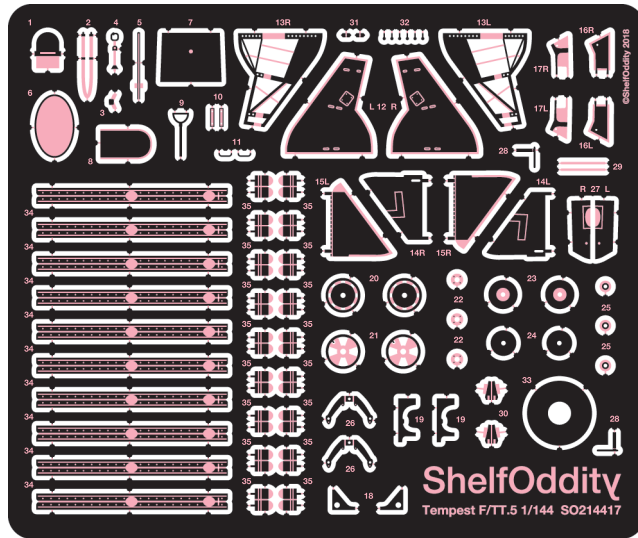


# SO214417

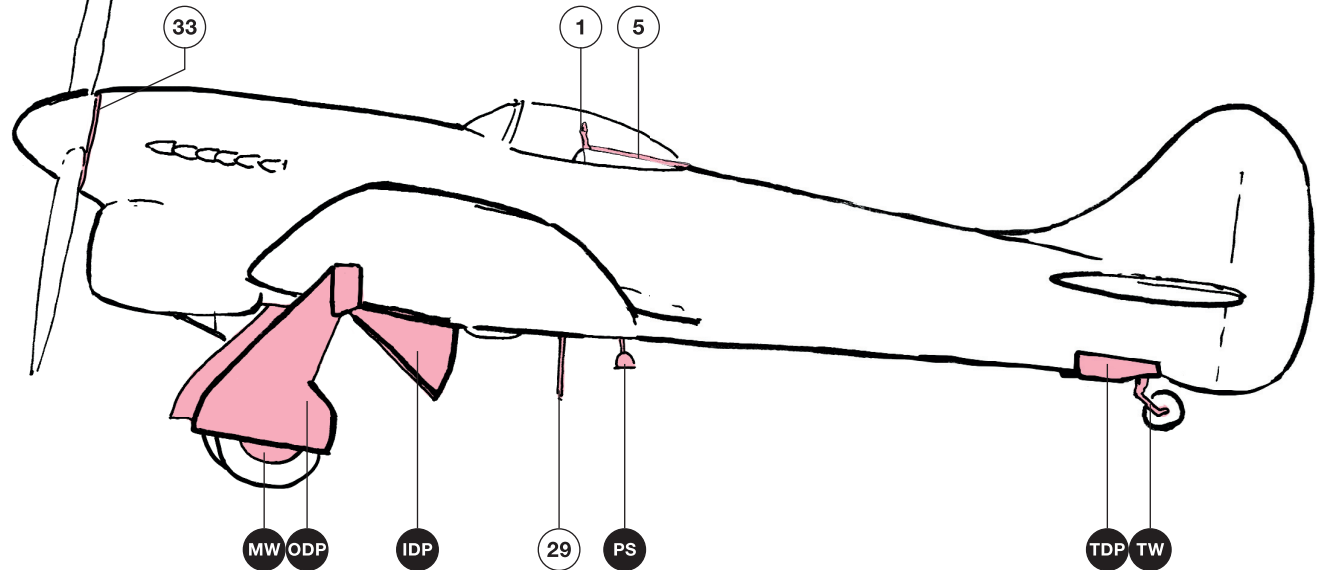
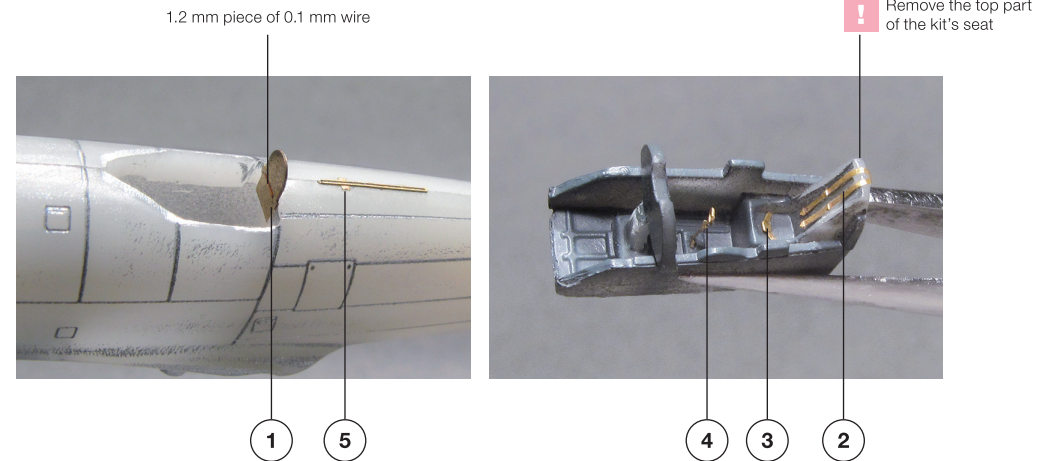
## 1/144 Tempest F.5/TT.5 for F-Toys kit

