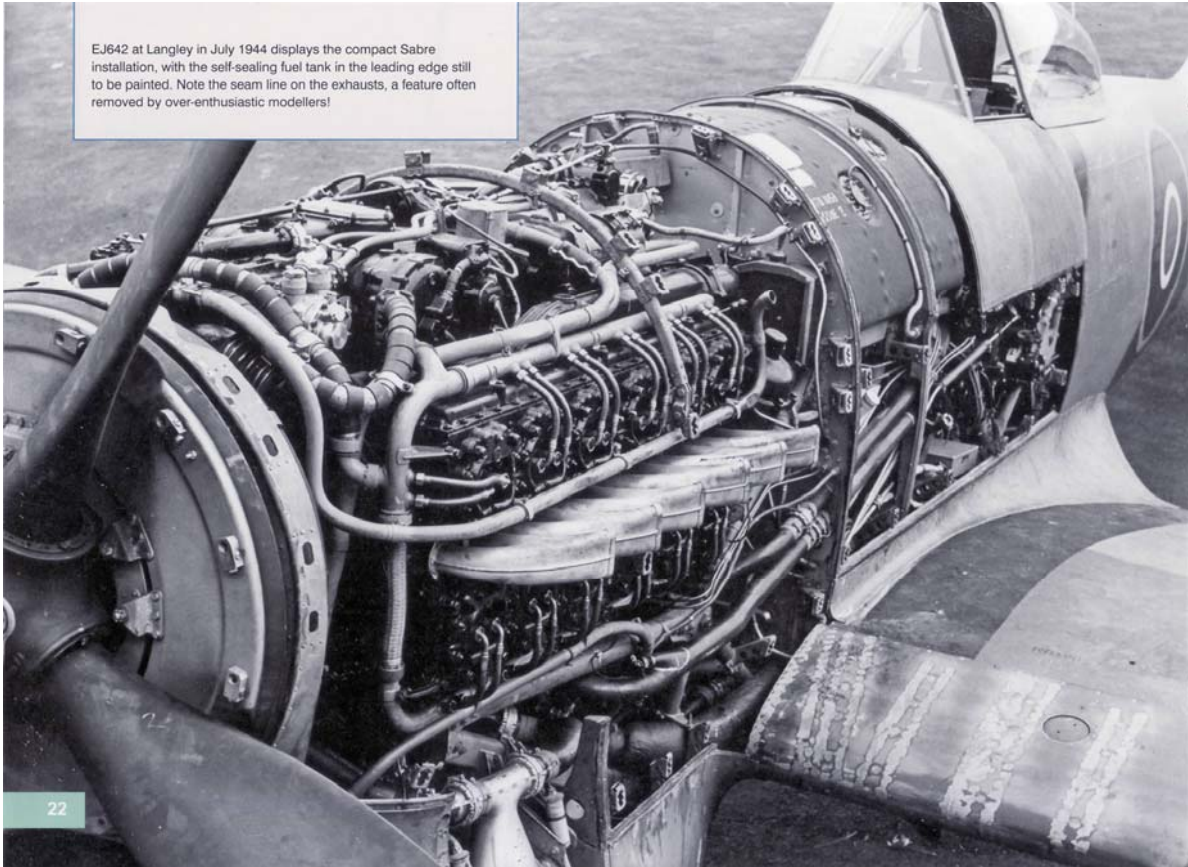
Bottom right: Further Typhoon components used to speed early production were main wheel, 5-spoke, hubs, as seen here on JN730. They had to be fitted with a slimmer tyre to fit within the limited space available in the wing.

Below: A 501 Squadron Tempest, EJ555 SD-Y, displays the later style of 4-spoke wheel hubs (A), heavily stained long-range tanks and the apertures (B) for the new short-barrelled Hispano Mk V. The cantilevered Tempest main undercarriage leg, had replaced the Typhoon's pneumatic version. Note also the 'stone guard' (C) fitted over the air intake to prevent debris damage.



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There are several shots showing the engine and mountings, and in one, the extra fuel tank fitted in front of the cockpit above the main tank.



The next section covers the 'anti-diver' patrols and the squadrons and methods used to combat the V1's.



The commanding officer (CO) of 486 Squadron, Sqn Ldr 'Johnny' Iremonger, selected JN763 as his personal aircraft; it was coded SA-F and carried a squadron leader's pennant on the starboard side (only), below the windscreen. Ten days after the Divers starting arriving in SE England a team from the RAE visited RAF Newchurch to examine ways of increasing the Tempest's speed. JN763 was one of two Tempests loaned to the RAE for trials with 'boost' at 11lb psi and 150-octane fuel; the tests revealed that 20 mph could be added to the Tempest's top speed at 3,000 feet.

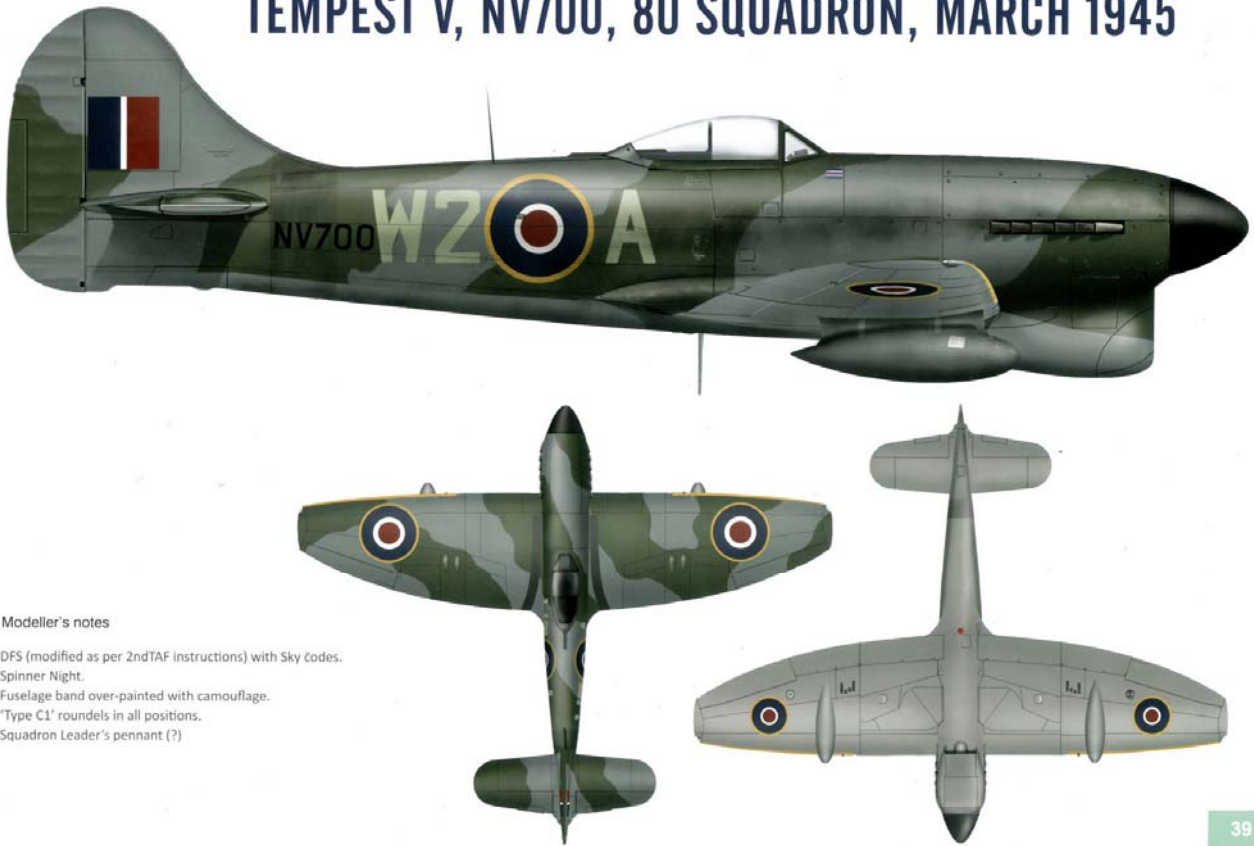
Note the individual code letter, 'F', has been outlined in black distemper to render it more visible against the white stripe.



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Next, comes a series of notes and photos covering the changes in markings called out for by the 2nd Tactical Air Force requiring the removal of the black and white stripes, and the change to the wing roundels to the "c" type with a yellow outer ring as per the fuselage.