Shelf  
Oddity



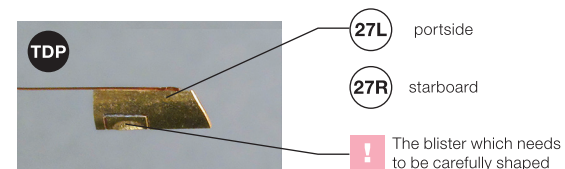
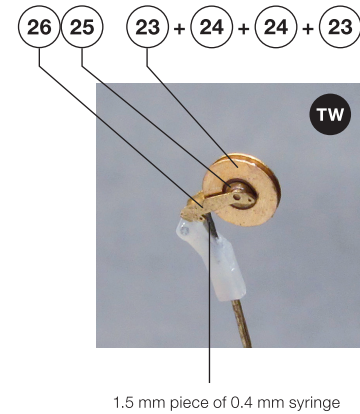
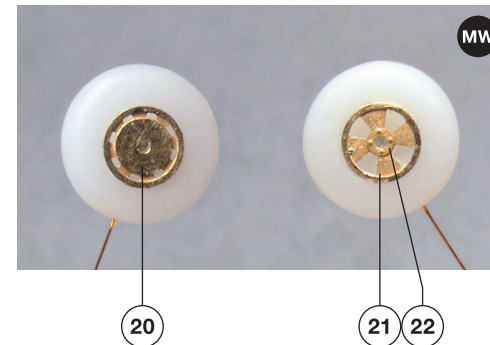
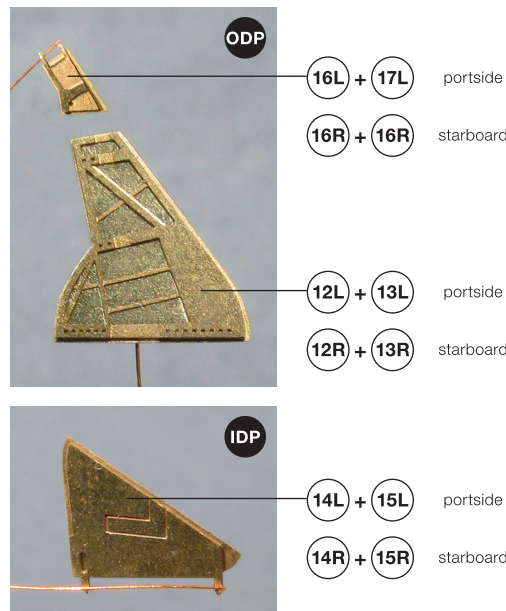
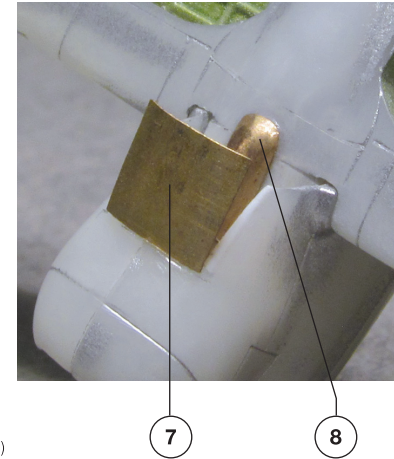
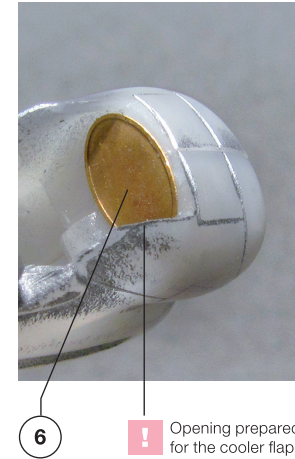
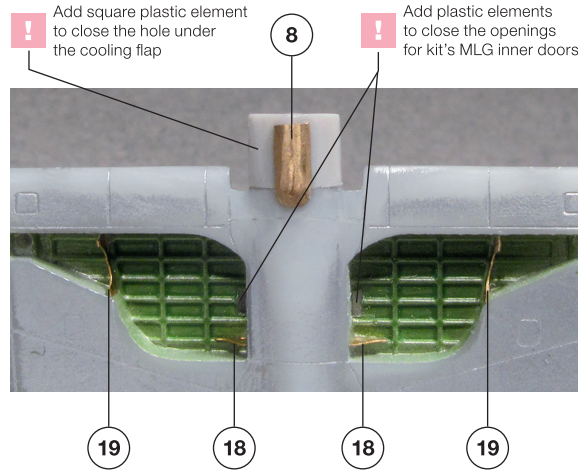
This photo-etched detail set is designed to enhance the F-Toys Tempest Mk.V kit. Some might think of it as of a pre-painted toy but after closer inspection this is a very good and accurate representation of the ever-elegant Tempest.