TEMPEST V, NV700, 80 SQUADRON, MARCH 1945



Modeller's notes

DFS (modified as per 2ndTAF instructions) with Sky codes.
 Spinner Night.
 Fuselage band over-painted with camouflage.
 'Type C1' roundels in all positions.
 Squadron Leader's pennant (?)

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Port and starboard views of NV753 SA-J, as flown by 486 Squadron's WO W.J.Shaw when he took part in the only documented combat between Tempests and Ta 152s, on 14 April 1945. Shaw claimed an 'Fw 190' destroyed, which is believed to have been the Ta 152 of Stab./JG 301 flown by Oberfeldwebel Josef Sattler, who was killed. 486 Squadron lost WO Owen Mitchell, claimed by JG 301's Unteroffizier Willi Reschke.

Note the seam on the long-range tank – a new style of tank that reached 2nd TAF in the last few weeks of hostilities.



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The final section covers the end of the war and post war markings and squadrons and the final 'bare metal' finish on occupation duties.

The inside back page contains a list of Tempest serials listed on order. All appeared to have been built by Hawkers at Langley.

Highly recommended by me for both modellers and historians.!



WINGLEADER
WWW.WINGLEADER.CO.UK

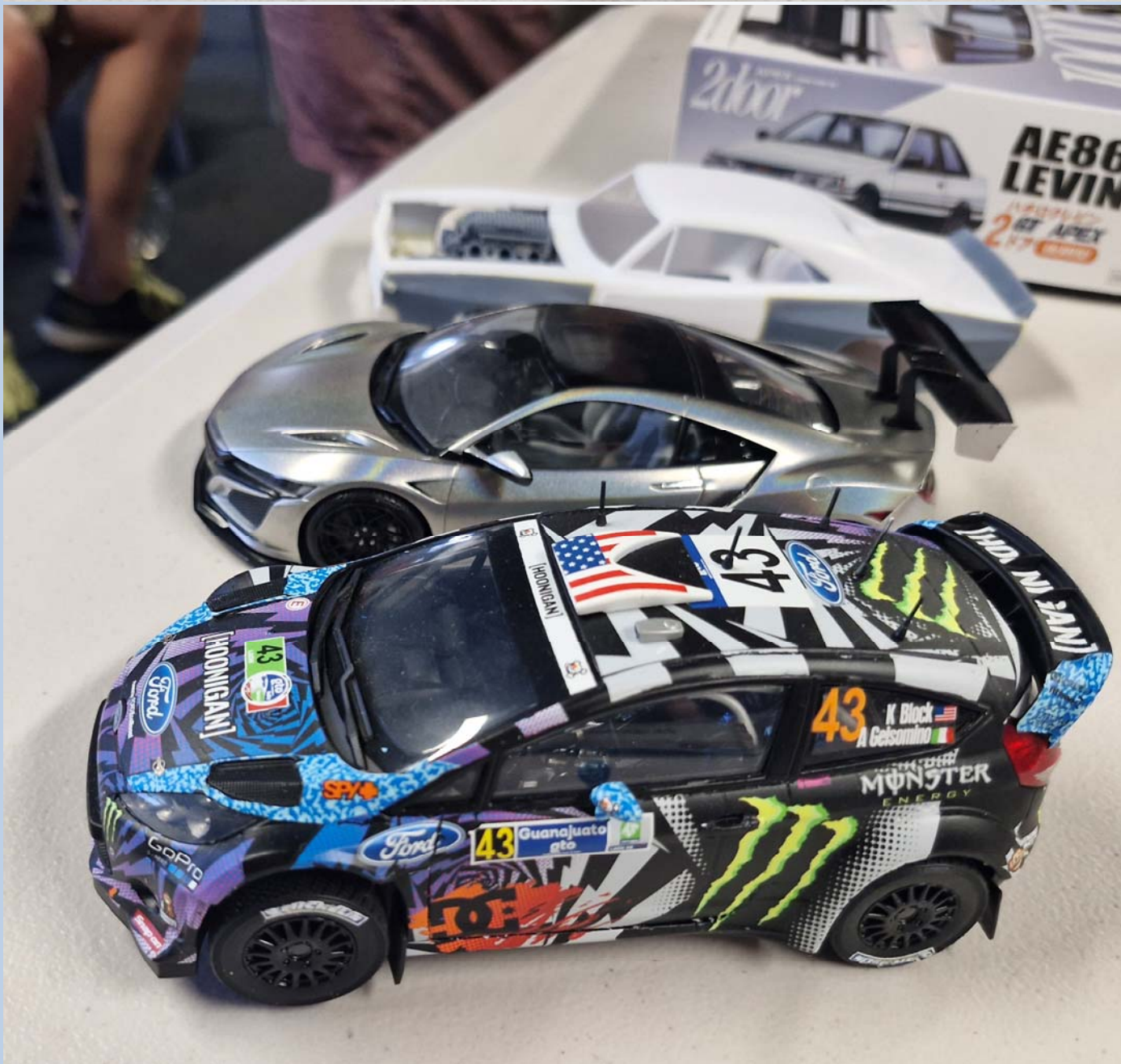
RRP £19.95

On the table at our January meeting

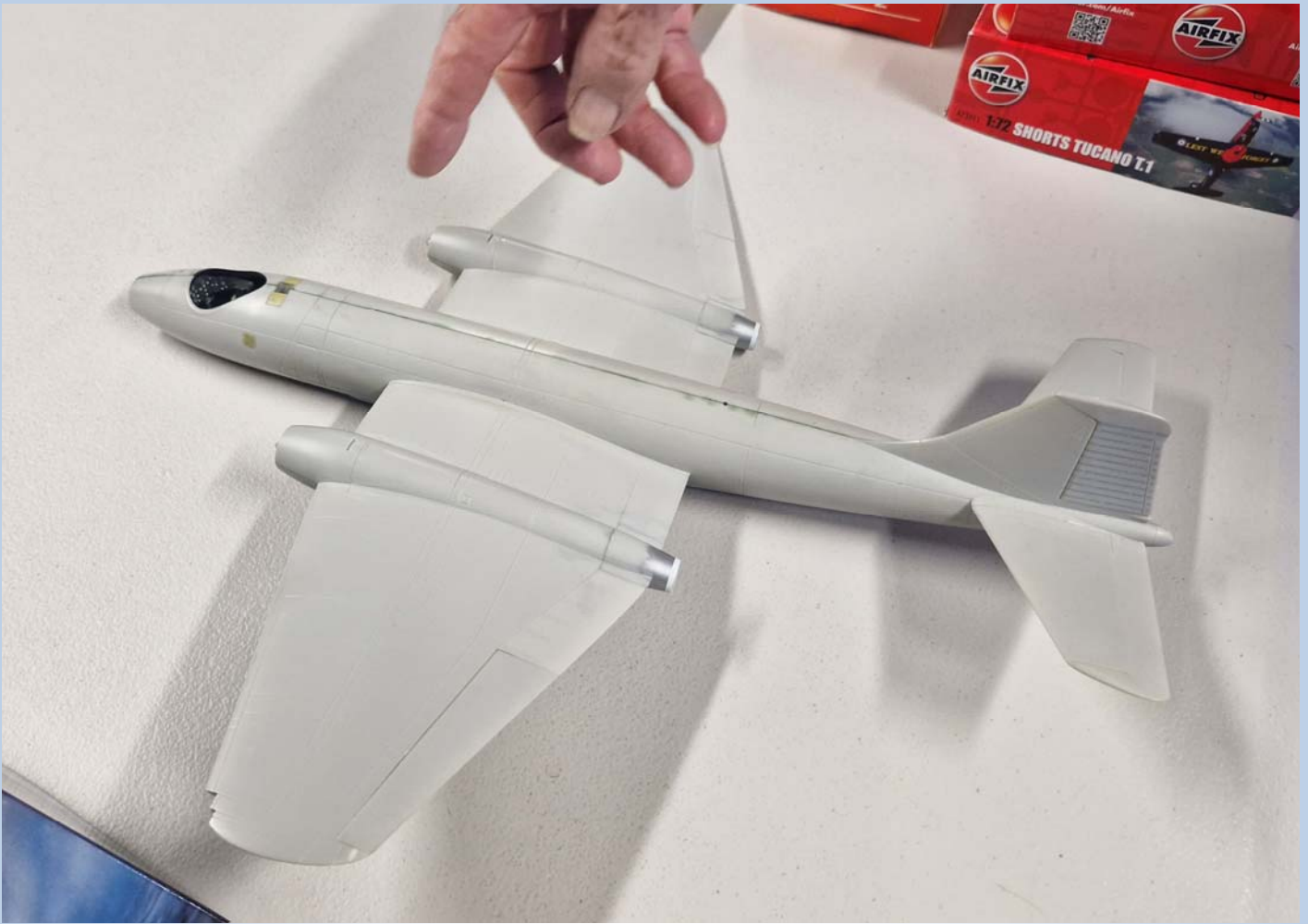