The kit already has quite sensible instrument panel, cockpit floor and the pilot seat representations. The cockpit opening is quite small so we have supplied only a few details in this area. The most prominent part is the rear armour plate. It should be attached to the backside of the cockpit opening and additionally the kit's pilot seat needs to have the over-scale armour removed. The seat harness (2+3), the control stick (4) and the canopy limousine rails (5) are completing the picture. Note when attaching main seat harness (2) it is recommended to thin down the upper backside of pilot seat to accommodate space for the joint of the belts.



The weakest part of this otherwise excellent kit is the rear-side of the oil cooler. If you are not interested in opening the cooler flap (7) the problem is somewhat invisible. The fun starts when the open flap is something you are after – there is a gaping hole in the lower part of the kit between the cooler and the wings! The bottom part of the fuselage in this area needs to be filled with plastic rectangular sheet. The rear face of the oil cooler (6) and the missing part of the carburettor air duct (8) which needs to be properly shaped complete the picture. If you want to display the cooler flap (7) in the opened position a small surgery will be needed. The small round notch on the inner side of the flap indicate the place where the flap actuator should be attached. One 3.2 mm long piece of 0.1 mm wire should do the trick.

As we are already on the bottom side of the plane let us look onto the landing gear. The kit's main landing gear doors has been completely replaced with the brass parts (three mirrored sets of parts: 12+13, 14+15 and 16+17). The kit's MLG legs can be used as they are quite detailed. Small ribs (18, 19) adorn the MLG wheel wells. The MLG wheel hubs are also supplied, the inner (21+22) as well as the outer ones (20). The solid rubber rear wheel assembly (23-25) is a tad more complicated venture. It is recommended to use 0.1 mm wire as an axle for their wheel. It will be of utmost importance when fitting the wheel with its fork assembly (26). The rear wheel doors (27) complete the picture – it is recommended to form the bulbous shape using e.g. dental tools. Please be careful here as the thin brass can be easily damaged. Two small round notches on the inner sides of the doors indicate the place where the door actuators should be attached. Again two 1.5 mm long pieces of 0.1 mm wire should be sufficient.

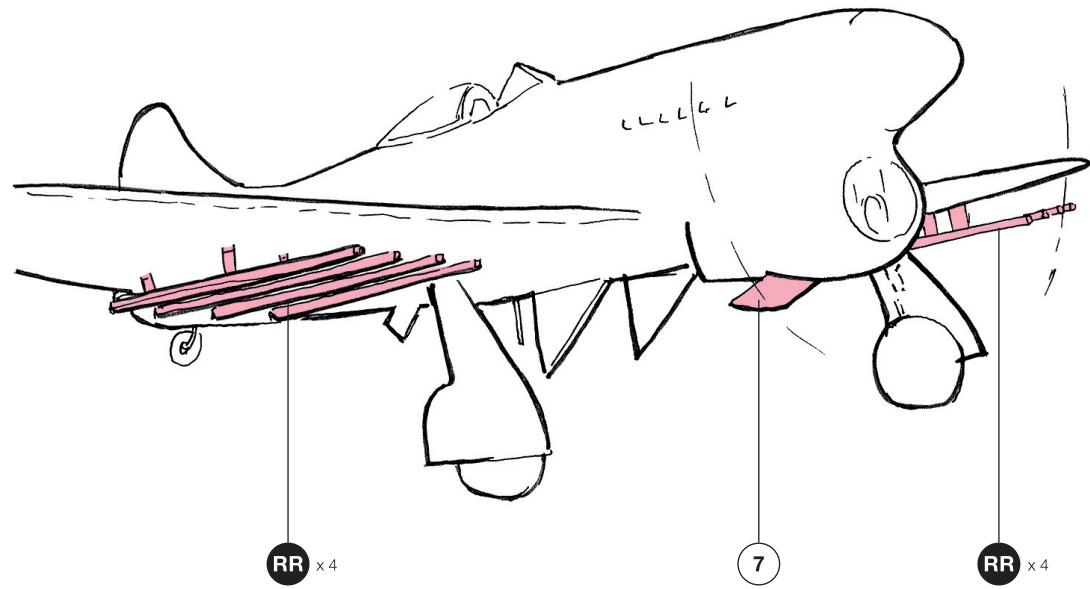
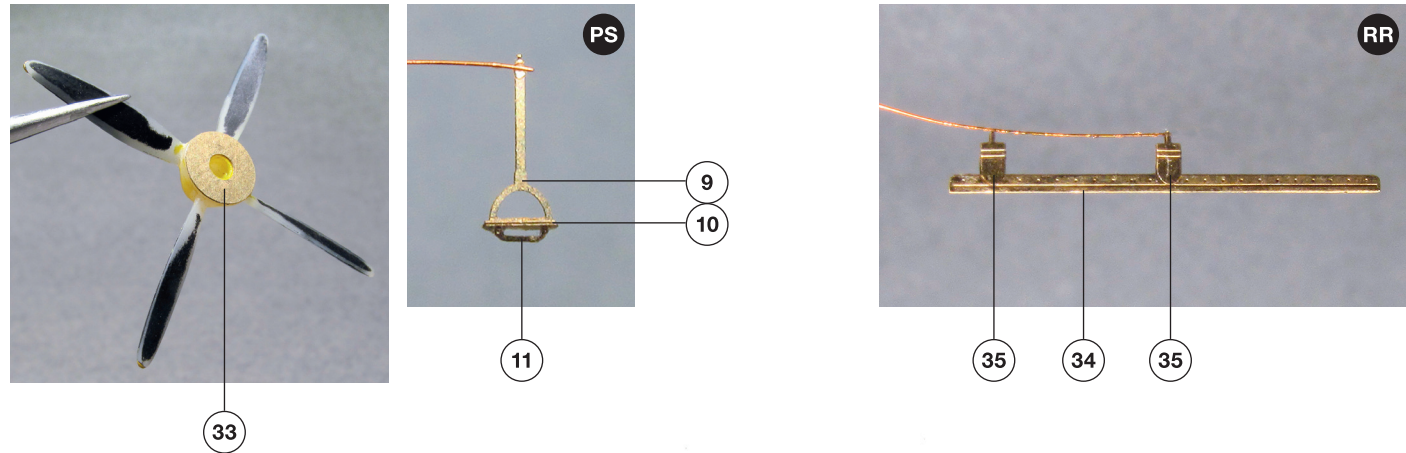