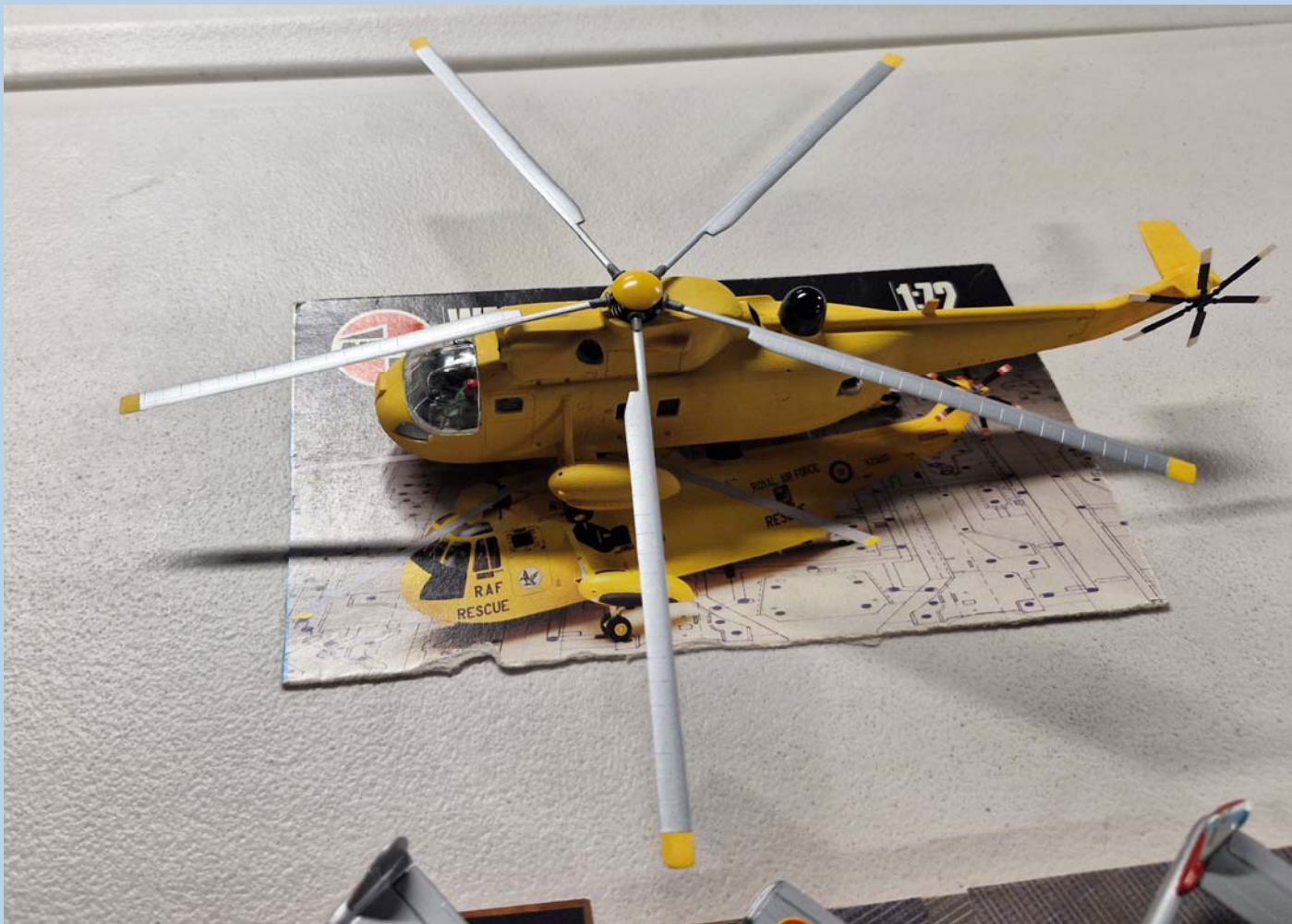




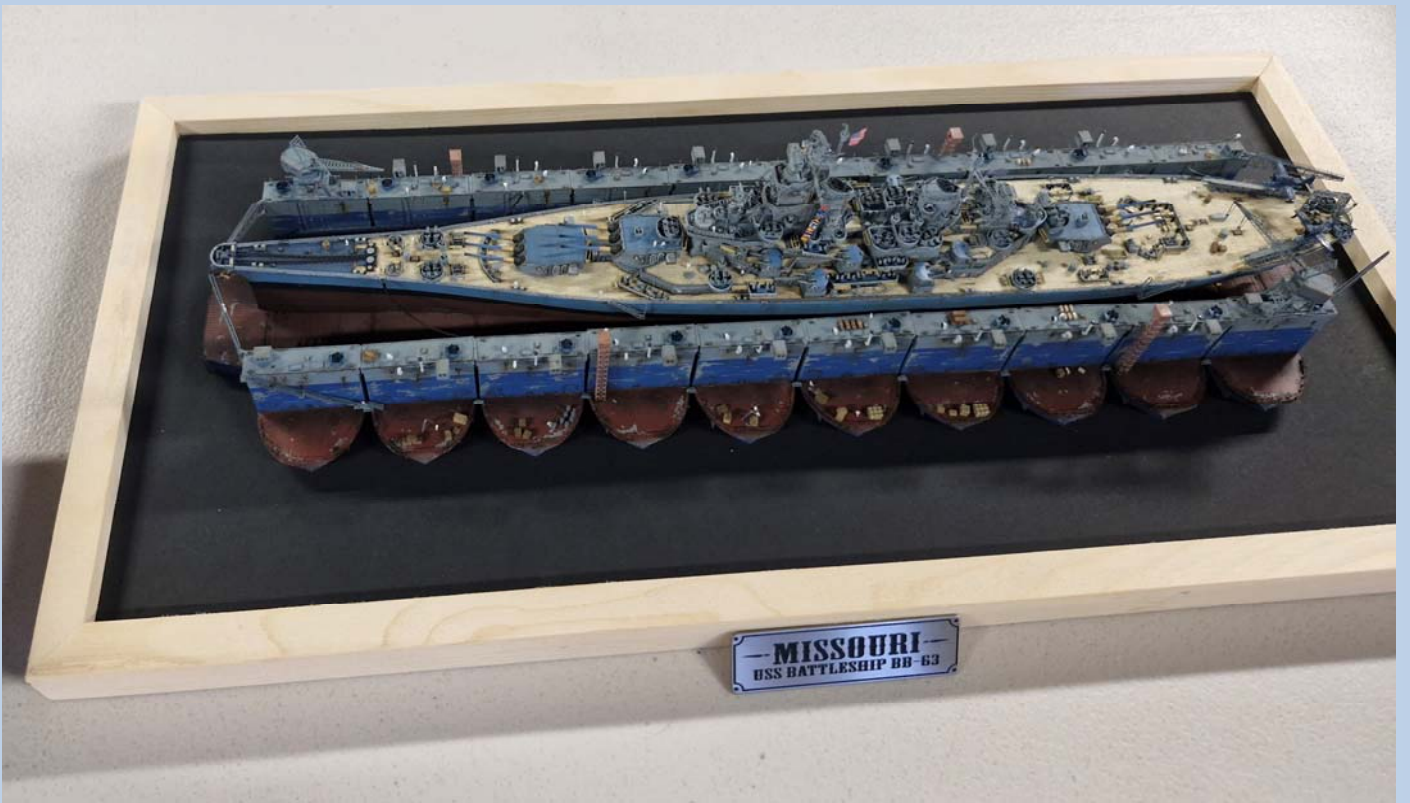














GALLERY

CLUB NIGHT MODELS

Check out our Website gallery for photos taken of models at our monthly meetings

<http://ipmsauckland.hobbyvista.com>



And as usual -check out the IPMS Auckland website as we're trying to keep the content a bit more dynamic. We won't be regurgitating content found on other websites but will provide links to sites we think are of interest to members.