Another part of the kit which needs a small update is the propeller hub which seems to be a tad too short. The brass back-plate (33) should allow to rectify this issue.

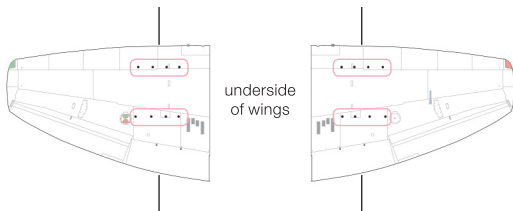
The sleek Tempest was a rather detail-free aircraft when it comes to the external surfaces. Only the early-style pitot probe (28) the flat-blade underwing antennae (29) and the retractable pilot step (PS) (9-11) are spoiling her graceful lines.

Fortunately there were a few variations of this rather slick scheme (see also our decal sheet SO314420 – RAF Silver Tempests F.5/TT.5).

First is the late- and post-war ground-sweeping use of Tempests where a full set of 8 projectile rocket rails (RR) was placed under the wings. Each rail (34) needs to be folded in half first. The use of solid block PE bending tool is recommended here because of the great length to height aspect ratio of the rails. Each rail need to be fitted with two stubs (35) which also need to be folded in half. Please use glue with caution and only after the stubs are folded as the joint between rails (semicircular notches) and two loose fins of the stub is rather tight. The stubs placement holes scheme is included below.



0.3 mm mounting holes for rocket rails (RR) – front rows 2x 4 openings



0.3 mm mounting holes for rocket rails (RR) – rear rows 2x 4 openings

**!** Drawing keeps 1/144 scale when printed on A4 size paper without "fit to page" option.

The other variation are the post-war Target Tugs fitted with the towing equipment. The target was kept on the rope and the rope mounting point (RM) can be prepared with use of several pieces of wire and PE base (30). The base needs to be folded in half in a way to create a small pin-hole in its rear side. It is a socket for the rope protection cone – a form of spiral cone made of 0.05 mm wire. It sounds and looks fairly complicated but it is actually quite easy to prepare. First you need to wind the wire on the conical, sharp end of the metal pin and then delicately stretch the winded wire. The second-third try is usually good enough!

As the rope mounting point is placed under the central fuselage the rear control surfaces needed some form of protection. Again, it was made using the metal rope which was stretched between the ends of the horizontal and vertical stabilizers and the short stub mast (SM) placed on front of the rear wheel assembly.

The stub mast (SM) needs to be prepared from scratch using eg. metal tubing and wires. The bottom tip of the mast can be simulated by metal pulley (32).

The rope was fixed to the top of the vertical stabilizer by a small steel forging (31) and to the tips of horizontal stabilizers via small metal pulleys (32).

As usual we took care of your carpet monster, there are several spare items on the fret.

#### Sources:

Hawker Tempest – 4+ Publication  
Hawker Tempest – Warpaint Series No.55  
Hawker Tempest – Klub SP 02 by WKiL

